TRAVERSE CITY PLANNING COMMISSION
REGULAR MEETING

TUESDAY, October 4, 2016

7:00 P.M.

Commission Chambers
Governmental Center, 2nd Floor
400 Boardman Avenue
Traverse City, Michigan 49684

Posted: 9/30/16

AGENDA

The City of Traverse City does not discriminate on the basis of disability in the admission or access to or treatment or employment in, its programs or activities. Penny Hill, Assistant City Manager, 400 Boardman Avenue, Traverse City, Michigan 49684, 922-4440, T.D.D., 922-4766, has been designated to coordinate compliance with the non-discrimination requirements. If you are planning to attend and you have a disability requiring any special assistance at the meeting and/or if you have any concerns, please immediately notify the ADA Coordinator.

Planning Commission
c/o Russell Soyring, Planning Director
400 Boardman Avenue, Traverse City, MI 49684
231-922-4778

1. CALL MEETING TO ORDER

2. ROLL CALL

3. ANNOUNCEMENTS

4. CONSENT CALENDAR

The purpose of the consent calendar is to expedite business by grouping non-controversial items together to be dealt with by one Commission motion without discussion. Any member of the Commission, staff or the public may ask that any item on the consent calendar be removed therefrom and be placed elsewhere on the agenda for full discussion. Such requests will be automatically respected. If an item is not removed from the consent calendar, the action noted in parentheses on the agenda is approved by a single Commission action adopting the consent calendar.

A. September 7, 2016 Regular Meeting minutes, September 20, 2016 Special Meeting minutes and September 26, 2016 Joint Study Session with the City Commission Meeting minutes (Approval recommended)

B. Grand Traverse County Awards Nominations (Approval recommended)

C. Consideration of an Amendment to the Planning Commission Bylaws Revised September 28, 2016 to change the Planning Commission meeting start time from 7:30 p.m. to 7:00 p.m. (For introduction and possible action on November 1, 2016)

5. APPOINTMENTS

A. Planning Commission appointment to Grand Traverse Commons Joint Planning Commission (Action requested)

B. Planning Commission appointment to Arts Commission (Action requested)

6. CORRESPONDENCE

A. Community Development report from Jean Derenzy

7. REPORTS

A. City Commission - Commissioners Richardson and Howe

B. Board of Zoning Appeals – Commissioner Koebert

C. Grand Traverse Commons Joint Planning Commission - Commissioners Serratelli and Vacant

D. Arts Commission- Vacant

E. Planning Commission

1. Master Plan Review Committee—Commissioner Dow
2. Parking Regulation Committee- Commissioner Serratelli
3. Traffic Calming Review Committee- Commissioner Weatherholt

F. Planning Department—Mr. Soyring

1. Public Engagement Plan Committee- Commissioners Dow, Koebert and Fleshman
2. Community Development/Economic Development- Mr. Soyring
3. Capital Improvement Program- Mrs. Luick

8. OLD BUSINESS

A. Consideration of an amendment to the Traverse City Code of Ordinances Development (D-1, D-2, D-3) District, Section 1347.01 *Uses Allowed* regarding allowing manufacturing or processing of various products. (For introduction and possibly scheduling a Public Hearing for November 1, 2016)

Items following will not be considered prior to 7:30 p.m.

B. Public Hearing to consider an amendment to the Traverse City Code of Ordinances Section 1332.01 Single Family Dwelling (R-1a, R-1b) District *Uses Allowed* regarding changing the conditions allowing accessory dwelling units in the single-family dwelling districts. (Action requested)

C. Public Hearing to consider a Special Land Use Permit (16-SLUP-01) request by Munson Medical Center to allow for a taller building at 1105 Sixth Street (Action requested)

D. Consideration of a Site Plan Review (16-SPR-02) request by Munson Medical Center for a family birth and children's center medical building located at 1105 Sixth Street (Action requested)

E. Public Hearing to consider a street vacation request by Munson Medical Center to vacate the 1100 block of Sixth Street and the opening of a new street approximately 200 feet north of this block (Action requested)

F. Public Hearing to consider a conditional rezoning request initiated by Thomas Darga of DargaWorks, Inc. to rezone properties commonly known as 205 and 211 Union Street and 205 Garland Street from C-4a (Regional Center District) to C-4b (Regional Center District) with conditions (Action requested)

9. NEW BUSINESS

A. Consideration of a Site Plan Review (16-SPR-03) request by Theodore R. Johnson of TJ Design Strategies, Ltd, on behalf of Costco Wholesale for a wholesale store and fuel station located at 125 E. South Airport Road (Action requested)

10. PUBLIC COMMENT

11. ADJOURNMENT

MINUTES
TRAVERSE CITY PLANNING COMMISSION
Regular Meeting

Wednesday, September 7, 2016
7:30 P.M.
Training Room
Governmental Center, 2nd Floor
400 Boardman Avenue
Traverse City, Michigan 49684

1. CALL MEETING TO ORDER- Chairperson Serratelli called the meeting to order at 7:30 p.m.

2. ROLL CALL- Mrs. Luick called roll for the Planning Commission.

PRESENT: Commissioners Michael Dow, Janet Fleshman, Gary Howe, Ross Richardson, Chairperson John Serratelli, Jim Tuller, Jan Warren and Camille Weatherholt
ABSENT: Vice-Chairperson Linda Koebert
STAFF: Russ Soyring, Planning Director; Missy Luick, Planning and Engineering Assistant

3. ANNOUNCEMENTS

Mr. Soyring announced that on September 12, the West Boardman Lake District plans will be presented to the City Commission. On September 26, the 8th Street Charrette final plan will be presented.

Chairperson Serratelli announced that agenda item 5A will be removed from this agenda and considered at the September 20 meeting that will now be a Special Meeting.

4. CONSENT CALENDAR

The purpose of the consent calendar is to expedite business by grouping non-controversial items together to be dealt with by one Commission motion without discussion. Any member of the Commission, staff or the public may ask that any item on the consent calendar be removed therefrom and be placed elsewhere on the agenda for full discussion. Such requests will be automatically respected. If an item is not removed from the consent calendar, the action noted in parentheses on the agenda is approved by a single Commission action adopting the consent calendar.

A. August 2, 2016 Regular Meeting minutes (Approval recommended)
B. Grand Traverse County Awards Nominations (For introduction and possible action on October 4, 2016)

Motion by Commissioner Warren, second by Commissioner Dow, to approve the Consent Calendar as read.

DRAFT

Commission discussion.

Motion carried 8-0. (Commissioner Koebert absent).

5. OLD BUSINESS

A. Consideration of a draft amendment to the City of Traverse City Master Plan for distribution to the City Commission for review and comment. (Approval recommended)

Agenda Item 5A was removed from this agenda and will be considered at the September 20, 2016 Special Meeting of the Planning Commission.

6. NEW BUSINESS

A. Consideration of an amendment to the Traverse City Code of Ordinances Section 1332.01 Single Family Dwelling (R-1a, R-1b) District *Uses Allowed* regarding changing the conditions allowing accessory dwelling units in the single-family dwelling districts. (For introduction and possibly scheduling a Public Hearing for October 4, 2016)

Mr. Soyring explained that an amendment was prepared based on the direction given by the City Commission.

Chairperson Serratelli explained that it is the opinion of the City Attorney that the Planning Commission must schedule a public hearing on the matter.

Commission discussion.

Motion by Commissioner Howe, second by Commissioner Dow, that a Public Hearing be scheduled for October 4, 2016 to consider an amendment to the Traverse City Code of Ordinances, Single Family Dwelling Districts (R-1a and R-1b), Section 1332.01 *Uses Allowed*, regarding changing the conditions allowing accessory dwelling units.

Commission discussion.

The following individuals made public comment:

- Rick Buckhalter, 932 Kelley Street
- Adrienne Rossi, 312 W. 7th Street

Motion carried 7-1 (Commissioner Richardson opposed, Commissioner Koebert absent.)

B. Consideration of a conditional rezoning request initiated by Thomas Darga of DargaWorks, Inc. to rezone properties commonly known as 205 and 211 Union Street and 205 Garland Street from C-4a (Regional Center District) to C-4b (Regional Center District) with conditions (For introduction and possibly scheduling a Public Hearing for October 4, 2016)

Mr. Soyring summarized his August 26, 2016 communication to the Planning Commission.

Thom Darga, 101 N. Park, addressed the Commission.

Commission discussion.

Motion by Commissioner Richardson, second by Commissioner Fleshman, to defer the conditional rezoning request by Mr. Darga until October 4, 2016 Regular Meeting due to lack of information provided by the applicant.

The following individuals made public comment:

- Rick Buckhalter, 932 Kelley Street

Commission discussion.

Motion failed 2-6 (Commissioners Dow, Howe, Serratelli, Tuller, Warren and Weatherholt opposed, Commissioner Koebert absent).

Commission discussion.

Motion by Commissioner Howe, second by Commissioner Warren, that the request by Thom Darga, Inc., of 101 North Park Street, Traverse City, Michigan, to conditional rezone the property located at 205 Garland Street, 205 North Union Street and 211 North Union Street from C-4a (Regional Center) to C-4b (Regional Center) with conditions be introduced and scheduled for a public hearing on October 4, 2016.

Motion carries 7-1 (Commissioner Fleshman opposed, Commissioner Koebert absent).

Commissioner Richardson left the meeting at 9:10 p.m.

C. Consideration of a Special Land Use Permit request by Munson Medical Center to allow for a taller building at 1105 Sixth Street (For introduction and possibly scheduling a Public Hearing for October 4, 2016)

Commissioner Weatherholt recused herself from this agenda item due to an appearance of a conflict as she is employed by Munson Medical Center. Commissioner Weatherhold left the meeting at 9:11 p.m.

Mr. Soyring introduced the topic and summarized his August 25, 2016 memo to the Commission.

Commissioner Richardson rejoined the meeting at 9:13 p.m.

Steve Tongue, Munson Medical Center, addressed the Commission.

Commissioner Tuller left the meeting at 9:15 p.m.

Commissioner Tuller rejoined the meeting at 9:17 p.m.

Commission discussion.

Motion by Commissioner Dow, second by Commissioner Richardson, that the request by Steve Tongue, Vice President of Facilities at Munson Medical Center for a Special Land Use Permit for a "Taller Building" at 1105 Sixth Street be introduced and scheduled for a public hearing for the October 4, 2016 Regular Meeting.

Motion carried 8-0 (Commissioner Koebert absent).

D. Consideration of a Site Plan Review request by Munson Medical Center for a family birth and children's center medical building located at 1105 Sixth Street (For introduction and possible action on October 4, 2016)

Motion by Commissioner Warren, second by Commissioner Dow, that the request by Steve Tongue, Vice President of Facilities at Munson Medical for site plan approval be introduced and set for review and possible action that the October 4, 2016 Regular Meeting.

Motion carried 8-0 (Commissioner Koebert absent).

E. Consideration of a street vacation request by Munson Medical Center to vacate the 1100 block of Sixth Street and the opening of a new street approximately 200 feet north of this block (Possible action requested)

Mr. Soyring explained that the Planning Commission does not need to hold a public hearing for a street vacation, but may choose to do so per the Planning Commission Bylaws.

Commission discussion.

Motion by Commissioner Richardson, second by Commissioner Warren, that the request by Steve Tongue, Vice President of Facilities at Munson Medical Center to vacate the 1100 block of Sixth Street and the opening of a new street approximately 200 feet north of this block be introduced and scheduled for a public hearing for the October 4, 2016 Regular Meeting.

Commission discussion.

Motion carried 8-0 (Commissioner Koebert absent).

F. Communication from Mike Powers requesting a possible text amendment to the Development District, Section 1347.01 to expand the uses allowed to include a coffee roastery (Discussion)

Mr. Soyring explained that a request to expand uses in the Development District to include a “coffee roastery” was received. If it is the consensus of the Planning Commission to proceed with an amendment, then staff would prepare a draft amendment for consideration at the next regular meeting.

Commission discussion.

Jen Chichowski and Josh Brandt of Higher Grounds Trading Company addressed the Commission.

Commission discussion included expanding uses beyond manufacturing of “beverages” and possible include allowing all manufacturing uses but limiting the scale. Staff will bring a draft amendment for consideration at the next regular meeting on October 4, 2016.

7. CORRESPONDENCE

A. Bayfront Chairs correspondence from Commissioner Koebert

8. REPORTS

A. City Commission - Commissioner Richardson reported.
B. Board of Zoning Appeals – No report.
C. Grand Traverse Commons Joint Planning Commission - Commissioner Warren reported.
D. Arts Commission- Commissioner Warren reported.
E. Planning Commission
1. Master Plan Review Committee—Commissioner Dow reported.
2. Parking Regulation Committee- Commissioner Serratelli reported.
3. Traffic Calming Review Committee- Commissioner Weatherholt reported.

F. Planning Department—Mr. Soyring
1. Public Engagement Plan Committee- No report.
2. Community Development/Economic Development- Mr. Soyring reported.
3. Capital Improvement Program- Mrs. Luick reported.

9. PUBLIC COMMENT

The following addressed the Commission:

- Adrienne Rossi, 312 W. 7th Street

10. ADJOURNMENT

Chairperson Serratelli adjourned the meeting at 10:05 p.m.

Respectfully submitted,

Date: _____ _____

Janet Fleshman, Secretary

MINUTES
TRAVERSE CITY PLANNING COMMISSION
Special Meeting

TUESDAY, September 20, 2016
7:00 P.M.
Commission Chambers
Governmental Center, 2nd Floor
400 Boardman Avenue
Traverse City, Michigan 49684

1. **CALL MEETING TO ORDER-** Chairperson Serratelli called the meeting to order at 7:30 p.m.

2. **ROLL CALL**
Mrs. Luick called roll for the Planning Commission.

PRESENT: Commissioners Michael Dow, Janet Fleshman, Mike Grant, Gary Howe, Ross Richardson (arrived at 7:31 p.m.), Chairperson John Serratelli, Jim Tuller and Camille Weatherholt
ABSENT: Vice-Chairperson Linda Koebert
STAFF: Russ Soyring, Planning Director; Missy Luick, Planning and Engineering Assistant

3. **CONSIDERATION OF A DRAFT AMENDMENT TO THE CITY OF TRAVERSE CITY MASTER PLAN FOR DISTRIBUTION TO THE CITY COMMISSION (Approval recommended)**

Commissioner Dow provided a brief history of the Master Plan Committee's work and described the proposed amendments.

Commission discussion.

Mr. Soyring explained the proposed changes to the Future Land Use Map.

Motion by Commissioner Howe, second by Commissioner Weatherholt, that the Traverse City Master Plan Proposed 2016 Amendment, be approved for distribution to the City Commission for review and comment and possible distribution to neighboring jurisdictions for review and comment.

Motion carried 8-0 (Vice-Chairperson Koebert absent).

4. **CONSIDERATION OF A SPECIAL LAND USE PERMIT REQUEST BY GRAND TRAVERSE AREA CATHOLIC SCHOOLS TO ALLOW FOR A SCHOOL AT 218 VINE STREET (For introduction and possibly scheduling a Public Hearing for November 1, 2016)**

DRAFT

Mr. Soyring summarized his September 16, 2016 communication memo to the Commission.
Scott Jozwiak, Jozwiak Consulting presented to the Commission.

Commission discussion.

Rick Skendzel, Architecture Technology addressed the Commission.

Commission discussion.

Mike Buell, GTACS Superintendent addressed the Commission.

Commissioner Howe left the meeting at 8:21 p.m.

Commission discussion.

Commissioner Howe rejoined the meeting at 8:24 p.m.

Motion by Commissioner Howe, second by Commissioner Dow that the request by Mike Buell, Superintendent for Grand Traverse Area Catholic Schools for a Special Land Use Permit for a School at 218 Vine Street be introduced and scheduled for a public hearing for the November 1, 2016 Regular Meeting.

Motion carried 8-0 (Vice-Chairperson Koebert absent).

5. CONSIDERATION OF A SITE PLAN REVIEW REQUEST BY GRAND TRAVERSE AREA CATHOLIC SCHOOLS FOR A SCHOOL LOCATED AT 218 VINE STREET (For introduction and possible action on November 1, 2016)

Motion by Commissioner Howe, second by Commissioner Richardson, that the request by Mike Buell, Superintendent for Grand Traverse Area Catholic Schools for site plan approval be introduced and set for review and possible action at the November 1, 2016 Regular Meeting.

Motion carried 8-0 (Vice-Chairperson Koebert absent).

6. WEST BOARDMAN LAKE DISTRICT PLAN (Discussion)

Mr. Soyring introduced the topic and requested input from the Planning Commission on the draft plan.

Commission discussion included comments such as: integration with the Envision 8th project, plan shows abundant parking, phasing plan and implementation plan should be considered, consider trail-oriented development, plan should show how buildings would access with the new street, adding a neighborhood street to the grid seems to makes sense, possible conflicts with Boardman Avenue, Lake Avenue should remain open.

Mr. Soyring plans to summarize comments from the Planning Commission with the consultant firm leading the project.

7. PUBLIC COMMENT

Chairperson Serratelli thanked Jan Warren for her over 20 years of service on the Planning Commission and various city boards and committees. Chairperson Serratelli welcomed Mike Grant to the Planning Commission.

8. ADJOURNMENT-Meeting was adjourned at 8:59 p.m.

Respectfully submitted,

Date: _____

_____
Janet Fleshman, Secretary

MINUTES
TRAVERSE CITY PLANNING COMMISSION
Joint Study Session with the City Commission

Monday, September 26, 2016
7:00 P.M.
Commission Chambers
Governmental Center, 2nd Floor
400 Boardman Avenue
Traverse City, Michigan 49684

A joint study session of the City Commission of the City of Traverse City and the Planning Commission was called to order at the Commission Chambers, Governmental Center, 400 Boardman Avenue, Traverse City, Michigan, at 7 p.m.

The following Planning Commissioners were present, constituting a quorum: Commissioners Michael Dow, Janet Fleshman, Mike Grant, Ross Richardson, Jim Tuller and Camille Weatherholt

The following Planning Commissioners were absent: Chairperson John Seratelli and Vice-chairperson Linda Koebert.

The following City Commissioners were present, constituting a quorum: Mayor Jim Carruthers, Mayor Pro Tem Ross Richardson, Brian Haas, Gary Howe, Richard I. Lewis, Amy Shamroe, and Tim Werner.

The following City Commissioners were absent: None.

Mayor Jim Carruthers presided at the meeting.

1. Presentation regarding the Envision Eighth Street Initiative.

The following addressed the Commission:

Marty Colburn, City Manager
Doug Farr, Farr and Associates
Russell Soyring, City Planning Director
Christina Bader, Farr and Associates

DRAFT

Public Comment.

The following addressed the Commission:

Rick Buckhalter, 932 Kelley Street
Chris Maxbauer, 503 West Eighth Street
Todd Klepper, City business owner, The Filling Station Microbrewery
Don Coe, 211 Midtown Drive, Midtown Condominium Association
Cythia Brzak, 503 North Elmwood
Deni Scrudato, 422 East State Street
Andrew Girrell, 532 Webster Street
John Reid, 630 Cottage Drive, Apartment 1B
Patty Olson, 1815 Wayne Street

There being no objection, Mayor Carruthers declared a recess.

The Planning Commission departed the meeting at 8:38 p.m. and a quorum was no longer present. The Planning Commission meeting was therefore adjourned at 8:38 p.m.

Respectfully submitted,

Date: _____ _____

Janet Fleshman, Secretary

DRAFT

Agenda Item No. 4B

Communication to the Planning Commission

FOR THE MEETING OF: October 4, 2016

FROM: Russ Soyring, Planning Director

SUBJECT: Grand Traverse County Planning- Awards Banquet Nominations

DATE: September 28, 2016

The Grand Traverse County Chapter of the Michigan Townships Association and the Grand Traverse County Planning Department will be sponsoring their annual awards banquet on November 3, 2016 to award local outstanding development projects and individuals.

The Planning Commission could make a nomination in the following categories if they wish:

- Certificate of Appreciation
- Distinguished Service Award
- Placemaking Award
- Outstanding Development Award
- The Roger Williams Planner Award
- Frank Purvis Stewardship Award

Staff is recommending the following nominations:
Certificate of Appreciation:

- Tim Lodge, City Engineer and Nate Elkins, Influence Design Forum- for outstanding work on Pine Street Pedestrian Bridge

Outstanding Development:

- Hotel Indigo on Garland Street by Grand Traverse Hotel Properties

Placemaking awards:

- Pine Street Pedestrian Bridge, City of Traverse City
- Garland Street, City of Traverse City

Frank Purvis Stewardship Award:

- Jan Warren

If you agree with the above recommendations, the following motion would be appropriate:

I move that the Planning Commission nominate *Tim Lodge, City Engineer and Nate Elkins, Influence Design Forum for a Certificate of Appreciation award* for outstanding work on the Pine Street Pedestrian Bridge; and nominate *Hotel Indigo as an Outstanding Development Project*; and nominate *Pine Street Pedestrian Bridge and Garland Street projects for Placemaking Awards*; and finally, that the Planning Commission nominate *Jan Warren for the Frank Purvis Stewardship Award* to the Grand Traverse County Chapter of Michigan Townships Association and the Grand Traverse County Planning Department for their Annual Awards Banquet.

RAS/mll

Agenda Item No. 4C

Communication to the Planning Commission

FOR THE MEETING OF:	OCTOBER 4, 2016
FROM:	RUSS SOYRING, PLANNING DIRECTOR
SUBJECT:	AMENDMENT TO BYLAWS
DATE:	SEPTEMBER 28, 2016

An amendment to the Planning Commission Bylaws has been prepared to change the Planning Commission meeting start time from 7:30 p.m. to 7:00 p.m.

The Bylaws state that the draft changes are presented to the Commission in writing and then acted upon at a following meeting. The proposed changes included in the packet are for introduction on October 4, 2016 and will be presented again for possible action on November 1, 2016.

RAS:mll

PLANNING COMMISSION BYLAWS
TRAVERSE CITY PLANNING COMMISSION

(Adopted December 13, 1988)
(Revised December 6, 1994)
(Revised August 9, 1995)
(Revised January 19, 2000)
(Revised August 23, 2000)
(Revised June 6, 2007)
(Revised May 7, 2008)
(Revised January 7, 2009)
(Revised September 9, 2009)
(Revised November 1, 2011)
(Revised November 25, 2013)
(Revised February 21, 2014)
(Revised October 22, 2014)
(Revised September 28, 2016)

PURPOSE:
These Planning Commission Bylaws are adopted pursuant to the Traverse City Code to acquaint the people of Traverse City and persons appearing before the Commission with the operation of the Commission so that matters coming before this body can be handled in an understanding, prompt and efficient manner.

I. AUTHORITY AND JURISDICTION:

The City Planning Commission derives its authority from the City Charter Section 160, which states The City Commission shall by ordinance establish and maintain a City Planning Commission having the powers and duties prescribed by State law; and the Traverse City Code (Chapter 1220). That these laws state that the City Planning Commission shall have the powers and duties authorized and directed by the City Charter, the Michigan Zoning Enabling Act of P.A. 12 of 2008 as amended, and the Michigan Planning Enabling Act of P.A. 33 of 2008 as amended. This section also provides for establishing the membership of the Commission, the meetings of the Commission and grants the authority to the Commission to adopt rules and procedures for the conduct of their business.

II. OFFICERS:

A. A Chairperson, Vice-Chairperson and Secretary shall be elected by majority vote of the members of the Commission every year at the first regular meeting in the month of January.

Such other officers as are deemed necessary and advisable for the conduct of business shall be appointed as required and provided for by the Commission.

B. The Chairperson shall preside at all meetings and shall appoint such committees as may be authorized by the Commission, and be an ex-officio member of such committees.

The Chairperson, subject to these rules, shall decide all points of order or procedure, subject to appeal by a member of the Commission, which shall be determined by a majority of the members of the Commission present. In the event an appeal is taken by any member from the ruling of the presiding officer, the Commissioner desiring to appeal shall state that a claim of appeal is being taken and shall state briefly what in that Commissioner's opinion the ruling should have been. If this appeal is seconded, the recording secretary shall state clearly the question at issue, and then shall call for the vote of the Commission on the question: "Shall the decision of the presiding officer be sustained?" Such decision shall be final and shall be binding on the presiding officer.

C. The Vice-Chairperson shall preside and exercise all of the duties of the Chairperson in his or her absence. Should neither the Chairperson, nor the Vice-Chairperson be present at a meeting, a temporary Chairperson shall be elected by a majority of the members present.

D. The Secretary shall record the meeting minutes.

E. In the event that an officer shall leave the Commission before the expiration of his or her term, an individual shall be appointed to the vacancy in the same manner for Planning Commission appointments as defined by City ordinance

III. MEETINGS:

A. All Commission meetings shall be open to the public.

B. The regular meetings of the Commission shall be held on the first Tuesday of each month, except when such Tuesday falls on a legal holiday or conflicts with the City Commission meeting schedule.

C. A special meeting of the Commission may be called by the Planning Director, Chairperson, the Vice-Chairperson in the event the Chairperson is out of town, or any three members of the Commission. Each member of the Commission must receive at least eighteen (18) hours notice as to the time, place and purpose of the meeting in writing, delivered or served personally at his or her usual place of residence, except that the announcement of a special meeting at a time at which all members are present shall be sufficient notice of such meeting. In the event a request to call a Special Meeting is initiated by a member of the Commission other than the Chairperson, or Vice-Chairperson in the event the Chairperson is out of town, the initiating Commissioner shall submit a written request to the Planning Director requesting the Special Meeting. The request shall contain the item(s) to be considered. The Planning Director shall then forward the request within two business days to the Commission and request if there are two (2) additional Commissioners who would like to call the

Special Meeting; and any Commissioner who would like to join in making the request shall respond directly to the Planning Director.

D. Study meetings may be held on the third Tuesday of the month, as called for by the Commission or Chairperson, except when such Tuesday falls on a legal holiday or conflicts with the City Commission meeting schedule.

E. Meeting agendas shall be prepared by the Planning Director. The Planning Director and any member of the Commission may place items on the agenda; items to be placed on the agenda by a member of the Commission shall be submitted at least seven calendar days in advance of the given meeting, unless for a Special Meeting called for a specific purpose in accordance with these Bylaws. The agenda shall be sent to the Commission no later than on the Friday preceding the regularly scheduled meeting. The Commission shall only consider the items listed on the originally released agenda, unless seven (7) members of the Planning Commission, by affirmative vote, suspend this rule to add an item to the agenda.

F. A quorum of five (5) members must be present to constitute an official meeting of the Commission.

G. All regular meetings shall begin at 7:00 ~~7:30~~ p.m. and no new items requiring action shall be taken after 10:00 p.m. unless otherwise determined at the meeting by a majority of the Commission present.

H. The conduct of the Planning Commission business shall be governed by the current edition of Robert's Rules of Order unless otherwise modified by law, ordinance, or these rules of the Planning Commission.

IV. VOTES:

The concurring vote of a majority of members present at a regular or special meeting shall be necessary to pass on any matter referred to them. The adoption of a master plan, or of any such part, amendment, extension or addition shall require the concurring vote of six (6) members of the Commission.

V. CONFLICT OF INTEREST:

Upon disclosure of a conflict of interest the member may recuse themselves from voting on the issue or participating in the making of a decision. .

A. Appearance of Conflict. An appearance of a conflict exists when a reasonable person would believe that because of certain facts a Planning Commissioner's participation in a proceeding would create an appearance of impropriety, partiality, bias or lack of fairness.

B. Contractual Conflicts of Interest. The conduct of City officials and employees in relation to conflicts of interest involving contracts shall be as established by State law.

C. Financial Conflict of Interest. An official or employee who has a financial interest, direct or indirect, in any matter to be decided by the Planning Commission, other than with respect to a contract, shall make that interest known and shall refrain from voting upon or otherwise participating in the making of the decision. Violation of this subsection with the knowledge, express or implied, of the person or corporation dealing with the Planning Commission shall render the decision voidable by the City Manager or the City Commission. Any official or employee violating the provisions of this subsection shall be deemed guilty of a misdemeanor, and upon conviction shall forfeit office. A financial conflict of interest may be waived by the City Commission after full disclosure of such conflict to the Commission. Unless otherwise provided by law or ordinance, the remaining members of the Commission in a unanimous vote may rule that the best interests of the City are to be served by removing the prohibition on voting and participating in the matter.

VI. PROCEDURE:

A. All inquiries, applications or matters requiring official action by the Commission which is not specifically mentioned below shall be submitted in writing at the offices of the Planning Department. This must be done at least seven (7) days prior to the meeting of the Commission at which consideration is requested.

B. Requests for rezoning subdivision approvals, Special Land Use Permits and Planned Unit Developments shall be filed on application forms obtained from the Planning Department.

C. Rezoning, Special Land Use Permit, Planned Unit Development, subdivision approval, lot split and alley and street vacationing requests shall be submitted at least seven (7) days prior to the meeting for introduction before the Commission. If the Commission finds the submission complete, then a public hearing date shall be scheduled to consider the request.

D. The Commission and/or the Planning Director may require such surveys, plans or other information as may be reasonably required by said Commission for the proper evaluation or consideration of the matter. Written documentation from the petitioner should be presented to the Commission which will give full information as to the intentions of the petitioner, as well as a legal and informal description of the property in question.

E. All proceedings, decisions and resolutions of the Commission shall be initiated by motion. The vote upon motions and resolutions may be recorded by roll-call vote. All members, including the Chairperson, shall vote on each motion unless they have stated there is a conflict of interest, or the appearance of a conflict of interest, as defined in these bylaws.

F. In the event a petitioner requests that his or her item be tabled, after it has been published, noticed and scheduled, the public hearing may be held to allow interested citizens an opportunity to speak to the request, then tabled to a specific future meeting and scheduled in sequence on the agenda.

G. Whenever there is an administrative decision to be made by the Commission, members of the Commission shall avoid ex parte contact. An administrative decision is when there is an applicant for a decision to be made by the Planning Commission, such as a rezoning, a Special Land Use Permit or a Planned Unit Development. Ex parte contact is contact with the applicant outside of a Planning Commission meeting when there is a pending administrative decision, regardless of means, such as a telephone conversation, email, in-person conversation. In the event such contact is made, the member of the Commission shall submit a document to the Planning Director outlining the nature of the contact, what was said, and the Planning Director shall provide the document to the members of the Commission and include the document in the next meeting packet, and feature it on the agenda as a "report."

VII. PUBLIC HEARINGS:

A. The primary function of the public hearing process is the gathering of information through public testimony and written documentation. The nature of the evidence received during this process will in many cases require further careful consideration to assure a logical and just decision. The Commission shall therefore determine at each public hearing the meeting date at which a decision will be rendered.

B. The applicant or the applicant=s authorized agent must be present at the public hearing to properly answer questions concerning the request. If the applicant or agent is not present, the request may be tabled until the next meeting or dismissed at the discretion of the Commission.

C. The Commission shall hold a public hearing on any proposed amendment to the zoning ordinance or zoning map. Official notice for the Commission public hearings shall comply with the requirements and procedures established by Section 1320.04 of the City Code of Ordinances. The Commission shall recommend approval or denial of the amendment, and shall transmit, in writing, its recommendation to the City Commission for official action.

D. The Commission shall hold a public hearing on any proposed City Commission authorized Special Land Use Permit. The official notice of public hearing shall comply with Section 1364.04, of the City Code of Ordinances. The Commission may recommend denial, approval or approval with conditions after said hearing and notification as provided herein. Its recommendation shall be incorporated in a statement of conclusions specifying the basis for the recommendation and any conditions imposed, which statement shall be transmitted to the City Commission for official hearing and action.

E. The Commission may hold a public hearing with such notice as it deems advisable for Planned Unit Developments. After review by the Commission, it shall submit a written recommendation to the City Commission.

F. In the case of lots splits resulting in the creation of a new buildable lot, the Commission may in its discretion hold a public hearing on the matter and make a recommendation to the City Commission for appropriate action.

G. The Commission may hold a public hearing with such notice as is deemed advisable for public street and alley vacations and openings. After review by the Commission, it shall submit a written recommendation to the City Commission.

H. The Commission will not reconsider any request on which a negative decision has been rendered within one (1) year from the date of the Commission's decision on the request unless it can be shown by the petitioner that substantial new information affecting the request which was not presented to the Commission at the previous hearing(s) is now available and would affect the original decision rendered. Said substantial new information shall be described in writing by the applicant at the time of application. Before re-hearing the request, the Commission shall decide whether there is substantial new information allowing the new hearing.

VIII. <u>PUBLIC COMMENT AT REGULAR MEETINGS</u>. The Planning Commission welcomes public comment and has prescribed the following to facilitate the conduct of public business.

A. <u>Public Comment during Agenda Items.</u> Any interested person wishing to address the Planning Commission regarding an Agenda Item may do so during discussion of an agenda item prior to action recognized by the presiding officer or upon request of any Commissioner. All persons must identify themselves and their address and direct their comments to the Commission. The comment of any member of the public or any special interest group may be limited in time to five minutes except as provided in subsection (D). As part of its deliberation, the Planning Commission may clarify, answer questions and ask questions as a result of public comment.

B. Public Comment during the designated Public Comment Section - General. Any interested person wishing to address the Planning Commission regarding other matters may do so under the designated Public Comment section. All persons must identify themselves and their address and direct their comments to the Commission. The comment of any member of the public or any special interest group may be limited in time to five minutes except as provided in subsection (D). Questions posed may be answered at the meeting or may be referred to staff for response at a later time.

C. Public Comment during the designated Public Comment Section - Planning Commissioners. Planning Commissioners interested in making a public comment may do so under the designated Public Comment section. Further, Planning Commissioners may briefly respond for clarification purposes as a result of public comment.

D. Order and Duration of any Public Comment. The presiding officer shall control the order and duration of any public comment subject to appeal. The presiding officer shall have the authority to limit and terminate any public comment that becomes disruptive, unduly repetitive, or impedes the orderly progress of the meeting. Items not appearing on the agenda will not be acted upon by the Planning Commission except in accordance with these rules.

IX. AMENDMENTS:

A. These bylaws may be amended or modified provided that such amendment or modification is presented in writing at a meeting, and that favorable action is taken thereon at a subsequent meeting.

B. Six (6) members of the Commission by due motion and recorded vote may suspend or vary the application of these rules to a particular application, case, problem or proceeding pending before the Commission.

I hereby certify that the above document was adopted by the Traverse City Planning Commission at their November ~~4, 2014~~ 1, 2016 regular meeting.

_____

~~Jan Warren~~ Janet Fleshman, Secretary
Traverse City Planning Commission

Agenda Item No. 5 A-B

Communication to the Planning Commission

FOR THE MEETING OF: October 4, 2016

FROM: Russ Soyring, Planning Director

SUBJECT: Appointments

DATE: September 28, 2016

Currently, the Planning Commission has vacancies on the Grand Traverse Commons Joint Planning Commission and the Arts Commission. The seats were previously held by former Planning Commissioner Jan Warren.

The Planning Commission is required to make recommendations for both the Grand Traverse Commons Joint Planning Commission representative and Arts Commission representative, which need to be approved by the City Commission.

To nominate a member for the Grand Traverse Commons Joint Planning Commission, the following motion would be appropriate:

> **I move that _____, a member of the Planning Commission, be nominated to serve on the Grand Traverse Commons Joint Planning Commission as the Planning Commission representative to the City Commission for approval.**

Commissioner Koebert has expressed interest in serving on the Arts Commission.

To nominate a member for the Arts Commission, the following motion would be appropriate:

> **I move that _____, a member of the Planning Commission, be nominated to serve on the Arts Commission as the Planning Commission representative to the City Commission for approval.**

RAS/mll

Memorandum

Grand Traverse County
Planning and Development
231.922.4513 Fax 231.922.4636
email: jderenzy@grandtraverse.org

To: City Planning Commission / DDA Board of Directors

From: Jean Derenzy, Deputy Director Planning & Development / Community Development

Date: September 12, 2016

Subject: Community Development Update

August Update:

Project News:

The following is an update on some of the Community Development activities throughout the City and County:

145 West Front Street: Closing occurred on Friday, September 9th. A great opportunity to implement an important component of the TIF Plan.

Envision 8th – Charrette: Board members are encouraged to attend the final design resulting from the Envision 8th Charrette on Monday, September 26. A public open house will be from 5:00 – 7:00pm in the Governmental Center training room. At 7:00pm the design consultant, Doug Farr, will present the Plan and the proposed form base code to the City Commission.

West Boardman Lake: The preferred design was presented to the City Commission on September 12th outlining the potential new development and proposed new street called South Boardman Street. Staff will be meeting with the consultants and steering committee, with the final report to be available in October.

The Boardman Lake Trail was presented to the City Commission and Garfield Township in August with the preferred design presented to both Boards. Unanimous support was received for the schematic trail design.

Park Place Conference Center: Meeting will be held next week to go over the public infrastructure components for the Park Place Brownfield Plan. Plan is being prepared for an October 2016 Brownfield meeting. As a reminder the Brownfield Plan will only encompass the conference center and public infrastructure components.

Urban3 Study: The City of Traverse City, Grand Traverse County, DDA and the Realtors Association worked together to hire Urban3 to complete a revenue generation of land-use, which provides revenue production for all forms of government. Urban3 will be in town October 10 and 11, with various public open houses occurring. Information on time and location of these open houses will be sent to board members shortly.

Should you have any questions feel free to call me at 922-4513, or email at jderenzy@grandtraverse.org.

Agenda Item No. 8A

Communication to the Planning Commission

FOR THE MEETING OF: October 4, 2016

FROM: Russ Soyring, Planning Director

SUBJECT: Development Districts Amendment

DATE: September 28, 2016

At the September 7, 2016 regular meeting, the Planning Commission discussed a request to amend the Development District uses to allow a coffee roastery. A "coffee roastery" use is considered the manufacturing of beverages and is only currently allowed in the Industrial district. The Grand Traverse Commons area currently allows cottage manufacturing and a use such as "coffee roastery" is allowed. The outcome of the discussion at the September 7, 2016 meeting was for staff to review possible manufacturing uses that could be added as uses in the Development District and create a draft amendment for consideration at the next regular meeting.

An amendment has been prepared for your review and consideration. If you are supportive of the draft amendment, the following motion would be appropriate:

> **I move that a Public Hearing be scheduled for November 1, 2016 to consider an amendment to the Traverse City Code of Ordinances, Development Districts (D-1, D-2, D-3), Section 1347.01 *Uses Allowed*, regarding allowing manufacturing or processing of various products.**

Attachment: Development District proposed amendment

RAS:mll

TRAVERSE CITY CODE OF ORDINANCES

ORDINANCE AMENDMENT NO. _____
Effective date: _____

TITLE: Development District amendment to allow small-scale manufacturing or processing uses

THE CITY OF TRAVERSE CITY ORDAINS:

That the Development Districts Section 1347.01, *Uses Allowed*, of the Zoning Code of the Traverse City Code of Ordinances, be amended to read in its entirety as follows:

1347.01 - Uses allowed.

No use shall be open to the public between the hours of 2:00 a.m. and 6:00 a.m.

The following uses of land and buildings, together with accessory uses, are allowed:

Ironworks (D-1), Depot (D-2) and Red Mill (D-3) areas:

- C-2 uses without drive-throughs;
- Banquet halls or conference rooms;
- Communication establishments;
- Contractors' offices with no outside storage;
- Lodging facilities;
- Markets, public or municipal;
- Manufacturing or processing, no larger than 10,000 square feet, of:
  - (1) Apparel and other finished products made from fabrics and similar materials;
  - (2) Bakery products;
  - (3) Beverages;
  - (4) Canned, frozen and preserved fruits, vegetable and food specialties;
  - (5) Dairy products;
  - (6) Food preparations and kindred products—miscellaneous;
  - (7) Furniture and fixtures;
  - (8) Leather and leather products (finished), except leather tanning and finishing;
  - (9) Measuring, analyzing and controlling instruments, photographic, medical and optical goods, matches and clocks;
- Parking structures, public or private, subject to the following standards:
  - (1) Parking structures shall be designed to have horizontal versus stepped or sloping levels at areas of public view. Ramping shall be concealed from public view to the greatest degree possible.
  - (2) Openings shall not exceed 60 percent of the total wall surface. Openings shall be vertical or square.

(3) Sloped roofs are not required for parking decks, however:

a. The upper and lowest level of parking shall incorporate sufficient screening to shield cars from public view.

b. Parapet treatment is required to terminate the deck and give proper architectural finish to the structure. Cornices, overhangs and other devices which are consistent with the language of historical buildings may be employed.

(4) The design of parking decks shall be consistent with the design of historical buildings in the area.

- Stores, retail, no larger than 8,000 square feet per floor per single retailer;
- Theaters, except outdoor theaters.

The effective date of this Ordinance is the _____ day of _____, 2016.

I hereby certify the above ordinance amendment was introduced on _____, 2016, at a regular meeting of the City Commission and was enacted on _____, 2016, at a regular meeting of the City Commission by a vote of Yes: ____ No: ___ at the Commission Chambers, Governmental Center, 400 Boardman Avenue, Traverse City, Michigan.

_____

James Carruthers, Mayor

_____

Benjamin C. Marentette, City Clerk

I hereby certify that a notice of adoption of the above ordinance was published in the Traverse City Record Eagle, a daily newspaper published in Traverse City, Michigan, on _____.

_____

Benjamin C. Marentette, City Clerk

Agenda Item No. 8B

Communication to the Planning Commission

FOR THE MEETING OF:	October 4, 2016
FROM:	Russ Soyring, Planning Director
SUBJECT:	Accessory Dwelling Amendment
DATE:	September 29, 2016

The Planning Commission has been directed by the City Commission to consider an amendment to the Accessory Dwelling Unit (ADU) ordinance and set a public hearing on the matter. The Planning Commission set the public hearing at their September 7, 2016 regular meeting.

The Planning Commission asked staff to compile additional information on the permitted Accessory Dwelling Units in the City. Additional information has been gathered and is summarized below.

There have been 20 permits issued for ADU's since April 2015 (see ADU site location map). Of those 20 permits, 9 ADU's have achieved completion (issued a certificate of occupancy.) The 9 completed ADU's are located at the following addresses:

- 311 W 9th St
- 302 W 11th St
- 311 W. 11th St
- 300 Birchwood
- 533 N Spruce St
- 529 Washington St
- 1033 Washington
- 619 Webster
- 709 Webster

Of the 9 completed ADU's, 4 are occupied for long-term stay, 3 unoccupied (or occasionally used by family members) and 2 owners have not responded to our inquiry regarding occupant status.

In the ADU ordinance, condition 12 states that each ADU is subject to "annual administrative review." Staff has interpreted "annual administrative review" to include updating the ADU site location map, checking the Assessor's database to ensure the owner occupies the property, and contacting each ADU property owner to inquire about lease status.

Since the ADU ordinance has been in effect, the zoning administrator has received 1 complaint about what someone perceived as an ADU being too tall. Upon review, it was determined that this structure was not an ADU, but rather a finished recreation room above a garage. It's worth noting that a resident in the City can have a 2 story garage with finished space above. It can be heated, plumbed, have a bathroom, etc. It just cannot have a kitchen or food-preparation area. The

ordinance defines a *dwelling unit* as "1 or more rooms with bathroom and principal kitchen facilities designed as a self-contained unit for occupancy by 1 family for living, cooking and sleeping purposes. The existence of a food preparation area within a room or rooms shall be evidence of the existence of a dwelling unit." Over the years, there have been many land use permits issued for this type of construction (finished space above a garage not containing a dwelling unit).

The zoning administrator has sent letters over the years regarding illegal dwellings (mostly for illegal duplexes). Typically, a complaint is made to the planning and zoning office. The zoning administrator will send a letter to the owner informing them of the complaint. Upon review, the owner then removes the food preparation area. In some cases, these dwellings are determined to be legal non-conforming uses (grandfathered). A list of all of the known legal non-conforming uses in the City is attached.

An ADU survey (see attached) was created and mailed to the owner and neighbors of the 9 completed ADU's. The ADU owner, ADU occupant and adjacent neighbors on either side of the ADU including across the alley received the survey. Responses summarized below:

- 68 surveys were mailed
- 1 returned by post office as undeliverable
- 11 surveys were received
- 2 respondents own the ADU
- 8 respondents live or own property near the ADU
- 1 respondent provided an anecdotal response and did not answer our specific questions
- Most respondents (7) did not have issues to report, but others cited parking, increased traffic and that ADU's are difficult to track, could be illegal ADU's or could be weekly rentals
- Most respondents (7) agree with the current conditions allowing ADU's, but others cited ADU concentration concerns, and parking concerns.
- Most respondents (6) support no change to the 10 per year limit, 5 respondents support increasing the cap to 20 or unlimited (1 with the caveat that parking is required).

After reviewing the information gathered, it is staff's recommendation to not proceed with an amendment to the ADU ordinance at this time. The ordinance is still in its infancy. As noted after the Planning Commission's discussion on the topic on May 3, 2016, the Planning Commission is scheduled to review the ADU ordinance in April 2017 after the ordinance has been in effect for 2 full years.

After the Public Hearing, if you approve of the amendment, the following motion would be appropriate:

> **I move that an amendment to the Traverse City Code of Ordinances, Single Family Dwelling Districts (R-1a and R-1b), Section 1332.01 *Uses Allowed*, regarding changing the conditions allowing accessory dwelling units be recommended for approval to the City Commission.**

If you do not approve of the amendment, the following motion would be appropriate:

I move that an amendment to the Traverse City Code of Ordinances, Single Family Dwelling Districts (R-1a and R-1b), Section 1332.01 *Uses Allowed*, regarding changing the conditions allowing accessory dwelling units be denied and that recommendation be passed on to the City Commission.

Attachment: Accessory Dwelling Unit draft amendment
ADU site location map
Legal Nonconforming Use list
ADU Survey letter and ADU Survey
Infographic explaining ADU's
2 articles about ADU's (Property values, Summing up ADU research)

RAS:mll

TRAVERSE CITY CODE OF ORDINANCES

ORDINANCE AMENDMENT NO. _____
Effective date: _____

TITLE: ACCESSORY DWELLING UNITS INCREASE IN LIMIT

THE CITY OF TRAVERSE CITY ORDAINS:

That the Single Family Dwelling Districts Section 1332.01, *Uses Allowed*, of the Zoning Code of the Traverse City Code of Ordinances, be amended to read in its entirety as follows:

1332.01 - Uses allowed.

The following uses of land and buildings, together with accessory uses, are allowed in the Single-Family districts:

- Accessory Dwelling Units meeting the following requirements:

The intent of this section is to:

(a) Preserve and maintain the character of predominately single-family residential neighborhoods while broadening housing choices.

(b) Have owner-occupancy to provide the necessary on-site supervision that enhances maintenance and the preservation of the character of the City's single-family neighborhoods.

(c) Prevent disruption in the stability of the single-family neighborhoods, speculation and absentee ownership.

(d) Diversify housing options and create more affordable housing within existing single-family neighborhoods.

(e) Enhance neighborhood stability by providing extra income that potentially could allow homeowners to live in their houses longer and maintain their property better.

(f) Provide homeowners with a means of accommodating extended families, companionship, security, or services through tenants in either the accessory dwelling unit or principal dwelling.

(1) The existing site and use are substantially in compliance with this Zoning Code.

(2) There shall be a maximum limit of ~~10~~ 20 newly registered accessory dwelling units per calendar year.

(3) The accessory dwelling unit is allowed only on a lot having at least 5,000 square feet.

(4) Only 1 accessory dwelling unit per parcel is allowed with a maximum of 2 dwellings per parcel.

(5) The accessory dwelling unit is clearly incidental to the principal dwelling unit and the structures' exterior appear to be single-family.

(6) Accessory dwelling units must meet the following additional requirements:

a. *Location of entrances.* Only 1 entrance may be located on the façade of the primary dwelling facing the street, unless the primary dwelling contained additional entrances before the accessory dwelling unit was created. An exception to this regulation is entrances that do not have access from the ground such as entrances from balconies or decks.

b. *Exterior stairs.* Fire escapes or exterior stairs for access to an upper level accessory dwelling shall not be located on the front of the primary dwelling.

(7) Individual site plans, floor plans, elevation drawings and building plans for the proposed accessory dwelling unit shall be submitted with the application for a land use permit.

(8) The accessory dwelling unit incorporated in the principal dwelling may be no more than 800 square feet or the size of the principal dwelling, whichever is less. A unit in an accessory building may not exceed 800 square feet and must meet all the requirements of Section 1332.07. The accessory dwelling unit must have at least 250 square feet of gross floor area.

(9) At least 1 owner of record shall occupy either the primary dwelling unit or the accessory dwelling unit. The owner occupant shall meet the requirements for a principal residence tax exemption.

(10) The accessory dwelling unit shall be registered with the City Clerk's office.

(11) The accessory dwelling unit shall not be leased for a period of less than 3 months at a time. Upon request of the City, the owner of record shall provide a lease agreement evidencing the length of the lease.

(12) Each registered Accessory Dwelling Unit is subject to annual administrative review by the City. Registrant shall provide additional information as requested by the City.

- Adult foster care family home;
- Athletic fields;
- Boat houses if they are an accessory use, if they are designed for housing a boat, if provisions are made for routing of any boardwalk, and if proper state and federal permits are obtained;
- Community Gardens;
- Dwellings, single-family;
- Essential services;
- Golf courses;
- Home occupations subject to the following conditions:

(1) A home occupation shall be conducted within the dwelling which is the bona fide residence of the principal practitioner of the occupation, or in a building accessory to such dwelling.

(2) All business activity and storage shall take place within the interior of the dwelling and/or accessory building.

(3) No alteration to the exterior of the residential dwelling, accessory building or yard that alters the residential character of the premises is permissible.

(4) The home occupation shall not generate vehicular traffic beyond 8 trip-ends per day.

(5) Only off-street parking facilities customary for a residential use and located on the premises may be used.

(6) No vehicles used in the conduct of the occupation may be parked, kept or otherwise be present on the premises, other than such as are customarily used for domestic or household purposes.

(7) Home occupations shall be conducted solely by persons residing at the residence, and no more than 2 such persons shall be employed in the home occupation.

(8) Any sign identifying the occupation must conform to the regulations of Traverse City Code Chapter 1476, Signs.

(9) No sale or rental of goods is allowed on the premises, except as secondary and incidental to the furnishing of a service.

(10) Instruction in crafts and fine arts are recognized as allowable home occupations if they meet the above conditions.

(11) The use shall not generate noise, vibration or odors detectible beyond the property line.

- Medical marihuana cultivation on a parcel containing 1 single-family dwelling meeting the following requirements:

  (1) No more than the maximum number of plants 1 person may cultivate under the Michigan Medical Marihuana Act shall be cultivated per parcel;

  (2) The medical marihuana cultivation shall comply at all times with the Michigan Medical Marihuana Act and the General Rules of the Michigan Department of Community Health, as they may be amended from time to time;

  (3) All medical marihuana plants cultivated shall be contained within a fully enclosed locked facility inaccessible on all sides and equipped with locks or other security devices that permit access only by the primary caregiver or qualifying patient cultivating the plants;

  (4) Cultivation shall be conducted so as not to create unreasonable dust, glare, noise, odors, or light spillage beyond the parcel and shall not be visible from an adjoining public way;

  (5) The principal use of the parcel shall be a dwelling and shall be in actual use as such.

  (6) No transfer of medical marihuana to qualifying patients other than qualifying patients residing on the parcel shall occur.

  (7) No alteration to the exterior of the residential dwelling, accessory building or yard that alters the residential character of the premises is permissible.

  (8) No vehicles used in cultivation may be parked, kept or otherwise be present on the parcel, other than such as are customarily used for domestic or household purposes.

- Medical marihuana cultivation on a parcel containing more than 1 single-family dwelling, a two-family dwelling, or a multiple family dwelling meeting the following requirements:

  (1) No more than 12 medical marihuana plants shall be cultivated per dwelling unit;

  (2) The medical marihuana cultivation shall comply at all times with the Michigan Medical Marihuana Act and the General Rules of the Michigan Department of Community Health, as they may be amended from time to time;

  (3) All medical marihuana plants cultivated shall be contained within a fully enclosed locked facility inaccessible on all sides and equipped with locks or other security devices that permit access only by the primary caregiver or qualifying patient cultivating the plants;

  (4) Cultivation shall be conducted so as not to create unreasonable dust, glare, noise, odors, or light spillage beyond the dwelling unit and shall not be visible from an adjoining public way;

  (5) The principal use of the dwelling unit shall be a dwelling and shall be in actual use as such;

  (6) No transfer of medical marihuana to qualifying patients other than qualifying patients residing within the dwelling unit shall occur;

(7) No alteration to the exterior of the residential dwelling, accessory building or yard that alters the residential character of the premises is permissible.

(8) No vehicles used in cultivation may be parked, kept or otherwise be present on the parcel, other than such as are customarily used for domestic or household purposes.

- Playgrounds;
- Tourist homes meeting the following requirements:

(1) Rooms utilized for sleeping shall be part of the primary residential structure and shall not be specifically constructed or remodeled for rental purposes.

(2) The tourist home shall not be closer than 1,000 feet to an existing licensed tourist home.

(3) The exterior appearance of the structure shall not be altered from its single-family character.

(4) There shall be no separate or additional kitchen facility for the guests.

(5) Off-street parking shall be provided as required by this Zoning Code and shall be developed in such a manner that the residential character of the property is preserved.

(6) A site plan is approved according to the Zoning Code. Certain site plan information may be waived at the discretion of the Planning Director.

(7) A City tourist home license is maintained.

(8) A tourist home shall be an incidental and secondary use of a dwelling unit for business purposes. The intent of this provision is to ensure compatibility of such business use with other permitted uses of the residential districts and with the residential character of the neighborhoods involved, and to ensure that tourist homes are clearly secondary and incidental uses of residential buildings.

The effective date of this Ordinance is the _____ day of _____, 2016.

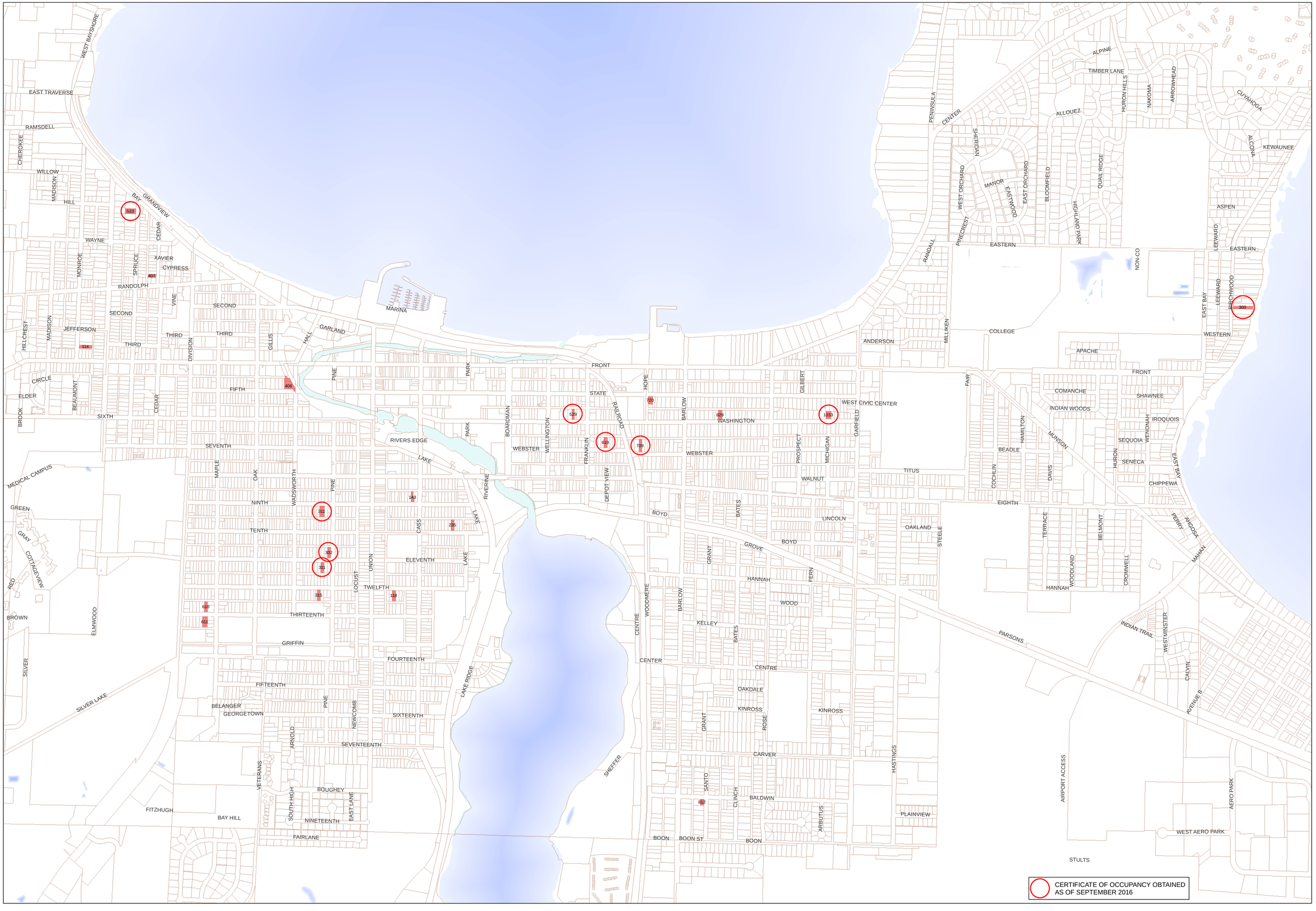
I hereby certify the above ordinance amendment was introduced on _____, 2016, at a regular meeting of the City Commission and was enacted on _____, 2016, at a regular meeting of the City Commission by a vote of Yes: ____ No: ___ at the Commission Chambers, Governmental Center, 400 Boardman Avenue, Traverse City, Michigan.

_____
James Carruthers, Mayor

_____
Benjamin C. Marentette, City Clerk

I hereby certify that a notice of adoption of the above ordinance was published in the Traverse City Record Eagle, a daily newspaper published in Traverse City, Michigan, on _____.

_____
Benjamin C. Marentette, City Clerk



CERTIFICATE OF OCCUPANCY OBTAINED AS OF SEPTEMBER 2016

Asset Management
City of Traverse City

CITY OF TRAVERSE CITY
2015 / 2016 ADU SITE LOCATIONS

9-23-16
JPT

This map is based on digital databases from the City of Traverse City. Traverse City cannot accept any responsibility for errors, ommissions or positional accuracy. There are no warranties expressed or implied.

Document Path: S:\Asset Management\Planning-Zoning\ADU aerial parcel map\2016\maps\ADU parcel map with aerial.mxd

LEGAL NONCONFORMING USE

REVISED January 13, 2010
REVISED September 21, 2016

ADDRESS	DISTRICT	CURRENT USE
SECOND STREET		
505 & 507	R-1b	2-Family
510 & 510 ½	R-1b	2-Family
531	R-1b	2-Family
612 & 612 ½	R-1b	2-Family
FIFTH STREET		
629	R-1b	2-Family/Owner Occupied
605 & 605 ½	R-1b	2-Family
SIXTH STREET		
333	R-2	4-Family
340	R-2	Foster Care Facility
404	R-1b	2-Family/Owner Occupied
SEVENTH STREET/ WEST		
206	R-2	4-Family
426	R-1b	2-Family
430	R-1b	2-Family
437	R-1b	2-Family / Owner Occupied
517	R1b	2-Family/ Owner Occupied
536	R-1b	2-Family / Nonconforming lot
603	R-1b	2-Family / Owner Occupied
EIGHTH STREET/ WEST		
210	R-1b	2-Family
209	R-1b	2-Family / Owner Occupied
224	R-1b	3-Family
215	R-1b	2-Family
311	R-1b	2-Family
321	R-1b	2-Family / Owner Occupied
409	R-1b	2-Family / Owner Occupied
412	R--1b	3-Family
415	R-1b	2-Family/ Owner Occupied
425	R-1b	3-Family
431	R-1b	3-Family
432	R-1b	2-Family
442	R-1b	2-Family
441	R-1b	2-Family
615	R-1b	2-Family
EIGHTH STREET/ EAST		
813/815	R-1b	2-Family/2 Structures
865	R-2	3-Family

NINTH STREET/ WEST

205	R-1b	2-family
207	R-1b	2-Family
209	R-1b	2-Family
210	R-1b	2-Family
213	R-1b	3-Family
219	R-1b	2-Family
310	R-1b	2-Family
335	R-1b	2-Family
436	R-1b	2-Family
519	R-1b	2-Family Owner Occupied
620*	R-1b	4-Family
629	R-1b	2-Family** Ordered to comply with use

restrictions of code by July 15,1995 ***

NINTH STREET/ EAST

113	R-1b	2-Family
117	R-1b	2-Family
120	R-1b	2-Family
135	R-1b	2-Family
147	R-1b	3-Family
226	R-1b	2-Family

TENTH STREET/ WEST

118	R-1b	2-Family
311	R-1b	2-family
324 & 324 ½	R-1b	2-Family
333 & 333 ½	R-1b	2-Family
403	R-1b	2-Family/ Parking Restrict
419	R-1b	2-Family
526 & 526 ½	R-1b	2-Family
603 & 603 ½	R-1b	2-Family

TENTH STREET/ EAST

207	R-1b	2-Family
219	R-1b	2-Family
221	R-1b	2-Family/ Owner Occupied
225	R-1b	2-Family/ Owner Occupied

ELEVENTH STREET/ WEST

319	R-1b	2-Family
321	R-1b	2-Family BZA Action 9-12-67
333	R-1b	2-Family/ Owner Occupied
415	R-1b	2-Family
545	R-1b	Salvation Army
330	R-1b	2-Family/ Owner Occupied
537	R-1b	2-Family/ Owner Occupied
542	R-1b	2-Family/ Owner Occupied
222	R-1b	2-Family/ Owner Occupied
430 & 430 ½	R-1b	2-Family

ELEVENTH STREET/ EAST

207 & 207 ½	R-1b	2-Family

TWELFTH STREET/ WEST

303	R-1b	2-Family
316	R-1b	2-Family
318	R-1b	4-Family
321	R-1b	2-Family
428	R-1b	2-Family
535	R-1b	2-Family

TWELFTH STREET/ EAST

THIRTEENTH STREET /WEST

THIRTEENTH STREET/ EAST

FOURTEENTH STREET/ WEST

FOURTEENTH STREET/ EAST

FIFTEENTH STREET/ WEST

229	R-1b	2-Family
302	R-1b	3-Family 2 Structures
318 & 318 ½	R-1b	2-Family
405	R-1b	2-Family
521	R-1b	2-Family 2 Structures

FIFTEENTH STREET/ EAST

122	R-1b	2-Family 2 Structures

SIXTEENTH STREET/ WEST

SIXTEENTH STREET/ EAST

SEVENTEENTH STREET/ WEST

SEVENTEENTH STREET/ EAST

NINETEENTH STREET

BARLOW STREET

703 & 703 ½	R-1b	2-Family
1036	R-1b	Commercial /Dn/Res./Up
1103 & 1103 ½	R-1b	2-Family

BAY STREET

817	R-1b	Retail/Apt.

BOUGHED STREET

202	R-1a	10 Unit Apt.

CASS STREET

914	R-1b	2-Family

CEDAR STREET/NORTH

420 & 4201/2	R-1b	2-Family

DIVISION STREET		
917	R-1b	2-Family
811/813	R-1b	2 Homes/One Lot
EAST BAY COURT		
109 & 111	R-1b	2-Family
ELMWOOD AVE.		
115	R-1b	2-Family
128	R-1b	2-Family (Nonconforming lot,50x150)
FRANKLIN STREET		
211/213	R-1b	3-Family
217/219	R-1b	2-Family
W. Front		
1114	R-1b	2-Family
GARFIELD AVE./SOUTH		
319	R-15	2-Family
428	R-15	2-Family
HAMILTON STREET		
325	R-1b	2-Family
HURON STREET		
316	R-1b	2-Family
JEFFERSON STREET		
1106/1008	R-1b	2-Family
1122	R-1b	3-Family
1123	R-1b	3-Family
LAKE AVENUE		
518	R-1b	2-Family
LINCOLN STREET		
910		
	R-1b	2-Family
MAPLE STREET		
311	R-1b	2-Family
711	R-1b	2-Family
715	R-1b	2-Family
OAK STREET/NORTH		
207	R-1b	2-Family
211	R-1b	2-Family
309	R-1b	2-Family
OAK STREET/SOUTH		
513/515	R-1b	2-Family
517/519	R-1b	4-Family

RANDOLPH STREET

802	R-1b	2-Family
812	R-1b	2-Family
912	R-1b	2-Family
816 & 816 ½	R-1b	2-Family/Owner Occupied

ROSE STREET

703	R-1b	U.A.W./Hall
1002	R-1b	2-Family

SPRUCE STREET/SOUTH

SPRUCE STREET/NORTH

131	R-1b	2-Family
540	R-1b	2-Family

STATE STREET/EAST

719	R-1b	3-Family/2 Structures
802	R-1b	2-Family/SLUP
731	R-1b	2-Family
732	R-1b	2-Family
736	R-1b	2- Family/Owner Occupied
522	R-1b	2-Family Equiv.
826	R-1b	3-Family
834 & 834 ½	R-1b	2-Family
835 & 837	R-1b	2-Family

TITUS STREET

1234	R-1b	2 Homes/1

UNION STREET/SOUTH

803	R-1b	2-Family
804	R-1b	2-Family
807	R-1b	2-Family
827	R-1b	Retail/Market
911	R-1b	3-Family
622	R-1b	2-Family/Owner Occupied
811	R-1b	3-Family/Owner Occupied
928	R-1b	2-Family

WADSWORTH STREET

214	R-1b	2-Family
709	R-1b	Beauty Shop
402	R-2	Rooming House/Owner Occupied

WALNUT STREET

1035	R-1b	2-Family

WASHINGTON STREET

702	R-1b	2-Family
706	R-1b	3-Family
718	R-1b	2-Family
876	R-1b	4-Family
924	R-1b	2-Family
919	R-1b	2-Family

WAYNE STREET		
1221	R-1a	4-Family
WEBSTER STREET		
447	R-2	3-Family
508	R-1b	2-Family
512	R-1b	2-Family
518	R-1b	2-Family
829 & 829 ½	R-1b	2-Family
1045	R-1b	2-Family
814, 814 ½ & 816	R-1b	3-Family

The City of Traverse City

Planning Department

Governmental Center
400 Boardman Ave
Traverse City MI 49684
(231) 922-4778
www.traversecitymi.gov

September 20, 2016

RE: Accessory Dwelling Unit survey

Owner/Occupant:

In 2015, the City of Traverse City passed an amendment to allow accessory dwelling units in the single-family dwelling district with conditions. An excerpt from the Traverse City Code of Ordinances is enclosed.

As defined in our zoning code, *Accessory dwelling unit* means a smaller, secondary home on the same lot as a principal dwelling. Accessory dwelling units are independently habitable and provide the basic requirements of shelter, heating, cooking and sanitation. There are 2 types of accessory dwelling units:

(1) Accessory dwelling in an accessory building (examples include converted garages or new construction).
(2) Accessory dwelling that is attached or part of the principal dwelling (examples include converted living space, attached garages, basements or attics; additions; or a combination thereof).

Since the ordinance has been in effect, the City has issued 20 permits total (10 permits in 2015 and 10 permits in 2016). Of those 20 that were permitted, only 9 projects have achieved completion. You are getting this letter because one of the 9 completed accessory dwelling units is near property that you own or occupy.

The 9 completed ADU's are located at the following addresses: 311 W 9th St, 302 W 11th St, 311 W. 11th St, 300 Birchwood, 533 N Spruce St, 529 Washington St, 1033 Washington, 619 Webster and 709 Webster.

The City of Traverse City Planning Commission is considering an amendment to the accessory dwelling ordinance at its October 4, 2016 regular meeting at 7:30 p.m. A public hearing regarding the ordinance amendment will be held that night. You may communicate your opinion on the matter to the Planning Commission at planningcommission@traversecitymi.gov

We would like to know your thoughts regarding accessory dwelling units. Please take a few minutes to answer the enclosed survey. Please mail, scan or email the survey to the Planning Department by **September 28**.

Sincerely,

Russ Soyring
Traverse City Planning Director
rsoyring@traversecitymi.gov

The City of Traverse City

Planning Department

Governmental Center
400 Boardman Ave
Traverse City MI 49684
(231) 922-4778
www.traversecitymi.gov

ACCESSORY DWELLING UNIT SURVEY

1. Where do you live in relationship to the accessory dwelling unit? Circle one.
    a. I own the accessory dwelling unit.
    b. I live in the accessory dwelling unit.
    c. I live near to the accessory dwelling unit.
    d. I own property near the accessory dwelling unit.

2. Have there been any issues related to the accessory dwelling unit that you would like to bring to our attention?

3. The City's current ordinance requires that the owner live on the property, limits the size of the ADU, does not require parking and currently only allows the City to permit 10 per calendar year. Do you agree with the current conditions allowing ADU's (full list of conditions included in ADU ordinance excerpt)?

4. Currently, there is a proposed amendment to increase the cap from 10 to 20 ADU permits per year. What are your thoughts on the proposed amendment?

Accessory Dwellings

A one-stop source about accessory dwelling units, multigenerational homes, laneway houses, ADUs, granny flats, in-law units…

How do ADUs affect property values?

[This is part 5 of a 13-part series about accessory dwelling unit research and policy. For the series intro and table of contents see here.]

Property values come up in every civic debate about whether local governments should allow ADUs. Take, for example, this letter to the editor of the local paper in Durango, Colorado:

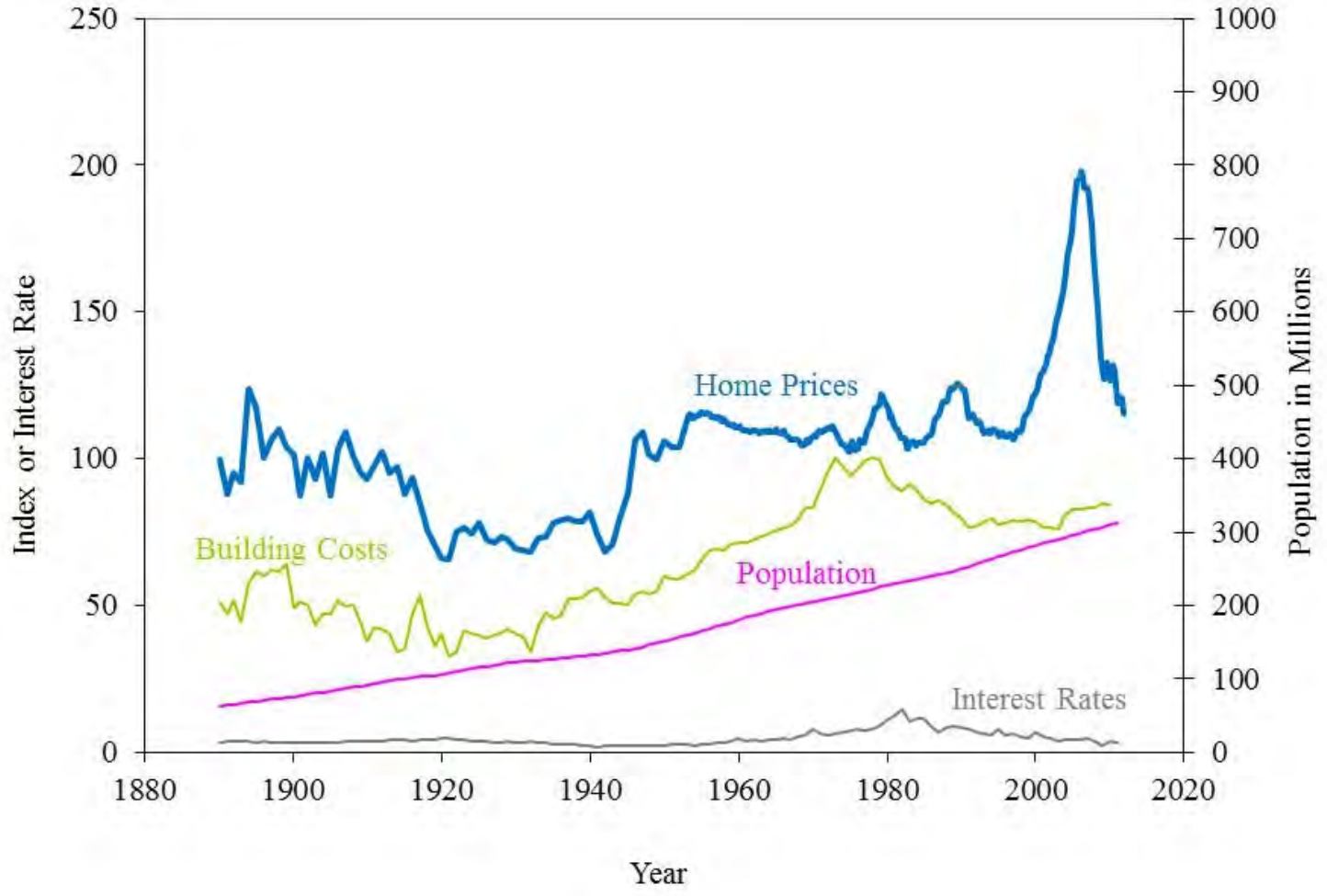
> Real estate values will, in the long term go down, not up. People do not like and will not pay high prices for being crammed together. There may be short-term benefits if the proposal now before the council is adopted but in the long term, the overuse of utilities, lack of parking, increased noise, more garbage cans, overcrowding, etc., will most likely lower real estate values and the stability and desirability of the neighborhood.

Are these houses affecting each other's value? (Photo by zen Sutherland, Creative Commons)

The idea is that the presence of ADUs on the properties of your neighbors makes the whole environment denser and more urban, and thereby less desirable — which could affect the value of your property, even if you don't have an ADU yourself.

Is there any evidence for ADU effects on neighborhood property values, for good or bad? The short answer is no. There is absolutely zero research, as far as I can tell, on the specific relationship of these variables.

That's no surprise because it would be a problematic topic to research. Legal ADUs are rare enough as it is, and to find them and then study the property values of their neighbors, over years, all the while separating the "ADU effect" from the other things that affect property values, such as community economic conditions, interest rates, etc., would require a lot of work or a lot of cleverness or both. Imagine trying to separate the ADU effect, which would probably be small, from the dramatic effect of time on property value, as illustrated in a recent summary of the Case-Shiller Index:



Such complexities prevented me from studying "neighbor property value effects" in my recent interpretation of a survey of Oregon ADU owners.

However, I want to address the subject in this web post because property values are such a frequent concern in ADU debates. My approach will necessarily have to be indirect. It will also inevitably have to tangle with philosophical issues. Let's blast through them here at the beginning to get them out of the way.

- How is property value measured? In this discussion, property value is measured as the cash price the property would fetch on the open market. This is the most common way of discussing property value, though it fluctuates a lot, and other, income-based measurements might be more stable, and credible.
- What gives a property value? In a typical urban or suburban setting, a large part of the property's value comes not from the property itself, but from what is around it. For example, an acre in Manhattan is worth more than an acre of a typical suburb. If (silly hypothetical example here) a smelly neighborhood pulp mill were shut down and transformed into a park, nearby property values would probably go up. If a neighborhood park were converted to a smelly pulp mill, nearby property values would probably go down.

Is that McMansion bringing down the water tower's property value? (Photo by Dean Terry [Creative Commons] for the film Subdivided)

So, is a neighbor's ADU more like a park or a pulp mill? Because there were no papers on ADUs and neighborhood property values, I looked for research into similar neighborhood effects, especially the effects of "progressive" policies which tend to "densify" some areas while leaving others less developed. ADUs are definitely a "densifying" strategy. Excuse me for a moment as I get technical…

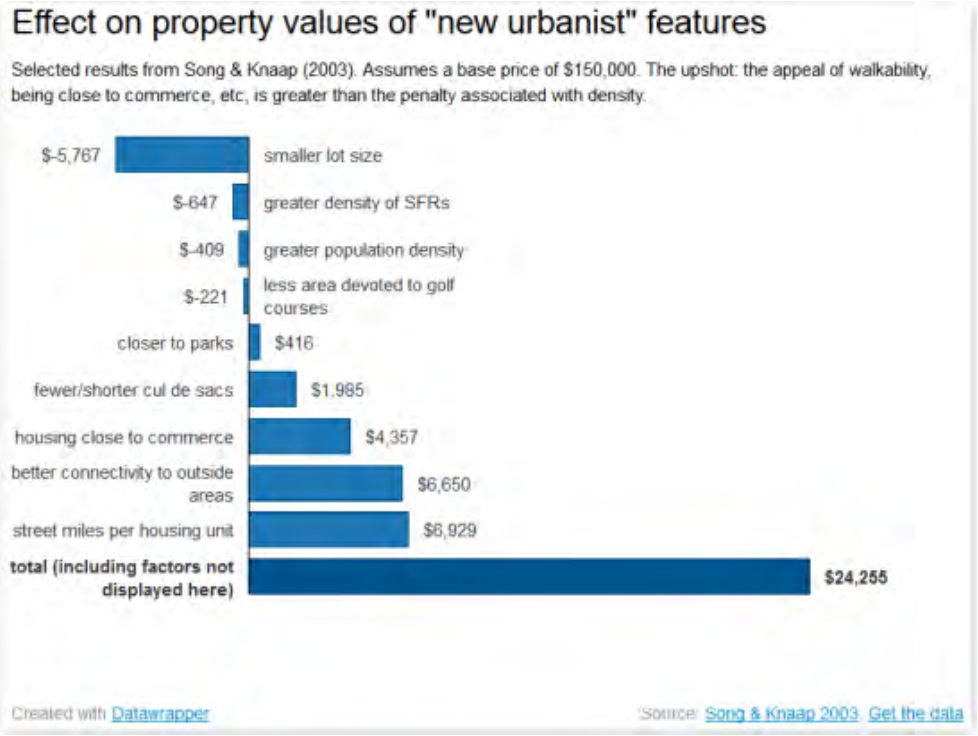
Nguyen (2005) reviewed a number of papers on the effects of affordable housing projects on nearby property values. The results were mixed: some housing projects were associated with declines in nearby home values, others with no effect, and others with positive effects. (That is, some affordable housing projects appeared to increase nearby home values.) Negative effects were associated with highly concentrated affordable housing, and with neighborhoods that were already declining. Neutral or positive effects were associated with dispersed affordable housing, and neighborhoods that were thriving for other reasons. This is a cautiously optimistic piece of evidence for ADU advocates, because ADUs are, almost by definition, dispersed.

On a much bigger scale, Jaeger et al. (2012) looked at land values associated with Oregon's land use system, which divides the state into urbanized areas where development is concentrated (inside UGBs, or urban growth boundaries) and rural ones (outside UGBs). They found that over several decades, undeveloped land values had appreciated at roughly the same rate both inside and outside UGBs. This, again, is a cautiously optimistic piece of evidence for ADU advocates. There was no negative effect of densification.

Finally, the most relevant paper might be Song & Knaap's (2003) examination of the impact of "New Urbanist" neighborhood features (such as high density of housing, smaller homes, proximity of shopping and transit, etc.) on home values. The authors drew on both GIS and a database of home sale prices. After a regression analysis, they were able to estimate the price premium or penalty associated with individual New Urbanist neighborhood features, compared to the features associated with the more standard "sprawl" type of development. Though ADUs were not specifically part of the analysis, ADUs were permissible in much or all of the study area, including all of the New Urbanist area, and ADUs are definitely part of the New Urbanist programme.

The results are really interesting, because they show that, in a way, ADU opponents could be right about the effects of density, but wrong about the total effect. Considering density by itself, home values were slightly lower in denser settings. Homes in the New Urbanist areas, which were denser, suffered a price penalty on that basis. BUT (and this is a big big but) many other factors associated with New Urbanist type neighborhoods, such as smaller blocks, better

connectivity to areas outside the neighborhood, and nearby shopping, commanded a premium that more than made up for the density-related penalty. Over all the factors, the New Urbanist homes had higher prices — about $24,000 more, given a standard of about $150,000. (Note these prices are from more than a decade ago.)



Together, these three papers suggest that the author of that letter in Durango doesn't quite have it right. People will actually pay a premium for (to use the author's words) "being crammed together," if it's done in the right way. That's not because they enjoy having more garbage cans in the neighborhood. It's because they like the good aspects of a denser built environment.

The evidence so far is indirect, but it merges into a fairly coherent three-part suggestion.

- ADUs seem less likely to have a positive effect on nearby property values if placed en masse into standard, unaltered, "suburban sprawl" (not that doing so is a common suggestion in planning circles).
- ADUs seem most likely to have a positive effect (or positive association) with nearby property values if they are added to neighborhoods that have (or are acquiring) New Urbanist qualities, such as small blocks, stores within walking distance, availability of transit, etc. In such places, ADUs should contribute to the density that helps New Urbanism work, and thereby form part of a "New Urbanist premium" to home prices.
- As a corollary, illegal ADUs seem less likely to have a positive association with nearby property values, because besides being unpermitted and "under the radar," and thereby harder to value, they are created without any purposeful connection to existing services, geography, etc.

To sum up in a less technical way, I'd say that when it comes to ADUs and property values, "how it's done" matters. When ADUs are a part of a coordinated development strategy that includes compatible civic features, the fear about declining property values should have little basis. It's too early to make big promises, but there might even be a small investment opportunity there.🙂

—

next week: are ADUs "green" housing?

About Martin John Brown

Martin John Brown is a researcher and consultant on environment and housing. Find out more at http://martinjohnbrown.net.
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7 comments on "How do ADUs affect property values?"

Pingback: Research and policy about accessory dwelling units: introducing a 13-part series | Accessory Dwellings

Pingback: Are ADUs green housing? | Accessory Dwellings

Pingback: How much do ADUs cost to build? | Accessory Dwellings

kolpeterson
July 30, 2014

It would be worth investigating tenure length of ADU owners. Due to the economics of ADU ownership, I wonder whether ADU owners tend to hold on to their properties for longer than the average residential property owner. And, I also wonder whether ADU owners tend to care for/maintain their properties better than the average residential property owner since the house/ADU is both a rental property AND a primary residence. This inherent long term commitment to a property may actually help maintain the value of the property better than the average property.

Reply
Martin John Brown
July 30, 2014

My feeling, based on comments to the Oregon DEQ survey, is that most ADU owners are in it for the long haul, and that's a good thing. Economically, that should be the right impulse for them on a personal basis, because currently, the investment return from keeping an ADU and renting it out is far better than just building one and re-selling the property (https://accessorydwellings.files.wordpress.com/2012/12/appraisingpropertieswithadusbrownwatkinsnov2012.pdf). You are likely to make money the first way, and (at least right now) probably lose money the other way.

As far as maintenance goes, you have an interesting hypothesis there. I could believe it. In my personal case I know that I tend to take better care of the ADU than my own house (wouldn't want a mad mother-in-law🙂).

Reply
Pingback: Do ADUs provide affordable housing? | Accessory Dwellings

Pingback: Summing up ADU research: are accessory dwelling units as great, or as horrible, as people say? | Accessory Dwellings

This entry was posted on July 2, 2014 by Martin John Brown in Financing, Policy & Trends and tagged featurepost, nimby, property values.
http://wp.me/p1R4v3-Tt
Previous post

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Accessory Dwellings

A one-stop source about accessory dwelling units, multigenerational homes, laneway houses, ADUs, granny flats, in-law units…

Summing up ADU research: are accessory dwelling units as great, or as horrible, as people say?

I am by nature a skeptical person, who rather enjoys debunking things. So, a few years ago, when I decided to dig into the many hopes and fears about accessory dwelling units (also known as ADUs, granny flats, in-law units, laneway houses, etc) I knew I might end up shooting myself in the foot. After all (full disclosure here), I have an ADU of my own, and am one of the editors of a site about ADUs. I had a notion that this form of development was a promising nod towards a gentler, more sustainable society. But what if it turned out there was no objective evidence that ADUs had any benefits beyond my own yard?

I carried on because the civic "discourse" about ADUs drove me nuts. It had an endless, cyclical quality, like those discussions sports or comic book guys can get in to: who was better, Babe Ruth or Willy Mays? Could Batman beat Superman in a fight? Could Superman beat Captain Nemo? When there is no real evidence to be had, you can stay at the bar all night.🙂

photos by Steve Lewis of the Durango Herald (left) and Laure Joliet of the New York Times (right)

In the noisy confines of local planning meetings and "Letters to the Editor" pages, exchanges went like this:

- ADU advocates said ADUs would create affordable housing, house older citizens (less popularly known as "the elderly"), create "green," less car-dependent housing, and generally strengthen informal family and neighborhood ties.
- ADU opponents said that ADUs would create parking problems, bring down property values (and generally bring in undesirable people), create overcrowding, change the appearance of neighborhoods, generate noise and garbage, and perhaps end the single-family nature of existing neighborhoods.

Meanwhile, in the more formal literature, there were some comparative analyses of policy.

In short, there was plenty of talk about the idea of ADUs, but virtually nothing about the reality of them. There was close to zero factual information about how many ADUs exist, who lives in them, where they are, how many cars come with them, and so on – the kind of basic factual information that should inform policy and debate.

I set out to collect and discover those basic facts. Fortunately in the last few years some objective data has been published about ADUs (listed in my post about research needs), and in this series of posts, I've expanded those findings as much as I dare. To sum up, here's what this series has uncovered:

Questions	Answers from Portland and beyond
Are ADUs a confusing topic?	Definitely. Here's why.

Do ADUs actually provide housing?	Yes. The great majority are used for long-term housing, though flexibility for occasional other uses is a big motivation for people to build them.
How much do ADUs cost to build?	It varies a lot, but averages in Portland are $45,500 for attached and $90,000 for detached units.
How do ADUs affect neighboring property values?	There is no direct evidence, but homes in denser, more "new urbanist" neighborhoods (including features like ADUs) have higher sales prices.
Are ADUs green housing?	Very much so, at least in comparison to the traditional American "single family residence."
Do ADUs create parking problems?	There is zero evidence for this idea. Legal ADUs are extremely rare. Moreover, they contribute fewer cars per household than SFRs, almost as low as "transit-oriented" apartments.
Do ADUs serve the elderly, either as residences or investments?	At this time, not in particular. But a decade from now, probably – read why here.
How much do ADUs support the community economically?	Quite significantly, through construction spending and ongoing property taxes.
Do ADUs provide affordable housing?	Yes, but in a very unique way that does not fit the standard idea of affordable housing as an institutional product.
What are the barriers to ADU development?	Local rules are the most obvious barriers, but it ESSENTIAL to note they are not the only ones.
What further research needs to be done?	Researchers should continue to examine the development and use of real ADUs, using field data instead of planning assumptions to quantify the effects of ADUS in contrast to other housing types.

In short, there is compelling, if early, evidence that ADUs benefit the community in the areas of environmental impact, reduction in car use, and a non-institutionalized style of affordable housing. I also anticipate that positive effects for older citizens ("the elderly") will become more notable as time goes on.

Meanwhile, I have found zero objective evidence supporting two specific fears often mentioned by ADU opponents: parking problems and declines in property values. This is not to deny those things could ever happen – perhaps new evidence will emerge – but there is no basis for them right now.

When it comes to the less objective hopes and fears mentioned by ADU advocates and opponents, such as (paraphrasing here) 'strengthening family ties' or 'bringing in undesirable residents', it is harder to measure things and make statistical comparisons. However, the anecdotal accounts in comments from ADU owners, and in the case studies on accessorydwellings.org, are so consistent I feel confident making a few more tentative conclusions.

ADUs support families in several ways. They serve as a flexible resource that provides stabilizing income during some phases of life and provides housing for extended family during other phases. When they are housing family members, their simultaneous proximity and independence allows naturally

supportive relationships to work smoothly. For example, when grandma lives in the ADU, she gets the help she needs with stuff like shopping, and can trade back child care – no commuting, appointments, or day care centers necessary.

These kind of informal support services seem completely natural to the people who experience them. They'd probably be amazed to learn that, in some cities, Grandma wouldn't legally be allowed to live with them — at least not if she had her own apartment downstairs. When you express single-family zoning in this way it sounds extreme, yet that zoning applies to much of our population.

ADUs show there are many ways that families can live together. In this way, they are quiet refutation of the Leave It To Beaver "nuclear family" ideal, where a "normal, healthy family" is two parents and their children, and other relations and friends are distant satellites. As far as I can tell, very few people, even arch-conservatives, believe in this radical version of familialism anymore, yet zoning tries its best to enforce it.

Second, ADUs are a small but meaningful step toward sustainable housing. What sustainability really means is a pretty big discussion that won't fit in this blog post. However, it seems safe to say that sustainability involves finding a better balance between the production and consumption of essential resources (e.g. energy supplies). And that, I'd venture, involves making a choice of quality over quantity in lifestyle. As the case studies on accessorydwellings.org show, ADUs can provide a pretty high quality of life in small spaces that are inherently greener than the standard "SFR". That quality of life comes not necessarily from the building itself but its context– e.g. to family, transit, etc.

ADU critics must be acknowledged at least one way. It is true that ADUs are "infill" development that densifies existing neighborhoods. Yes, they are a mild, incremental form of densification in the sense that each individual ADU is only a tiny change that can have little effect on neighborhood conditions. But over decades an accumulation of ADUs probably would notably change the character and demographics of a place.

But, can any neighborhood really be held in an unchanging state? The implied message of some ADU critics is that banning ADUs will prevent or slow densification or at least remove it to some distant place, where it will be more acceptable. But these are not reliable assumptions. If there are economic forces driving densification or gentrification, they will be expressed somehow – for example in rising prices and unpermitted ADUs. The question for many communities is not "should we have ADUs or nothing?" but rather "are permitted ADUs a good choice compared to the other options out there – such as transit-oriented developments, townhouses, gated single-family developments, or a new crop of unpermitted ADUs?"

Portland's experience in the last few years provides an interesting comparison. Hundreds of permitted ADUs have been created, and there has been practically no reaction on a neighborhood basis — sometimes the new developments are hardly noticed. Meanwhile, an alternative form of densification, the transit-oriented apartment block, has caused a lot of protest.

ADUs are not a panacea. They cannot solve every urban, family, or environmental problem. But, as I've documented in this series, they clearly have some benefits in those areas compared to standard American mode of "single family" development. Those benefits need to be quantified more, especially with comparison to other densifying forms of developments, but I have little doubt they exist.

Beyond that, ADUs are simply a refreshing grassroots alternative to "big" development. To a design buff like me, there's something tiresome about big apartment blocks, rowhouses, and other "professional" developments, no matter how well thought out. You can practically see the investment calculations floating over them, like the furniture prices in Fight Club.

This post's single-serving friend.

In contrast, ADUs are typically created and managed by homeowners, not real estate professionals. These homegrown residences are unique, each with a purpose and a story. Though the biggest single motivation for creating ADUs is financial gain, a notable fraction of these "amateur" developers make a fascinating choice – to not maximize investment return, for a month, a year, or a decade, so they can house a family member or a friend, start a business, or do something else to spread good beyond their yard. In short, they often show that people value things beyond money, and that may be the best pro-ADU argument of all.

About Martin John Brown

Martin John Brown is a researcher and consultant on environment and housing. Find out more at http://martinjohnbrown.net.
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8 comments on "Summing up ADU research: are accessory dwelling units as great, or as horrible, as people say?"

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Pingback: Accessory dwelling units: what further research should be done? | Accessory Dwellings

Susan Pantell

March 19, 2015

For some reason, your comments are not visible.

There are 2 main problems with your argument, and I support ADUs in general.

First, it is not the property values of people who build the ADUs that are of concern, but of neighbors, who worry their values will decline because of the reduced privacy and crowding.

Second, saying that ADUs add a tiny amount to parking of the overall city is irrelevant. If they are built on streets and in neighborhoods where parking is currently tight, then they will add to the problem if the residents have cars. That is a big concern in the debate over ADUs in Austin, where I live.

Reply
Martin John Brown
March 19, 2015

Hi Susan, thanks for your thoughts! It's always nice to get a substantial comment.

If you follow some of the links in the article you will see that (for what it's worth🙂) I've written in more detail about the concerns you raise. The issue of neighboring property values is extremely difficult to study, but I do what I can in the following post: https://accessorydwellings.org/2014/07/02/how-do-adus-affect-property-values/ . As for parking, I look at it more in this post — https://accessorydwellings.org/2014/07/16/do-adus-cause-neighborhood-parking-problems/ .

The property values and parking issues are similar in that they are common worries about the consequences of ADU development. "Worries" is the right word, because these are hypothetical bad consequences. People foresee them, but they haven't happened anywhere yet. Not saying those things could never happen, but there is no evidence for them at this point. I have not read about a single street in America where permitted ADUs are common enough to change parking conditions.

On the other hand, there is evidence that ADUs have positive effects in other areas of concern to citizens.

Ultimately, judging types of development by a single yardstick may not be that helpful. Consider parking — there are lots of places to live in America where parking is no problem, but that doesn't make them desirable. It's typically better-quality urban neighborhoods such as Seattle's Laurelhurst where the ADU parking worry comes up. The people there live in Laurelhurst because it's Laurelhurst, not because Laurelhurst happens to have parking. 🙂 Neighborhoods are a total package. Neighborhoods with less parking may be desirable in some other way — consider Central Park West.

A better way to think about the effects of ADUs might be in the context of their total effect on neighborhoods compared to other kinds of densification.

We must start by acknowledging it is impossible to hold a neighborhood static — it will change, no matter what the rules are, simply as a result of demographics and market forces.

Now, in a place like Austin I imagine the change is in the direction of more people and more density. So, will these people be placed in a few giant skyscrapers? In numerous apartment blocks along corridors edging existing neighborhoods? Or will they be spread out more through neighborhoods in developments like ADUs, courtyard housing, etc. ?

ADUs aren't a panacea, but when you consider them against the other options, they definitely have some appealing qualities.

Reply
Pingback: Real estate rage in Portland! Or, ode on a purple shed | Accessory Dwellings

Pingback: To DADU or Not To DADU–Seattle's ADU Debates | Accessory Dwellings

Pingback: Why ADUs are hard to study, and confuse nearly everyone | Accessory Dwellings

Pingback: Will short term rentals actually reduce long term housing in granny flats? | Accessory Dwellings

This entry was posted on September 17, 2014 by Martin John Brown in Policy & Trends and tagged accessory dwelling units research, conclusion, familialism, family, featurepost, parking, property values, research, wrapup.
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ACCESSORY DWELLING UNITS: WHAT THEY ARE AND WHY THEY ARE BECOMING MORE POPULAR

Accessory Dwelling Units (ADUs) are compact, energy efficient living spaces that may or may not be attached to the primary building on a single-family property. As Oregon energy consultants, we wanted to explain why ADUs are becoming increasingly popular and take a look at their pros and cons.

Check out this infographic for more on ADUS and visit our site for more on energy efficient tips and ideas for your home.

ACCESSORY DWELLING UNITS

WHAT ARE THEY AND WHY THEY ARE BECOMING MORE POPULAR

Let's get to know the compact, energy efficient home known as an ADU. Oregon energy consultant Imagine Energy provides the following overview of this modern residential marvel.

WHAT ARE ADUS?

An ADU is an additional dwelling unit on a single-family property. An ADU may or may not be attached to the primary building. Typically, ADUs are smaller than the main family home. Finally, ADUs are fully equipped with their own kitchens and bathrooms.

ADU ALIASES

ADUs are also known as granny flats, second units, mother-in-law apartments, carriage homes, and backyard cottages. They may also be called multi-generational homes.

THE MANY TYPES OF ADUS

ADUs come in many shapes and sizes.

- Basement Apartments.
- Converted garages.
- Converted attics.
- Converted carriage houses.
- Freestanding structures, including converted sheds and storage areas.

AVERAGE COST TO ADD AN ADU:

$70,000-$100,000

TIME TO PAY BACK AN ADU ADDITION:

6 TO 8 YEARS

assuming the ADU is being rented out

TYPICAL FEATURES OF A MODERN ADU

Clerestory windows and skylights provide year-round natural light, thereby reducing electricity bills.

Exposed beams, vaulted ceilings help ADUs "live large"

Accent lighting adds beauty and usability

Outdoor living areas, such as a small porch or covered patio attached to freestanding ADUs.

Open Floor Plans, to maximize flow and make ADUs feel more spacious.

Walkability. As many of today's renters prefer a car-free lifestyle, neighborhoods with high walkability scores are especially well suited for ADUs.

ADVANTAGES AND DISADVANTAGES OF ADUS

The Multiple Benefits of ADUs

From San Francisco to Portland, energy consulting firms point out the myriad advantages that ADUs offer.

AFFORDABLE HOUSING.

ADUs open up affordable rental options in accessible neighborhoods.

ENCOURAGE DIVERSITY.

ADUs make it easier for diverse populations to find housing in well-established neighborhoods.

SOURCE OF INCOME.

Homeowners can rent out ADUs to contracted renters or Bed and Breakfast guests. Using sites like AirBNB.com, some Portland, Oregon homeowners have been able to rent out their ADUs for as much as $100 per night.

HIGHER RESALE VALUE.

Adding an ADU can significantly increase a home's value.

OFFSET TIGHT RENTAL MARKETS.

ADUs can open up rental availability in cities like San Francisco and Seattle, where students, seniors, and even young professionals may find it nearly impossible to find affordable housing.

SPRAWL MINIMIZATION.

ADUs can offset demand for low-income housing on urban peripheries. They can help cities meet growth demands while reducing the number of miles residents must travel to work.

ASSET FOR AGING IN PLACE.

ADUs bring seniors additional income while allowing them the flexibility of choosing which unit to live in.

ENVIRONMENTALLY FRIENDLY.

Need no new land, require fewer building materials, lower energy usage than larger apartments.

SPACE FOR VISITING FAMILY MEMBERS.

ADUs make luxuriously private guest accommodations. And they are the perfect solution for long-term guests, such as aging parents and boomerang children.

MORE DISCREET THAN OTHER INFILL.

Options, such as "McMansions" built on postage stamp-sized lots, or so-called "skinny homes" squeezed onto narrow lots.

Common ADU Concerns

Those who oppose ADU-friendly zoning laws often highlight the following potential disadvantages of Accessory Dwelling Units.

LOWERED PROPERTY VALUES.

Some homeowners worry about falling home values with lower socioeconomic families renting out ADUs in established neighborhoods.

THE RENTAL TAKEOVER.

Some homeowners fear that the proliferation of ADUs will transform neighborhoods into rental zones, where renters care little for upkeep.

INCREASED TRAFFIC & DECREASED PARKING.

Because many ADUs do not accommodate on-site parking, surrounding homeowners may worry about additional parking hassles. Homeowners may also fear a traffic spike as more people live in the same area.

THE NEIGHBORHOOD CHARM FACTOR.

New ADUs may not match the style of the neighborhood. This also factors into property value—a clashing ADU threatens to drag down nearby property values.

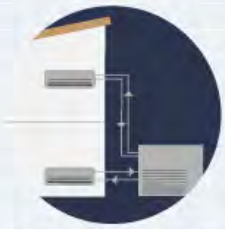
SHRINKING OPEN SPACE.

Gargantuan ADUs can gobble up open areas, blocking views and cramping neighbors.

COMPONENTS OF AN ENERGY EFFICIENT ADU

Especially energy efficient ADUs may contain the following components.

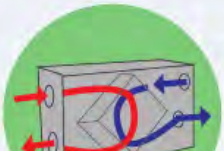
Tight Building Envelope. Plenty of insulation, tight sealing to eliminate energy leaks. ADUs can even become Passive Homes, with the right Oregon energy consultant on your side.

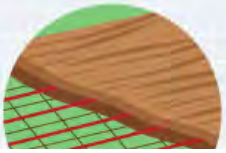


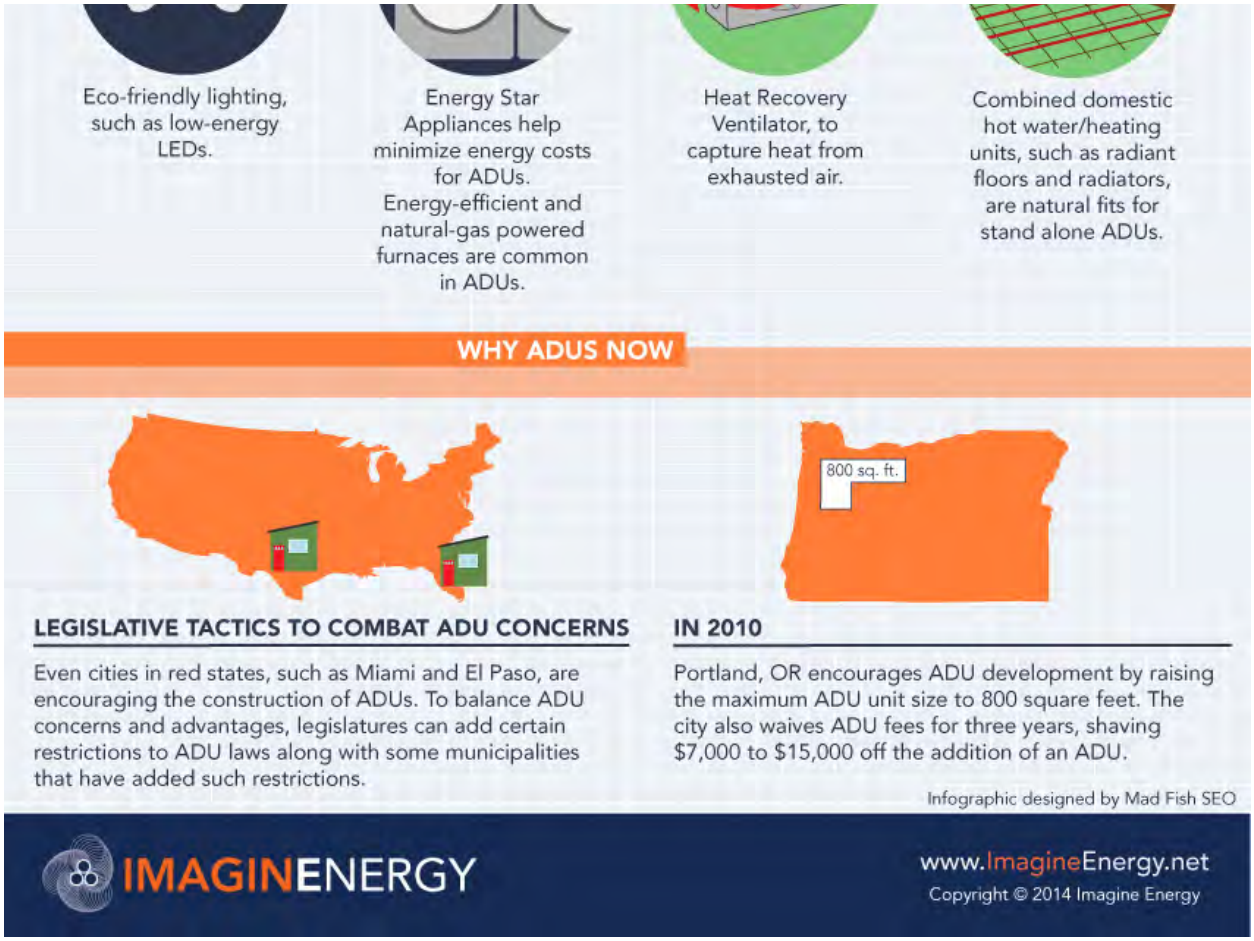
Mini split heat pumps convert and magnify heat in exterior air to heat homes. Also provide ventilation, fresh air for small spaces. Compact, well insulated ADUs are excellent candidates for mini-split heat pumps.

Solar Panels on South-Facing Roof Surfaces. If the main home is not well situated for gathering solar energy, the ADU may be better positioned to maximize solar energy production.

Reused Building Materials. Incorporating salvaged elements such as doors, cabinet pulls, and even plumbing fixtures help to minimize the demand for virgin building materials.






Eco-friendly lighting, such as low-energy LEDs.
Energy Star Appliances help minimize energy costs for ADUs. Energy-efficient and natural-gas powered furnaces are common in ADUs.
Heat Recovery Ventilator, to capture heat from exhausted air.
Combined domestic hot water/heating units, such as radiant floors and radiators, are natural fits for stand alone ADUs.
WHY ADUS NOW
800 sq. ft.
LEGISLATIVE TACTICS TO COMBAT ADU CONCERNS
Even cities in red states, such as Miami and El Paso, are encouraging the construction of ADUs. To balance ADU concerns and advantages, legislatures can add certain restrictions to ADU laws along with some municipalities that have added such restrictions.
IN 2010
Portland, OR encourages ADU development by raising the maximum ADU unit size to 800 square feet. The city also waives ADU fees for three years, shaving $7,000 to $15,000 off the addition of an ADU.
Infographic designed by Mad Fish SEO
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Agenda Item No. 8C-E

Communication to the Planning Commission

FOR THE MEETING OF: OCTOBER 4, 2016

FROM: RUSS SOYRING, PLANNING DIRECTOR

SUBJECT: SPECIAL LAND USE PERMIT, SITE PLAN REVIEW AND STREET VACATION REQUESTS BY STEVE TONGUE, MUNSON MEDICAL CENTER, TO ALLOW FOR A TALLER BUILDING AT 1105 SIXTH STREET

DATE: SEPTEMBER 30, 2016

The Planning Department received a request from, Steve Tongue, Vice President of Facilities at Munson Medical Center for a Special Land Use Permit to construct a taller building (over 60 feet) and Site Plan Approval at 1105 Sixth Street. The building's location is proposed to be partly located on and over Sixth Street. For this to occur, the street would need to be vacated by the City Commission after review by the City Planning Commission. Munson Medical Center has proposed that a new street be constructed about 200 feet north of the present Sixth Street.

The proposed building would be approximately 110 feet tall measured at the average street elevation. The building is proposed to house a family birth and children's center. These uses are currently available on the medical campus but will be consolidated in the proposed building. To serve this building and the medical campus the large surface parking lot at the SE corner of Sixth and Elmwood is proposed to be converted to a parking deck with several floors of parking.

The property is zoned H-2 (Hospital District) which allows for 110-foot tall buildings by Special Land Use Permit provided the building location is at least 100 feet west of Elmwood Avenue. The proposed building is more than 100 feet west of Elmwood Avenue.

The Master Plan designates this area as a TC-C Campus neighborhood where it states these neighborhood types will have individualized special plans approved by the Planning Commission. Earlier this year, the Planning Commission approved a Master Site and Facility Plan for Munson Medical Center. The development pattern and building massing before you is consistent with this plan.

8C- consideration of Special Land Use Permit (16-SLUP-01)

If the proposal as meets all the Special Land Use Permit standards and requirements along with other codes and regulations, the request must be recommended for approval. If the proposal fails to meet one or more of the standards or requirements, the request must be recommended for denial specifying the unmet standard or conditions placed on the approval that will ensure all standards and conditions can be met.

Staff reviewed the submission and finds it to be in conformance with the requirements provided two (2) conditions are met as detailed in the attached Staff Report 16-SLUP-01.

After reviewing the material and holding a public hearing, if you feel that the request for a "Taller building" meets all the Special Land Use Permit General Standards in Section 1364.02 and Specific requirements in Section 1364.08(13) with the conditions outlined in the staff report, the following motion would be appropriate:

I move that the request from Steve Tongue, Vice President of Facilities at Munson Medical Center for a Special Land Use Permit for a "Taller building" at 1105 Sixth Street be recommended for approval with conditions as outlined in Staff Report 16-SLUP-01 to the City Commission.

8D- consideration of Site Plan Review (16-SPR-02)

The Planning Commission shall review the site plan according to the standards in Chapter 1366 of the Zoning Code. The Planning Commission shall approve or deny the site plan (not the use) according to the standards and requirements of the Zoning Code.

Staff reviewed the site plan and finds it to be in conformance with the requirements provided seven (7) conditions are met as detailed in the attached Staff Report 16-SPR-02. If you agree with staff's assessment, the following motion would be appropriate:

I move that the request by Steve Tongue, Vice President of Facilities at Munson Medical Center for Site Plan Review 16-SPR-02 for development of a family birth and children's center, surgery addition and parking deck located at 1105 Sixth Street be approved with 7 conditions as outlined in Site Plan Review Staff Report 16-SPR-02.

8E- Sixth Street vacation request

The family birth and children's center building location is proposed to be partly located on and over Sixth Street. For this to occur, the street would need to be vacated by the City Commission after review by the City Planning Commission. Munson Medical Center has proposed that a new street be constructed about 200 feet north of the present Sixth Street. Their Street Vacation request was included in the October 4, 2016 meeting packet.

Staff has reviewed the street vacation request and does not object to it. The applicant has stated that they will remove and reconstruct the realigned Sixth Street at no cost to the City.

After reviewing the material and holding a Public Hearing, if you agree with the street vacation, the following motion would be appropriate:

I move that the request by Steve Tongue, Vice President of Facilities at Munson Medical Center to vacate the 1100 Block of Sixth Street as requested by the applicant in their submittal provided any and all utility easements and associated costs with the relocation of the utilities and the street are borne by the applicant be hereby approved by the Planning Commission and such recommendation be forwarded to the City Commission for their consideration.

RAS

Attachments:
- Staff Report 16-SLUP-01
- Staff Report 16-SPR-02
- Letter from the Airport
- Perspective rendering provided by Munson
- Revised Traffic Impact Study Executive Summary provided by Munson
- Munson's Statement of Conformance to SLUP general and specific standards
- Plan Set- Revised date 9/27/16 provided by Munson

Please also refer to Attachments included in the October 4 packet (not resubmitted this meeting)
- Special Land Use Permit Application
- Site Plan Review Application
- MMC Master Site and Facility Plan dated June 14, 2016 (Approved by the Planning Commission)
- Alley Request Application and Diagram

S T A FF R E P O R T
16-SLUP-01
DATE: September 30, 2016

APPLICANT:	Munson Medical Center 1105 Sixth Street Traverse City, MI 49684
PROPERTY OWNERS:	Munson Medical Center 1105 Sixth Street Traverse City, MI 49684
STATUS OF APPLICANT:	Property Owner
PROPERTY ADDRESS:	1105 Sixth Street. Tax I.D. # 28-51-104-076-02
REQUESTED ACTION:	Taller Building in an H-2 District. 110 foot tall Family Birth and Children's Center building expansion.
DESCRIPTION:	See Attached

EXISTING CONDITIONS

SITE SIZE:	37 acres.
TOPOGRAPHY:	Flat to steep slopes, riverbank slopes, flood plain.
VEGETATION:	Grass, shrubs and trees.
SOILS:	Range of sandy loam to organic soils.
EXISTING ZONING:	H-2 (Hospital District).

SURROUNDING ZONING/LAND USE

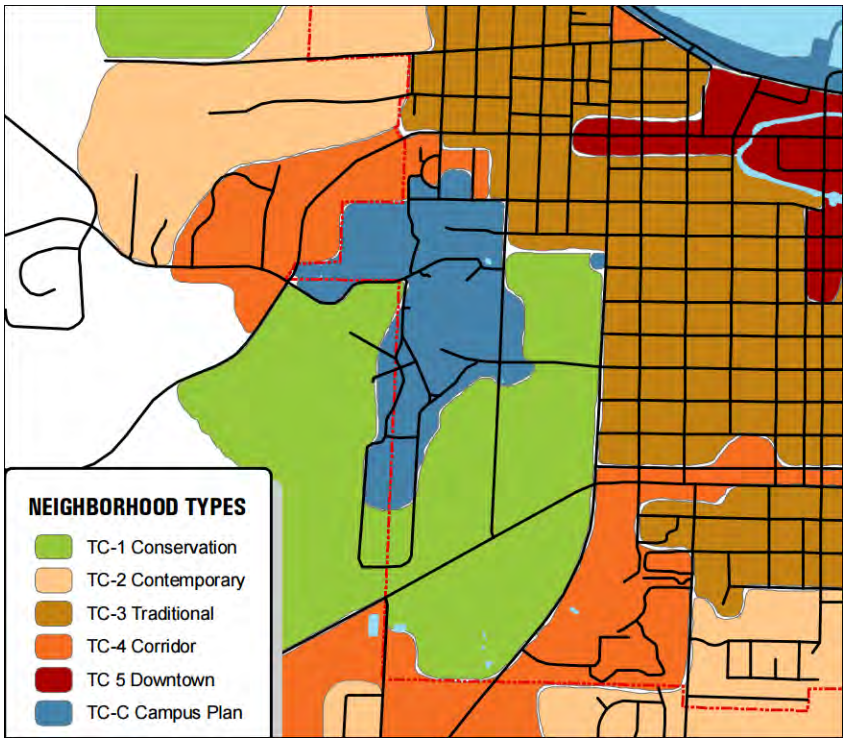
NORTH:	H-2 & H-1 (Hospital District), R-1b (Single Family Dwelling District). Medical, office, retail and residential.
SOUTH:	PR (Planned Redevelopment District). Grand Traverse Commons where there is a mix of uses ranging from institutional and commercial to residential.
EAST:	H-1 (Hospital District). Medical office and residential.
WEST:	H-2 (Hospital District). Hospital and medical offices.

ZONING HISTORY:
From 1958 to 1999 the property was zoned C-1 (Office Service District). In 1999, the property was rezoned to H-2 (Hospital District).

RELEVANT SECTIONS OF THE ZONING ORDINANCE:
Chapter 1358 H Districts
Section 1366.08 Master Site and Facilities Plans
Section 1364.01 Types of Special Land Use Permit Review
Section 1364.02 General Standards for SLUP Approval
Section 1364.08 (13) Specific Requirements for Taller buildings

RELATIONSHIP TO THE CITY PLAN:
The Future Land Use Map designates this neighborhood as a TC-C Neighborhood. The TC-C Campus Neighborhood is for those campuses that are unique within the community. The focus tends to be inward and specific to the campus. These neighborhoods will have individualized specific plans approved by the Planning Commission. At the boundaries of the campus the level of intensity cannot exceed the level of intensity of the adjoining neighborhoods.

Munson's current Master site and Facilities plan was approved by the Planning Commission on July 6, 2016 and shows Development Sites 2, 3 and 4 which are where the proposed expansion is occurring. A letter to Planning Director Russ Soyring dated June 17, 2016 which was shared with the Planning Commission states that "our next planned expansion includes a parking deck on Development Site #2, a revised main entrance on Development Site #3, and a north expansion on Development Site #4."



Future Land Use Map

PUBLIC UTILITIES:
There are adequate utilities to serve the proposed expansion. In conjunction with the construction of the Cowell Family Cancer Center, Munson Medical Center relocated and increased the capacity of the public utilities located within Sixth Street. The existing 36-inch storm sewer was replaced with a new 42-inch storm sewer and the 10-inch sanitary sewer was replaced. The existing 6-inch water main was replaced with a new 12-inch water main between Beaumont and Madison Streets which increased the reliability and pressure for the district. A new 45-foot wide public easement across Munson property was granted to the City.

TRAFFIC
The hospital is not adding beds to its current licensed capacity of 391. However, there will be the capacity to add 41 hospital beds in the future. It is anticipated the additional beds will generate 54 AM peak-hour trips and 58 PM peak-hour trips.

The proposed Taller building will provide beds in private rooms that will replace the beds that are currently located in older sections of the hospital that have double or multiple beds. Multiple bed rooms do not meet today's "best practices" for healthcare. In the addition, the rooms will be sized properly for state of the art technology, as well as space for family (as requested by Munson's "Patient Family Council"). In addition, semi-private rooms (where there are two beds per room), will be converted to private rooms.

Overall – the intent is to provide the same volume of service, but in a much higher quality environment. The Surgery addition will generate additional traffic since an Operating Room will be added. It is anticipated that this addition will generate 20 AM peak-hour trips and 20 PM peak-hour trips.

The applicant has prepared a Traffic Impact Study for the proposed expansion.

ACCESS:
The proposed expansion requires the vacation and rededication of a portion of Sixth Street between Madison Street and Beaumont Place. The construction cost for this change will be paid for by Munson Medical Center. Access to a three-level parking deck with 860 auto parking spaces and 35 bicycle racks to accommodate up to70 bicycles will occur near the intersection of Sixth and Beaumont Streets and the near the Emergency room entrance drive off of Elmwood Avenue. An additional parking lot with 45 spaces at the south east corner of Sixth Street and Madison Street will serve the Cancer Center.

Sidewalks will be on both sides of the relocated Sixth Street and additional sidewalks are proposed to connect to existing sidewalks in the general vicinity.

The BATA bus stop will be relocated to the north side of the new 6th street between the entrance drives to the Cancer Center Parking lot. The applicant coordinated this location with BATA and it will remain consistent with their current routes.

PARKING:
The proposed expansion includes a three-level parking deck with 860 auto parking spaces, a surface lot with 45 parking spaces and 35 bicycle racks to accommodate up to 70 bicycles. The expansion will involve the elimination of some surface parking. Overall, 396 additional parking spaces will be added.

ANALYSIS: Taller Building in an H-2 District.

General Standards 1364.02:

(1) The use shall be designed, constructed, operated and maintained so as to be harmonious and compatible in appearance with the intended character of vicinity.

Analysis
The proposed Family Birth and Children's Center will provide modern space that will accommodate critical patient services which is an appropriate use in the Hospital District. The proposed Family Birth and Children's Center is also consistent with the Master Site and Facilities Plan for Munson Medical Center approved by the Traverse City Planning Commission in July 2016.

The proposed Family Birth and Children's Center will be a 110-foot tall addition to the north side of the Munson Medical Center Building and will be equal in height to the existing 110-foot tall Webber Heart Center located on the south side of the Medical Center Building. The architectural character of the Family Birth and Children's Center is consistent with and complementary to the existing hospital facility including the recently added Webber Heart Center as well as the Cowell Family Cancer Center. In addition, transitional harmony from the taller buildings in the hospital core to the neighborhood is provided by a stepdown in height to the three-story Cowell Family Cancer Center. The recently completed Kids Creek Restoration Project (Kids Creek Tributary A) creates a substantial buffer between the hospital uses and the adjacent residential neighborhood.

Finding - Met

(2) The use shall not be hazardous nor disturbing to existing or planned uses in the vicinity.

Analysis
The proposed Family Birth and Children's Center expands core health care services in Traverse City in the core of the Hospital zoning district. This use is consistent with the current and planned future uses in the same general vicinity. Existing uses in the vicinity are a hospital, medical offices and residential. The proposed Family Birth and Children's Center addition is approximately 370 to the nearest residence.

Finding - Met

(3) The use shall be served adequately by existing or proposed public infrastructure and services, including but not limited to, street and highways, police and fire protection, refuse disposal; water, waste water and stormwater facilities; electrical service and schools.

Analysis

The proposed Family Birth and Children's Center project will be adequately served by existing public infrastructure. Munson Medical Center will construct a new public street with sidewalks to replace the block of Sixth Street that will be vacated. The majority of the proposed facility expansion is to increase the quality of Munson Medical Center's patient and operating rooms rather than increase the quantity of beds. The hospital is replacing semi private (multi-patient occupancy) rooms with private (single patient occupancy) rooms. Munson is also using the surgical expansion to double the size of older operating rooms increasing them from 400 square-feet to the current state-of-the-art 600 square feet.

Munson Medical Center has moved approximately 250 employees off the hospital campus in recent years to facilities at Copper Ridge. Over the next 2 years, the hospital has plans to move approximately 100 more employees to Grand Traverse Commons. In addition, two hospital departments, transcription and billing, are setting up "work from home" arrangements.

Most of Munson's volume growth in the past 3 years has been in Outpatient Services. Outpatient services generally generate more trips than Inpatient. Munson will continue to move outpatient services to offsite locations.

Munson Medical Center has prepared and submitted both a Traffic Study and a Preliminary Basis of Design for use of Public Utility Services. It anticipated that water and sewer flows will increase slightly and the existing system has adequate capacity. An executive summary of traffic impacts was submitted and concluded little or no additional impact on traffic operations at any study area intersections. City Engineering has reviewed the both of these studies and concurs with the findings.

The applicant shall meet the requirements of the Storm Water Runoff Control Ordinance. The applicant has stated that they will use existing and proposed on-site multi-stage underground storm water management systems to infiltrate storm water. The net post construction runoff rate to Kids Creek will be equal to or less than the existing pre-development storm water run-off run-rate**.**

The applicant is working with the City of Traverse City Fire Department regarding a redundant water supply to the fire protection system and improvements to the east side of the Family Birth and Children's Center for arterial apparatus access.

The hospital is not adding beds to its current licensed capacity of 391. The Taller building is not anticipated to generate a significant amount of additional refuse.

Munson has dedicated circuit and substation with 7200 volt service located west of the hospital and north of the helicopter landing pad. They are a Consumer Energy primary meter customer and they own and maintain all of their distribution transformers.

The proposed expansion is two-thirds of a mile away from Willow Hill Elementary School and Greenspire School. This project will not be adding new dwellings and will have no direct impact on schools or school transportation.

At this time we have not received confirmation from the Police Department that the proposed use can be adequately served. Staff anticipates it will provide a statement from the Police Department prior to, or at the meeting.

Finding - Met, contingent on the Police Department finding they can adequately serve the Taller building.

(4) The use shall not create excessive additional requirements for infrastructure, facilities and services provided at public expense.

Analysis

The proposed expansion requires the vacation and rededication of a portion of Sixth Street which will be paid for by Munson. In conjunction with the construction of the Cowell Family Cancer Center, Munson Medical Center has previously relocated and increased the capacity of the public utilities located within Sixth Street. Storm sewer formerly restricted by a 36-inch diameter reach of pipe was replaced with a new 42-inch diameter storm sewer. The existing 6-inch water main was replaced with a 12-inch water main between Beaumont Place and Madison Street thereby increasing the reliability and for the pressure district. The 10-inch sanitary sewer was also replaced and a new 45-foot wide public easement across Munson property was granted to the City of Traverse City.

Munson has prepared and submitted both a Traffic Study and a Preliminary Basis of Design for use of Public Utility Services. It anticipated that water and sewer flows will increase slightly and City Engineering has determined that the existing system has adequate capacity. An executive summary of traffic impacts was submitted and concluded little or no additional impact on traffic operations at any study area intersections.

Existing beds will not be increasing during the initial phase and traffic will not significantly change even when the future phase is built out with 41 additional beds. Police and Fire Departments do not anticipate requiring additional staffing and equipment to service the proposed use.

Finding - Met

(5) The use shall not involve any activities, processes, materials, equipment or conditions of operation that will be detrimental to any person or property or to the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, odors or water runoff.

Analysis

The proposed Family Birth and Children's Center project is consistent with the existing hospital use and will not involve any excessive production of traffic, noise, fumes, glare, or odors that would be detrimental to any person, property, or general public.

Munson Medical Center provided a traffic study that demonstrates the reassignment of traffic related to the 6th Street realignment. The new trips generated from the opening of the proposed Surgical Addition and 41-bed addition to the Munson Family Birth and Children's Center are expected to have minor or no additional impact on traffic operations.

Munson Medical Center has undertaken a number of measures to encourage a reduction in employee commuter trips by offering various incentives and programs.

The applicant shall meet the requirements of the Storm Water Runoff Control Ordinance. The applicant has stated they will use existing and proposed on-site multi-stage underground storm water management systems to infiltrate storm water. The net post construction runoff rate to Kids Creek will be equal to or less than the existing pre-development storm water run-off run-rate**.** A portion of the existing parking lot along S. Elmwood Avenue is located in the in the 100-year flood plain of this tributary. This area is not a regulatory floodway based on correspondences between the applicant and the State of Michigan. The proposed new construction of the parking deck will encroach on the existing floodplain. The applicant will provide adequate compensatory storage, which will be verified prior to the issuance of any permits, such that the encroachment will not result in an increase in flood levels within the community during the

occurrence of the flood base discharge. As-built certification shall be required upon completion of the project by a licensed surveyor/ engineer prior to the issuance of a Final Certificate of Occupancy.

There is a mechanical penthouse on top of the Family Birth and Children's Center addition and will be fully enclosed to minimize noise fumes, glare and odors

Finding - Met

(6) Where possible, the use shall preserve, renovate and restore historic buildings or landmarks affected by the development. If the historic structure must be moved from the site, the relocation shall be subject to the standards of this section.

Analysis
The proposed Family Birth and Children's Center project does not include impact any historic buildings or landmarks.

Finding - Met, no impact on historic buildings or landmarks.

(7) Elements shall relate to the design characteristics of an individual structure or development to existing or planned developments in a harmonious manner, resulting in a coherent overall development pattern and streetscape.

Analysis
The proposed Family Birth and Children's Center is consistent with the Master Site and Facilities Plan for Munson Medical Center approved by the Traverse City Planning Commission on July 6, 2016. The architecture of the centrally located Family Birth and Children's Center will provide a harmonious transition from the historic, predominantly yellow brick of the southern campus buildings with the more recent predominantly brown brick of the buildings on the north side of campus. The applicant has provided a color perspective rendering to illustrate conformance with this standard.

Finding - Met

(8) The use shall be consistent with the intent and purposes of the zoning district in which it is proposed.

Analysis
The intent of the H-1 and H-2, Hospital Districts are for the purpose of accommodating medical centers, hospitals and all their normally related functions, if properly sited in relation to each other and pursuant to an approved plan for that district.

The proposed Family Birth and Children's Center use is consistent with the function of a medical center. The structure is appropriately sited in the core of the Hospital zoning district, functionally integrated into the existing hospital building and in conformance with the approved Master Facilities Site Plan.

Finding - Met

Specific Requirements 1364.08 (13)

(a) **The building stories and height are consistent with Section 1368.01.**

Analysis
The maximum building height for the H-2 District is 110 feet west of Elmwood Avenue within 100 feet of the right-of-way. The proposed Family Birth and Children's Center addition is several hundred feet west of the Elmwood Avenue. The proposed Family Birth and Children's Center addition is at height of 110 feet with an enclosed mechanical penthouse at a height of 125 feet. Parapet walls that screen rooftop equipment are allowed to exceed the height requirements of the district. The roof top mechanical equipment, as a condition of the Special Land Use Permit, is required to be completely screened and enclosed.

Finding - Met

(b) **Roof top mechanical equipment and penthouse space that are an integral part of the architectural design are permitted. All mechanical equipment, appurtenances and access areas shall be completely architecturally screened from view and enclosed.**

Analysis
All roof mounted mechanical equipment on the building will be completely screened from view within a mechanical penthouse. The mechanical penthouse is composed of elements that are architecturally consistent with the design of the primary structure.

Finding - Met

(c) **Extended heights for steeples and other architectural embellishments less than 400 square feet each shall not be used to determine the height of the building.**

Analysis
The building has a flat roof with no steeples or other architectural embellishments.

Finding - Met

(d) **The applicant shall prepare and deliver to the Planning Director a scale model, video image or other similar depiction of a taller building in relation to surrounding land and buildings.**

Analysis
The applicant has provided both a physical scale model and a color perspective rendering of the Family Birth and Children's Center.

Finding - Met

RECOMMENDATION:

Staff recommends the request 16-SLUP-01 be approved with the following conditions:

1. **The applicant will provide adequate compensatory floodplain storage resulting from the proposed floodplain encroachment.**

2. **As-built certification shall be required upon completion of the project by a licensed surveyor/ engineer prior to the issuance of a Final Certificate of Occupancy.**

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Site Plan Review Staff Report

16-SPR-02: Prepared for property commonly known as 1105 Sixth Street

SITE PLAN REQUIREMENTS CHECKLIST		
Yes	**No**	**Site plans are required to meet the following requirements**:
x		Filing fee
x		Sealed by a registered architect or engineer (except site plans to be referred to the Planning Commission for approval may defer this requirement until receiving Planning Commission approval.)
x		Drawn to scale with a scale on the plan
x		Rendered on a minimum sheet size of 24 inches by 36 inches
x		Legal description
x		Property lines and dimensions
x		North arrow
x		Date
x		Vicinity map
x		Property owner's and applicant's name and address
x		Preparer's name and address
x		Street names
x		Existing street and alley widths
x		Location and width of utility easements
x		Size and location of existing and proposed utilities and building service lines
x		The zoning classification of the site and surrounding properties and, where applicable, the zoning request
x		Required setback lines, lot size, lot coverage (impervious surface) and any variance to be requested *The 110-foot Family Birth & Children's Center is setback 38.4 feet from the relocated Sixth*

Yes	No	Site plans are required to meet the following requirements:
		Street and 95.4 feet from Beaumont Place. The 3-level parking structure is set back 36.7 feet from Sixth Street and 64.6 feet from South Elmwood Avenue. The surgery addition is setback 10 feet from Madison Street. All of the setbacks mentioned are considered front yard setback because they front on a street. The minimum front yard setback for an H-2 District is 25 feet or as shown on the approved Master Site and Facility Plan. Munson's current Master Site and Facilities Plan was approved by the Planning Commission on July 6, 2016 and shows Development Sites 2, 3 and 4 which are where the proposed expansions are occurring.
x		The size and location of existing buildings and improvements on and adjacent to the subject parcel
x		The existing building use and proposed building use, location, shape, building height, elevations, floor area and unit computations and dimensions and a description of all exterior building materials *The proposed expansion consists of a 7-story, 110 foot Family Birth & Children's Center addition, a 2-story surgery addition, a 3- level parking structure and an entrance addition which will connect the hospital to the parking structure. The total square footage of the Family Birth & Children Center, the surgery addition and the entrance addition will be 211,500 Square feet. The exterior of the walls for all of the additions will made of masonry construction with cast stone accents similar the existing surrounding buildings. The windows will have anodized aluminum frames and clear glazing.*
N/A		A land use tabulation summary provided in the margin of the plan indicating types of uses, acreage for each land use, number of units, densities and land use intensities
x		The proposed number and location of parking spaces, maneuvering lanes, sidewalks, driveways and loading areas, and their dimensions and proposed points of access to the site from public streets and alleys. *The proposed expansion requires the vacation and rededication of a portion of Sixth Street which will be paid for by Munson. Access to the three level parking deck with 860 auto parking spaces and 35 bicycle racks to accommodate up to70 bicycles will occur at the intersection of Sixth Street Beaumont Place. Another access drive will be located at the Emergency Room entrance off of Elmwood Avenue. An additional parking lot with 45 spaces at the south east corner of Sixth Street and Madison Street will serve the Cancer Center. The 45-space parking lot is located in the front yard setback on Sixth and Madison Street and is proposed to be screened with a decorative masonry wall. The Planning Director is willing to grant an exception for the front yard setback encroachment as authorized in Section 1374.03(e) of the City of Traverse City Zoning Code. The additions will result in a loss of some existing surface parking. In net, 396 parking spaces will be added.* *Sidewalks will be on both sides of the relocated Sixth Street and additional sidewalks are*

Yes	No	Site plans are required to meet the following requirements:
		proposed to connect to existing sidewalks in the general vicinity. *The BATA bus stop will be relocated to the north side of the new 6th street between the entrance drives to the Cancer Center parking lot. The applicant coordinated this location with BATA and it will remain consistent with their current routes*
x		The proposed location and dimensions of site drainage areas, walkways, landscaped areas, recreation areas, open space and screen walls. *The applicant shall meet the requirements of the Storm Water Runoff Control Ordinance. The applicant has stated that they will use existing and proposed on-site multi-stage underground storm water management systems to infiltrate storm water. The net post construction runoff rate to Kids Creek will be equal to or less than the existing pre-development storm water run-off run-rate. Decorative masonry screen walls are proposed on the north and west sides of the propose 45 space parking lot on the north side of the surgery addition. Pedestrian travel ways adequately serve the proposed expansions. The recently completed Kids Creek Restoration Project is located to the north and a walking path/garden is located on the north and east side of the parking structure. A detailed landscape plan has been submitted meeting the requirements of Chapter. Trees placed in the public right of way will need to be approved by the City Parks Department.*
x		Natural features, such as unique topographic features, wetlands, 100-year flood plain elevations, creeks, springs and others, with an indication as to which are proposed to be maintained, altered or removed during site development. *The recently completed Kids Creek Restoration Project (Kids Creek Tributary A) is located to the north and currently flows along Sixth Street and S. Elmwood Avenue. A portion of the existing parking lot along S. Elmwood Avenue is located in the in the 100 year flood plain of this tributary. This area is not a regulatory floodway based on correspondences between the applicant and the State of Michigan. The proposed new construction of the parking deck will encroach on the existing floodplain. The applicant will provide adequate compensatory storage, which will be verified prior to the issuance of any permits, such that the encroachment will not result in an increase in flood levels within the community during the occurrence of the flood base discharge. As-built certification shall be required upon completion of the project by a licensed surveyor/ engineer prior to the issuance of a Final Certificate of Occupancy.*
x		Any other information necessary to establish compliance with City ordinances. *The applicant has stated that there will be both parking lot and exterior building lighting. All lighting will be dark sky compliant and be shielded from neighboring properties and streets.*

Yes	No	**Site plans are required to meet the following requirements**:
x		Landscaping - meets landscaping requirements of Chapter 1372. *A detailed landscape plan has been submitted meeting the requirements of Chapter 1372 of the Zoning Code. Trees placed in the public right of way will need to be approved by the City Parks Department.*
x		Parking - meets parking requirements of Chapter 1374. *The proposed expansion includes a three level parking deck with 860 auto parking spaces, a surface lot with 45 parking spaces and 35 bicycle racks to accommodate up to 70 bicycles. The expansion will involve the elimination of some surface parking. 396 additional parking spaces will be added.* *The 45 space parking lot north of the surgery addition is located in the front yard setback on Sixth and Madison Streets and is proposed to be screened with a decorative masonry wall. The Planning Director is willing to grant an exception for the front yard setback encroachment as authorized in Section 1374.03(e) of the City of Traverse City Zoning Code.*

CHECKLIST OF STANDARDS FOR GRANTING SITE PLAN APPROVAL		
Yes	**No**	The Planning Commission or Planning Director must consider the following standards for granting site plan approval. These items must be indicated on the site plan.
x		Primary structures shall be oriented so that their main entrance faces the street upon which the lot fronts. If the development is on a corner lot, the main entrance may be oriented to either street or to the corner. *The main entrance to the hospital will face the intersection of Madison and Sixth Streets. An additional entrance will be constructed and will attach to the parking structure.*
x		All roof-mounted equipment, including satellite dishes and other communication equipment, must be screened from recreation trails or from public sidewalks adjacent to the site by a parapet wall or similar architectural feature. *Roof-mounted equipment will be fully enclosed on the roof in a mechanical penthouse on the Family Birth and Children's Center building. There may be mechanical equipment on the surgery addition and the parking structure. Any rooftop equipment will need to be screened and meet the requirements of section 1342.09(m*).
x		Reasonable visual and sound mitigation for all dwelling units shall be provided. Fences, walks, barriers and landscaping shall be used appropriately for the protection and enhancement of property and for the privacy of its occupants. *No dwellings are proposed with this expansion. The nearest existing dwelling is approximately 450 feet from the proposed Taller building.*
x		Every principal building or groups of buildings shall be so arranged as to permit emergency access by some practical means to all sides. *The project is accessed from Sixth Street, Beaumont Place and S. Madison Street. The Fire Marshal has reviewed the plans and will need confirmation that there is indeed a redundant water supply to the fire protection system and improvements will need to be made to the east side of the Family Birth and Children's Center for arterial apparatus access.*
x		Every development shall have legal access to a public or private street. *The proposed expansions will require the vacation and rededication of a portion of Sixth Street which will be paid for by Munson. All necessary easements will be obtained as a part of the vacation and rededication.*
x		The development, where possible, shall provide vehicular and pedestrian circulation systems which reflect and extend the pattern of streets, pedestrian and bicycle ways in the area. Travel ways which connect and serve adjacent development shall be designed appropriately to carry the projected traffic.

Yes	No	The Planning Commission or Planning Director must consider the following standards for granting site plan approval. These items must be indicated on the site plan.
		The hospital is not adding beds to its current licensed capacity of 391 however; there will be capacity that could add an additional 41 beds in the future (54 AM peak-hour trips and 58 PM peak-hour trips). They are providing updated space for beds that are currently located in older, substandard areas of the hospital. The current locations do not meet "best practice" for adequate space, and many of the rooms are semi-private. In the addition, the rooms will be sized properly for state of the art technology, as well as space for family (as requested by Munson's "Patient Family Council"). In addition, semi-private rooms (where there are two beds per room), will be converted to private rooms. Overall – the intent is to provide the same volume of service, but in a much higher quality environment. The Surgery addition will generate additional traffic since we will be adding an Operating Room. It is anticipated that this addition will generate 20 AM peak-hour trips and 20 PM peak-hour trips. *Sidewalks will be on both sides of the relocated Sixth Street and additional sidewalks are proposed to connect to existing sidewalks in the general vicinity.*
x		A pedestrian circulation system shall be provided which is physically separated and insulated as reasonably possible from the vehicular circulation system. *The buildings will have direct access from the public walks to the main entry without the need to travel through a parking lot.*
x		All parking areas shall be designed to facilitate safe and efficient vehicular and pedestrian circulation, minimize congestion at points of access and egress to intersecting roads, to encourage the appropriate use of alleys and minimize the negative visual impact of such parking areas. *The parking structure will be accesses at the intersection of Sixth and Madison Streets as well as at the entrance drive to the Emergency Room. The 45 space parking lot north of the surgery addition will be accessed from Sixth Street and will incorporate decorative masonry walls adjacent to the public sidewalk to screen parked vehicles from the pedestrian.*
x		Where the opportunity exists, developments shall use shared drives. Unnecessary curb cuts shall not be permitted. *There are no unnecessary curb cuts proposed with the expansions. The parking structure will be accesses at the intersection of Sixth and Madison Streets as well as at the entrance drive to the Emergency Room*
X		All loading and unloading areas and outside storage areas, including areas for the storage of trash, which are visible from residential districts or public rights-of-way shall be screened by a vertical screen consisting of structural and/or plant materials not less than six feet in height.

Yes	No	The Planning Commission or Planning Director must consider the following standards for granting site plan approval. These items must be indicated on the site plan.
		There are no new outside storage areas or loading and unloading areas proposed with these expansions.
X		Exterior light sources shall be deflected downward and away from adjacent properties and rights-of-way and shall not violate night sky provisions of the Traverse City Code of Ordinances. *The applicant has stated that there will be both parking lot and exterior building lighting. All lighting will be dark sky compliant and be shielded from neighboring properties and streets.*
X		Adequate utilities shall be provided to properly serve the development. All utilities shall be placed underground. *There are adequate utilities to serve the proposed expansion. In conjunction with the construction of the Cowell Family Cancer Center, Munson Medical Center has previously relocated and increased the capacity of the public utilities located within Sixth Street. The existing 36-inch storm sewer was replaced with a new 42-inch storm sewer and the 10-inch sanitary sewer was replaced. The existing 6-inch water main was replaced with a new 12-inch water main between Beaumont Street and Madison Street which increased the reliability and pressure for the district. A new 45-foot wide public easement across Munson Medical Center property was granted to the City.*
X		Sites at which hazardous substances and potential pollutants are stored, used or generated shall be designed to prevent spills and discharges to the air, surface of the ground, groundwater, lakes, streams, rivers or wetlands. *No hazardous substances will be generated with this project.*

1358.09 SPECIAL REQUIREMENTS:

(A) All roof-mounted equipment, including satellite dishes and other communication equipment, shall be screened from view by a parapet or similar architectural feature. The equipment shall not be visible from recreation trails or from public sidewalks adjacent to the site.

Roof-mounted equipment will be fully enclosed on the roof in a mechanical penthouse on the Family Birth and Children's Center. There may be mechanical equipment on the surgery addition and the parking structure. Any rooftop equipment will need to be screened and meet the requirements of section 1342.09(m).

(B) All equipment and activities shall be screened and placed so as to create no noise disturbance on any neighboring property.

There will be no new activities associated with this expansion other than what is typical of operating a hospital. Roof-mounted equipment will be fully enclosed on the roof in a mechanical penthouse on the Family Birth and Children's Center. There may be mechanical equipment on the surgery addition and the parking structure. Any rooftop equipment will need to be screened and meet the requirements of section 1342.09(m).

(C) No material, equipment, or goods of any kind shall be stored on the roof of any building or outside unless otherwise allowed by ordinance.

Met.

Staff recommends that 16-SPR-02 for the property commonly known as 1105 Sixth Street be approved provided the following conditions are met.

1. The applicant will provide adequate compensatory storage for the Kids Creek Tributary A Flood Plain, which will be verified prior to the issuance of any permits.

2. The applicant will meet the requirements of the City Fire Department for a redundant water supply line for the fire protection system and will make improvements to the east side of the Family Birth and Children's Center for arterial apparatus access.

3. Any rooftop equipment will need to be screened and meet the requirements of section 1342.09(m).

4. All exterior lighting will be dark sky compliant and be shielded from neighboring properties and streets.

5. Sixth Street between Beaumont Place and Madison Street is vacated by the City of Traverse City and Munson Medical Center will build entirely at their costs, a new street approximately 200 feet north of Sixth Street between Beaumont Place and Madison Street.

6. All necessary easements will be obtained as a part of the vacation and dedication of the new street.

7. Trees placed in the public right of way will need to be approved by the City Parks Department.

Northwestern Regional Airport Commission

Traverse City, MI
Cherry Capital Airport - TVC

September 22, 2016

Mr. Russ Soyring
City Planner
400 Boardman Avenue
Governmental Center – 2nd Floor
Traverse City, MI 49694

Dear Mr. Soyring:

Thank you for the opportunity to participate in the review of Munson Medical Center's request for a Special Land Use Permit for a taller building (110 feet), Site Plan Review and Street Vacation Request. The Northwestern Regional Airport Commission commends these efforts to provide safe and compatible land uses. The objectives of compatible land use planning are to encourage land uses that are generally considered to be incompatible with airports (such as residential, schools, and churches) to locate away from airports and to encourage land uses that are more compatible (such as industrial and commercial uses) to locate around airports.

After review of the Munson Medical Center's request for a Special Land Use Permit for a taller building (110 feet), Site Plan Review and Street Vacation Request the City may want to place emphasis on Federal Aviation Regulation (FAR) Part 77. FAR Part 77 establishes standards for determining obstructions to air navigation. It applies to existing and proposed manmade objects, objects of natural growth, and terrain.

Please review the following definitions for Cherry Capital Airport's Imaginary Surfaces as defined by FAR Part 77. Cherry Capital Airport's Runway 10/28 is a Precision Instrument Runway and Runway 18/36 is a Non-Precision Runway. Knowing the runway type will assist with the proper terms being applied.

As per FAR Part 77 -The following civil airport imaginary surfaces are established with relation to the airport and to each runway. The size of each such imaginary surface is based on the category of each runway according to the type of approach available or planned for that runway. The slope and dimensions of the approach surface applied to each end of a runway are determined by the most precise approach existing or planned for that runway end.

(a) *Horizontal surface.* A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is:

(1) 5,000 feet for all runways designated as utility or visual;

(2) 10,000 feet for all other runways. The radius of the arc specified for each end of a runway will have the same arithmetical value. That value will be the highest determined for either end of the runway. When a 5,000-foot arc is encompassed by tangents connecting two adjacent 10,000-foot arcs, the 5,000-foot arc shall be disregarded on the construction of the perimeter of the horizontal surface.

(b) *Conical surface.* A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

(c) *Primary surface.* A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; but when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of a primary surface is:

(1) 250 feet for utility runways having only visual approaches.

(2) 500 feet for utility runways having nonprecision instrument approaches.

(3) For other than utility runways the width is:

(i) 500 feet for visual runways having only visual approaches.

(ii) 500 feet for nonprecision instrument runways having visibility minimums greater than three-fourths statute mile.

(iii) 1,000 feet for a nonprecision instrument runway having a nonprecision instrument approach with visibility minimums as low as three-fourths of a statute mile, and for precision instrument runways.

The width of the primary surface of a runway will be that width prescribed in this section for the most precise approach existing or planned for either end of that runway.

(d) *Approach surface.* A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

(1) The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of:

(i) 1,250 feet for that end of a utility runway with only visual approaches;

(ii) 1,500 feet for that end of a runway other than a utility runway with only visual approaches;

(iii) 2,000 feet for that end of a utility runway with a nonprecision instrument approach;

(iv) 3,500 feet for that end of a nonprecision instrument runway other than utility, having visibility minimums greater than three-fourths of a statute mile;

(v) 4,000 feet for that end of a nonprecision instrument runway, other than utility, having a nonprecision instrument approach with visibility minimums as low as three-fourths statute mile; and

(vi) 16,000 feet for precision instrument runways.

(2) The approach surface extends for a horizontal distance of:

(i) 5,000 feet at a slope of 20 to 1 for all utility and visual runways;

(ii) 10,000 feet at a slope of 34 to 1 for all nonprecision instrument runways other than utility; and,

(iii) 10,000 feet at a slope of 50 to 1 with an additional 40,000 feet at a slope of 40 to 1 for all precision instrument runways.

(3) The outer width of an approach surface to an end of a runway will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.

(e) *Transitional surface.* These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

City of Traverse City zoning ordinances should support FAR Part 77 and be defined closely by FAA form 7460-1 Notice of Proposed Construction or Alteration:

(1) Any construction or alteration of more than 200 feet in height above the ground level at its site.

(2) Any construction or alteration of greater height than an imaginary surface extending outward and upward at one of the following slopes:

(i) 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport specified in FAR Part 77 with at least one runway more than 3,200 feet in actual length, excluding heliports.

(ii) 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport specified in FAR Part 77 with its longest runway no more than 3,200 feet in actual length, excluding heliports.

(iii) 25 to 1 for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport specified in FAR Part 77.

(3) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (1) or (2) of this section.

(4) When requested by the FAA, any construction or alteration that would be in an instrument approach area (defined in the FAA standards governing instrument approach procedures) and available information indicates it might exceed a standard of FAR Part 77.

Construction or alteration project not requiring a FAA form 7460-1.

No person is required to notify the Administrator for any of the following construction or alteration:

(a) Any object that would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features of equal or greater height, and would be located in the congested area of a city, town, or settlement where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation.

(b) Any antenna structure of 20 feet or less in height except one that would increase the height of another antenna structure.

Please continue to use the Airport Approach Plan as officially approved by the Michigan Aeronautics Commission November 15, 2006 and received by your office in September of 2007. If you need additional copies please contact me.

The Airport Approach Plan consists of height protection with regards to the FAR Part 77 surfaces surrounding the airport and provides the compatible land use protection standards set forth by the Michigan Aeronautics Commission for airports in our State.

The compatible land use standards suggest the additional information be included as prohibitions in your zoning, including issues that:

Would create electrical interference with radio communications between the airport and aircraft or create interference with navigational aids employed by aircraft;

Would make it difficult for flyers to distinguish between airport lights and others or result in glare to the eyes of flyers using the airport;

Would create air pollution in such amounts as to impair the visibility of flyers in the use of the airport;

Would locate or permit the operation of a dump, waste disposal site, sanitary landfill, hazardous waste facility, solid waste transfer station or recycling facility within 10,000 feet of any runway at the airport, unless the construction, location and operation of the site is approved or authorized by the Federal Aviation Administration as not being in violation of its orders, rules or regulations applicable to the airport, or unless a waiver is issued by the Federal Aviation Administration.

Would otherwise endanger the landing, taking off, or maneuvering of aircraft;

Would attract birds or wildlife.

Would raise the descent minimums of any instrument approach procedure to the Airport or otherwise limit operations at the airport, as determined by an airspace study conducted by the Federal Aviation Administration.

The Northwestern Regional Airport Commission recommends that a 7460-1 Notice of Proposed Construction or Alteration be completed to study any potential airspace issues in reference to the airport approaches and the helicopter operation at Munson Medical Center. Please ensure they file for the tallest height (example the building is 110 feet, an antenna is installed 25 feet, tallest height would be 135 feet). Please also ensure they file a separate study for any construction equipment (crane) used to erect this facility. We believe following these procedures will produce positive results for this project.

Thank you again for your community's awareness and proactive planning. If you need any further assistance please contact me at 231 947 2250.

Sincerely,

Kevin C. Klein, A.A.E.
Airport Director

MEDICAL CAMPUS DRIVE
MADISON STREET
NEW SIXTH STREET
FRONT STREET
BEAUMONT STREET
SIXTH STREET
ELMWOOD AVENUE
SEVENTH STREET

Executive Summary

Munson Medical Center (MMC) has proposed a new Munson Family Birth and Children's Center which also includes a Surgical Addition and an 815-space parking deck at their Traverse City, Michigan campus. The Munson Family Birth and Children's Center will initially include five floors. However, MMC is also interested in assessing the traffic impact of including two additional floors to the Family Birth and Children's Center, encompassing 41 additional beds.

The site is located on the north end of the MMC Campus, along 6th Street between Madison Street and Beaumont Place. In preparation for the new Family Birth and Children's Center, the segment of 6th Street between Madison Street and Beaumont Place will be closed and relocated/realigned to the north between Madison Street and Beaumont Place. The realignment will be just south of the Cowell Family Cancer Center (CFCC), reducing the parking supply at the adjacent Lot B by 112 parking spaces. Prior to the 6th Street realignment and loss of Lot B parking, MMC will construct the 815-space parking deck on the current site of the 340-space Lot A, along with reassigning about one-half of the Lot B parking patrons from Lot B to the new parking deck. The proposed developments and 6th Street realignment are expected to be open in 2018.

EXISTING (2016) CONDITIONS

Under existing (2016) conditions, all study area intersection movements operate at LOS "D" or better, with the exception of the Madison Street left-turn/thru movements on the northbound approach to Front Street, which operates at LOS "F" with an associated 95th percentile queue length of three (3) vehicles.

BASE YEAR (2018) CONDITIONS

Base year (2018) volumes were projected by increasing the existing peak-hour volumes by 3% (1.5% per year growth factor). No road improvements are expected by 2018 in the study area. The base year (2018) analysis reveals that all intersection movements are projected to maintain an acceptable level of service ("D" or better), with the exception of the Madison Street left-turn/thru movements on the northbound approach to Front Street, which operates at LOS "F" with an associated 95th percentile queue length of four (4) vehicles.

OPENING YEAR (2018) CONDITIONS

To determine the opening year (2018) peak-hour volumes, the following peak-hour volumes were summed:

1. Lot B Traffic Re-assignment with 6th Street Realignment
2. MMC Campus Traffic Re-assignment with 6th Street Realignment
3. Trip Generation and traffic assignment for new Surgical Addition

Applying the above trips to base year (2018) peak-hour traffic volumes resulted in opening year (2018) peak-hour volumes that include the reassigned and new development trips. The opening year (2018) analysis reveals that all intersection movements are projected to maintain an acceptable level of service ("D" or better), with the exception of the Madison Street left-turn/thru movements on the northbound approach to Front Street, which operates at LOS "F" with an associated 95th percentile queue length of four (4) vehicles, the same LOS and queue length as base year (2018).

OPENING YEAR (2018) CONDITIONS (WITH 41-BED ADDITION)

The opening year (2018) with 41-bed addition analysis reveals that all intersection movements are projected to maintain an acceptable level of service ("D" or better), with the exception of the Madison Street left-turn/thru movements on the northbound approach to Front Street, which operates at LOS "F" with an

associated 95th percentile queue length of four (4) vehicles, and the Elmwood Street shared left-turn/thru/right-turn movements on the southbound approach to Front Street which operate at LOS "E" (morning peak-hour) with an associated 95th percentile queue length two (2) vehicles and the Elmwood Street shared left/thru/right-turn movements on the northbound approach to Front Street which operate at LOS "E" (afternoon peak-hour) with an associated 95th percentile queue length four (4) vehicles.

CONCLUSIONS

Based on the analyses performed in this study, the proposed development and 6th Street realignment are anticipated to have minor impacts to the study area intersections. The findings of the study are as follows:

- *For Existing (2016), Base Year (2018), and Opening Year (2018)* – All movements operate at an acceptable LOS except for the northbound Madison Street shared left-turn/thru movements at Front Street which operates at LOS "F". However these movements entail low volumes and short traffic queues.

- *Opening Year (2018) With 41-Bed Addition* – All movements operate at an acceptable LOS except for the northbound Madison Street shared left-turn/thru movements at Front Street which operates at LOS "F" (morning and afternoon peak-hours), the southbound Elmwood Street shared left-turn/thru movements at Front Street which operates at LOS "E" (morning peak-hour), and the northbound Elmwood Street shared left-turn/thru movements at Front Street which operates at LOS "E" (afternoon peak-hour) . However both the Madison Street and Elmwood Street movements entail low volumes and short traffic queues in both the morning and afternoon peak-hours.

- The reassignment of traffic related to the 6th Street realignment and new site traffic from the opening of the proposed Surgical Addition and possible 41-bed addition to the Munson Family Birth and Children's Center are expected to have <u>little or no additional</u> impact on traffic operations at any of the study area intersections in opening year 2018.

RECOMMENDATION

- It is recommended that new peak-hour turning movement counts be conducted after the MMC expansion project is complete and operational to assess actual increases and changes to peak-hour traffic operations at study area intersections related to the 6th Street re-alignment and planned MMC expansion.

Statement of Conformance to General Standards of Approval for a Special Land Use Permit to Allow a Taller Building at 1105 Sixth Street

Family Birth and Children's Center, Munson Medical Center
1105 Sixth Street, Traverse City
Submitted: Monday, September 19, 2016
ReSubmitted: Wednesday, September 28, 2016

The proposed Munson Medical Center Family Birth and Children's Center will be located at 1105 Sixth Street in the H-2 Hospital zoning district. The proposed project meets the standards of the City of Traverse City Zoning Ordinance. The ordinance allows a 110-foot building in the H-2 Hospital zoning district with a Special Land Use Permit, according to the general standards of approval outlined in chapter 1364.02 of the ordinance.

1364.02 GENERAL STANDARDS FOR APPROVAL.

Each application for a special land use shall be reviewed for the purpose of determining that the proposed use meets all of the following standards:

(a) The use shall be designed, constructed, operated and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity.

The following documents provide guidance with regard to the existing and intended character in the general vicinity of the proposed Family Birth and Children's Center.

Traverse City Zoning Ordinance:
The H-2 Hospital District is established for the purpose of accommodating medical centers, hospitals and all their normally related functions, if properly sited in relation to each other and pursuant to an approved plan for that district… Developments in the H-2 district shall be functionally integrated with other buildings and parking areas and be in substantial conformity with the Hospital Master Site and Facilities Plan.

Traverse City Master Plan:
The TC-C Campus Neighborhood is for those campuses that are unique within the community. The focus tends to be inward and specific to the campus. These neighborhoods will have individualized special plans approved by the Planning

Commission. At the boundaries of the campus the level of intensity cannot exceed the level of intensity of the adjoining neighborhoods.

The proposed Family Birth and Children's Center provides modern space that will accommodate critical patient services which comport with appropriate use in the Hospital District. The proposed Family Birth and Children's Center is also consistent with the Master Site and Facilities Plan for Munson Medical Center approved by the Traverse City Planning Commission in July 2016.

The proposed Family Birth and Children's Center will be a 110-foot tall addition to the north side of the Munson Medical Center Building and will be equal in height to the existing 110-foot tall Webber Heart Center located on the south side of the Medical Center Building. The architectural character of the Family Birth and Children's Center is consistent with and complementary to the existing hospital facility including the recently added Webber Heart Center as well as the Cowell Family Cancer Center. In addition, transitional harmony from the taller buildings in the hospital core to the neighborhood is provided by a stepdown in height to the three story Cowell Family Cancer Center.

Furthermore, the naturalizing of Kids Creek creates a substantial buffer providing a harmonious transition between the hospital uses and the adjacent residential neighborhood.

(b) The use shall not be hazardous or disturbing to existing or planned future uses in the same general vicinity.

The proposed Family Birth and Children's Center expands core health care services in Traverse City in the core of the Hospital zoning district. This use is consistent with the current and planned future uses in the same general vicinity.

(c) The use shall be served adequately by existing public facilities and services, such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewage facilities and schools.

The proposed Family Birth and Children's Center project will be adequately served by existing public infrastructure. Munson Medical Center will construct a new public street with sidewalks to replace the block of Sixth Street that will be vacated. The majority of the proposed facility expansion services to increase the quality of Munson's patient beds and operating rooms rather than increase the quantity of beds. Munson is replacing semi private (multi-patient occupancy) rooms with private (single patient occupancy) rooms.

Munson is also using the surgical expansion to double the size of older operating rooms increasing them from 400 square-feet to the current state of the art 600 square feet.

It is also important to note that the proposed expansion follows on a recent decompression and relocation of existing services. Munson has moved approximately 250 employees off the hospital campus in recent years to facilities at Copper Ridge. Over the next 2 years Munson has plans to move approximately 100 more employees to the Commons. In addition, two hospital departments, transcription and billing, are setting up "work from home" arrangements.

Most of Munson's volume growth in the past 3 years has been in Outpatient Services. Outpatient services generally generate more trips than Inpatient. We continue to move outpatient services to offsite locations. Examples of this include the recent relocation of our Pre-Operative Assessment Clinic to MCHC and our plans to move Pediatric clinics to MCHC in the next year. We are investing approximately $5 million in upgrades to MCHC to allow it to absorb more of our Outpatient Services in the future. Between Copper Ridge and MCHC, we have diverted approximately one quarter of a million patient visits to offsite locations every year.

(d) The use shall not create excessive additional requirements at public cost for public facilities and services.

In conjunction with the construction of the Cowell Family Cancer Center, Munson Medical Center has previously relocated and increased the capacity of the public utilities located within Sixth Street. Specifically, storm sewer formerly restricted by a 36-inch diameter reach of pipe was replaced with a new 42-inch diameter storm sewer. The existing 6-inch watermain was replaced with a 12-inch watermain between Beaumont Street and Madison Street thereby increasing the reliability and for the pressure district. Finally, the 10-inch sanitary sewer was also replaced. A new 45-foot wide public easement across Munson property was granted to the City of Traverse City.

To demonstrate conformance with this standard Munson has prepared and submitted both a Traffic Study and a Preliminary Basis of Design for use of Public Utility Services.

(e) The use shall not involve uses, activities, processes, materials, equipment or conditions of operation that will be detrimental to any person or property or to the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, odors or water runoff.

The proposed Family Birth and Children's Center project is consistent with the existing hospital use and will not involve any excessive production of traffic, noise, fumes, glare, or odors that would be detrimental to any person, property, or general public.

Munson has provided a traffic study that demonstrates the reassignment of traffic related to the 6th Street realignment and new site traffic from the opening of the proposed Surgical Addition and 41-bed addition to the Munson Family Birth and Children's Center are expected to have little or no additional impact on traffic operations.

Furthermore it is important to note that Munson has been undertaking a number of measures to encourage a reduction in employee commuter trips including:

- Annual sponsorship for Smart Commute week
- Recent installation of 60 additional bike racks for a total of 150 bike racks on campus
- Renovation of employee showers for biking commuters
- Munson provides a meal ticket incentive to students who smart commute. In 2015, a total of 650 smart commute meal tickets were issued.
- Provision of a "Munson Commuter" loaner bike that can be checked out at HR
- Coordination with BATA to expand Munson offerings as part of their BATA Master Plan
- Munson led fundraising efforts for first phase of "Buffalo Ridge" bike path by providing a challenge donation that solicited additional donations from other Commons entities.
- Participated in MLUI Commuter Incentive Strategy study

With regard to water runoff, Munson will continue its previous practices of with the utilization of on-site multi-stage underground stormwater management systems to infiltrate stormwater. The net post construction runoff rate to Kids Creek will be equal to or as practicable less than the existing pre-development stormwater run-off run-rate.

In addition, encroachments within the regulatory floodway, including fill, new construction, substantial improvements and other development, which encroachments would result in any increase in flood levels within the community during the occurrence of the flood base discharge are prohibited, except by variance.

(f) Where possible, the use shall preserve, renovate and restore historic buildings or landmarks affected by the development. If the historic structure must be moved from the site, the relocation shall be subject to the standards of this section.

The proposed Family Birth and Children's Center project does not include impact any historic buildings or landmarks.

(g) Elements shall relate the design characteristics of an individual structure or development to existing or planned developments in a harmonious manner, resulting in a coherent overall development pattern and streetscape.

The proposed Family Birth and Children's Center is also consistent with the Master Site and Facilities Plan for Munson Medical Center approved by the Traverse City Planning Commission on July 6, 2016. The architecture of the centrally located Family Birth and Children's Center provides a harmonious transition from the historic, predominantly yellow brick of the southern campus buildings with the more recent predominantly brown brick of the buildings on the north side of campus. The applicant has provided a color perspective rendering to illustrate conformance with this standard.

(h) The use shall be consistent with the intent and purposes of the zoning district in which it is proposed.

Hospital districts are for the purpose of accommodating medical centers, hospitals and all of their normally related functions if properly sited in relation to each other and pursuant to an approved plan for that district. The proposed Family Birth and Children's Center use is consistent with the function of a medical center. The structure is appropriately sited in the core of the Hospital zoning district, functionally integrated into the existing hospital building and in conformance with the approved Master Facilities Site Plan.

(i) The specific requirements outlined in each applicable section of this Zoning Code shall be satisfied.

The applicant has worked with both the City Zoning Administrator and the City Planning Director to assure that the applicable sections of the Zoning Code have been satisfied. Furthermore, this project is also undergoing a Site Plan Review in addition to the Special Land Use Permit Review.

1364.08 SPECIAL LAND USE PERMITS GRANTED BY THE CITY COMMISSION.

The City Commission may grant a special land use permit for the following uses in any district, except as herein qualified:

(m) Taller buildings. "Taller buildings" mean those buildings greater than 60 feet in height. The purpose of this section is to encourage sensitive design for taller buildings. Since there are very few buildings taller than 60 feet in the City, it is of public interest that prominent buildings, simply by order of their height, are designed in a manner which will maintain the pedestrian scale at the street level. At the same time, the physical, visual and spatial characteristics of the City are encouraged to be promoted by consistent use, compatible urban design and architectural design elements. Taller buildings are allowed in a C-4b, C-4c, D, GP, NMC-2 or **H-2** district subject to the following:

(1) The building's height is consistent with Section 1368.01.

Section 1368.06 refers to the building height requirements in 1358.06. The proposed Family Birth and Children's Center is allowed a maximum height of 110-feet as it will be within the H-2 district, west of Elmwood Avenue and less than 100-feet from the right-of-ways for both Sixth Street and Beaumont Street.

(2) Roof top mechanical equipment and penthouse space that are an integral part of the architectural design are permitted. All mechanical equipment, appurtenances and access areas shall be completely architecturally screened from view and enclosed.

All roof mounted mechanical equipment on the "taller building" shall be completely screened from view within a mechanical penthouse. The mechanical penthouse shall be composed of elements that are architecturally consistent with the design of the primary structure.

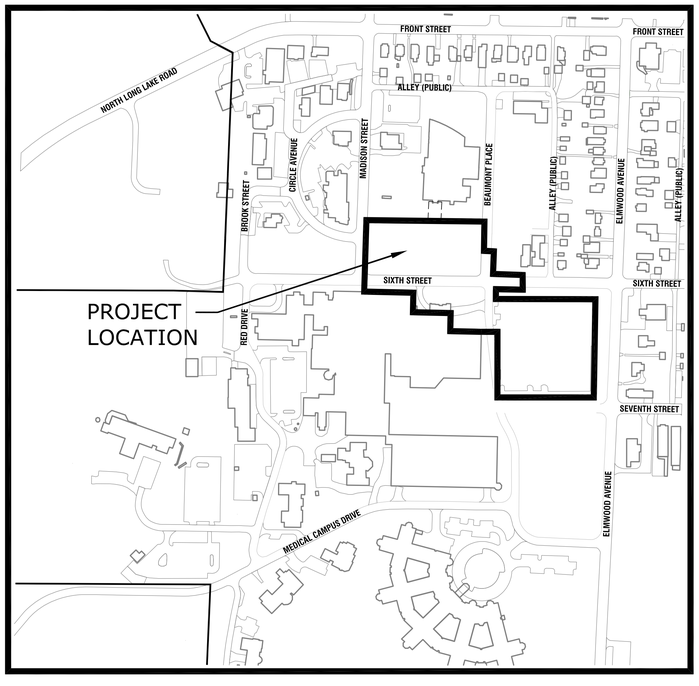
(3) Extended heights for steeples and other architectural embellishments less than 400 square feet each shall not be used to determine the height of the building.

The building has a flat roof with no steeples or other architectural embellishments. This requirement does not apply.

(4) The applicant shall prepare and deliver to the Planning Director a scale model, video image or other similar depiction of the taller building in relation to surrounding land and buildings.

The applicant has provided both a physical scale model and a color perspective rendering of the Family Birth and Children's Center.

MUNSON MEDICAL CENTER FAMILY BIRTH AND CHILDREN'S CENTER



VICINITY MAP

DRAWING INDEX

#	DRAWING NAME
INDEX	
T1.1	COVER SHEET
CIVIL	
C0.1	TOPOGRAPHIC SURVEY
C0.2	SITE REMOVAL PLAN
C1.1	SITE LAYOUT PLAN
C2.1	SITE UTILITY PLAN
C3.1	SITE GRADING PLAN
LANDSCAPE	
L1.1	LANDSCAPE PLAN
ARCHITECTURAL	
A1.1	EXTERIOR ELEVATIONS NORTH & EAST
A1.2	BUILDING GROSS SQUARE FOOTAGE PLANS

PROPERTY OWNER

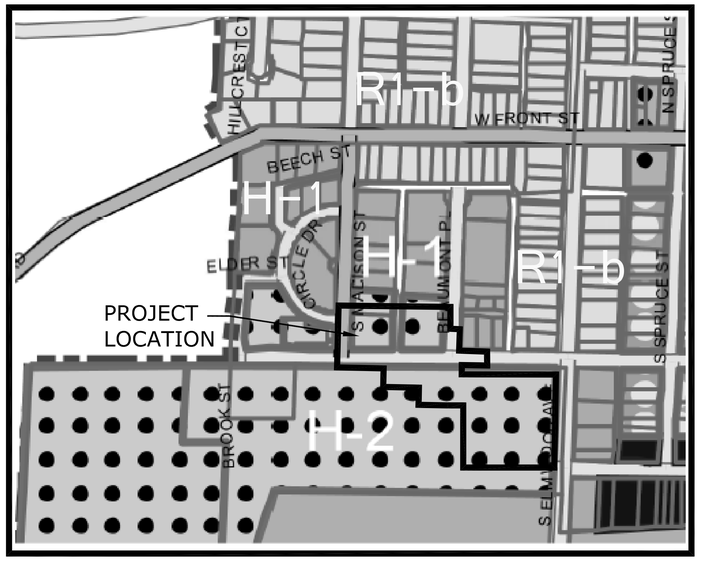
MUNSON MEDICAL CENTER
1105 6TH STREET
TRAVERSE CITY, MI 49684

APPLICANT: STEVE TONGUE, PE
VICE PRESIDENT FACILITES

PREPARER

AECOM
10850 TRAVERSE HIGHWAY, SUITE 3365
TRAVERSE CITY, MI 49684
PH: 231.932.7592

APPLICANT: CHRISTOPHER G. DEGOOD, PE
SENIOR CIVIL ENGINEER



ZONING MAP

NOT TO SCALE

SITE PLAN REVIEW
CITY OF TRAVERSE CITY
AUGUST 25, 2016

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SHEET REVISIONS

MARK	DATE	DESCRIPTION

MUNSON MEDICAL CENTER
TRAVERSE CITY, MI

FAMILY BIRTH AND CHILDREN'S CENTER

PROJECT ISSUE DATES

01 08-25-2016 CITY OF TC SPR AND SLUP
02 09.27.2016 CITY OF TC SPR AND SLUP - REVISED
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PDR	CGD	FJW

AECOM PROJECT NO.
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SITE PLAN

09/28/2016 2:20:35 PM
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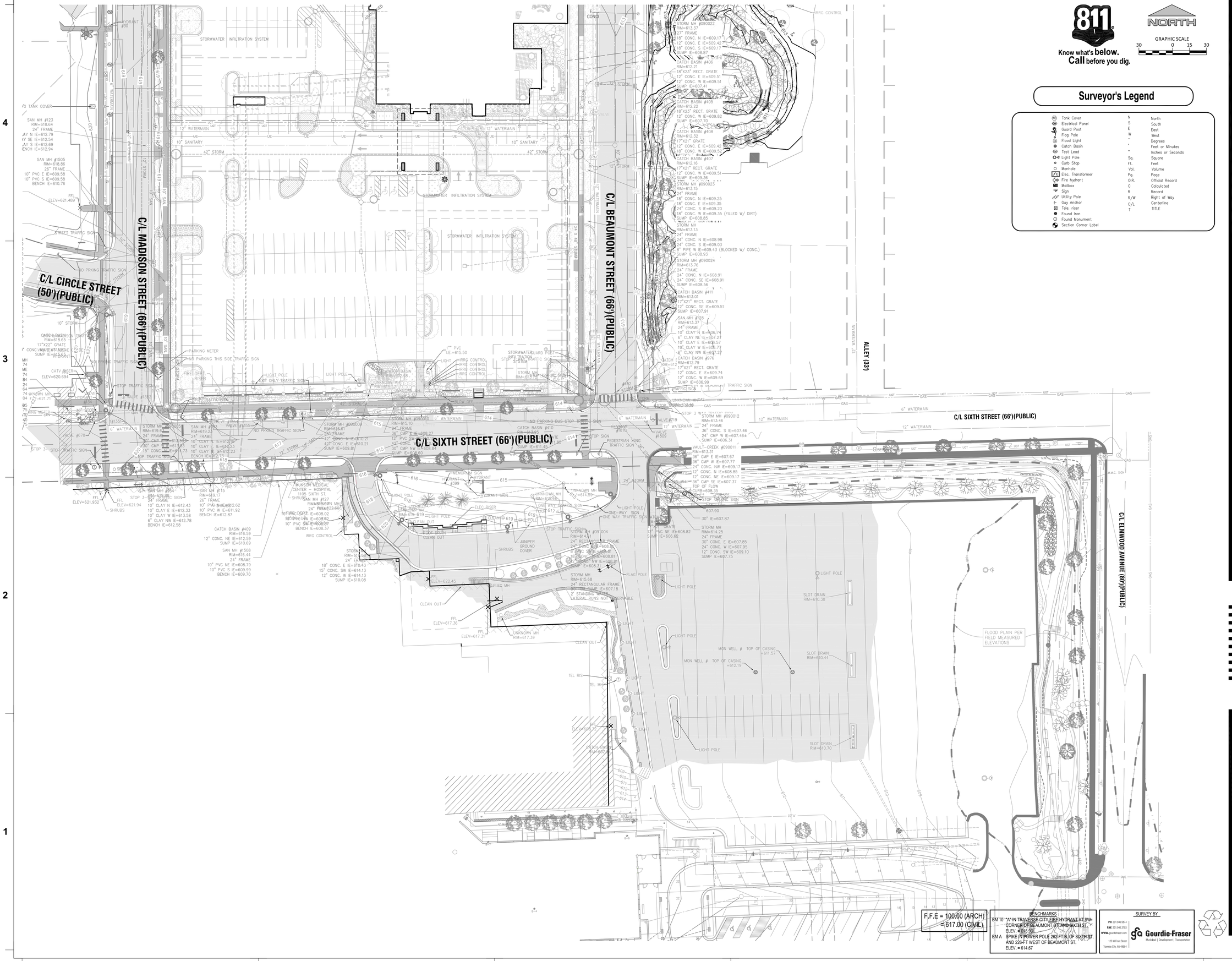

Know what's below. Call before you dig.

NORTH

GRAPHIC SCALE
30 0 15 30

Surveyor's Legend

	Tank Cover	N	North
	Electrical Panel	S	South
	Guard Post	E	East
	Flag Pole	W	West
	Flood Light	°	Degrees
	Catch Basin	'	Feet or Minutes
	Test Lead	"	Inches or Seconds
	Light Pole	Sq.	Square
	Curb Stop	Ft.	Feet
	Manhole	Vol.	Volume
	Elec. Transformer	Pg.	Page
	Fire hydrant	O.R.	Official Record
	Mailbox	C	Calculated
	Sign	R	Record
	Utility Pole	R/W	Right of Way
	Guy Anchor	C/L	Centerline
	Tele. riser	T	TITLE
	Found Iron		
	Found Monument		
	Section Corner Label		

BENCHMARKS

BM 10 "A" IN TRAVERSE CITY FIRE HYDRANT AT SW CORNER OF BEAUMONT ST. AND SIXTH ST. ELEV. = 615.53

BM A SPIKE IN POWER POLE 262-FT N. OF SIXTH ST. AND 226-FT WEST OF BEAUMONT ST. ELEV. = 614.87

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MUNSON MEDICAL CENTER

TRAVERSE CITY, MI

FAMILY BIRTH AND CHILDREN'S CENTER

PROJECT ISSUE DATES

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02 09.27.2016 CITY OF TC SPR AND SLUP - REVISED
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SITE LAYOUT PLAN

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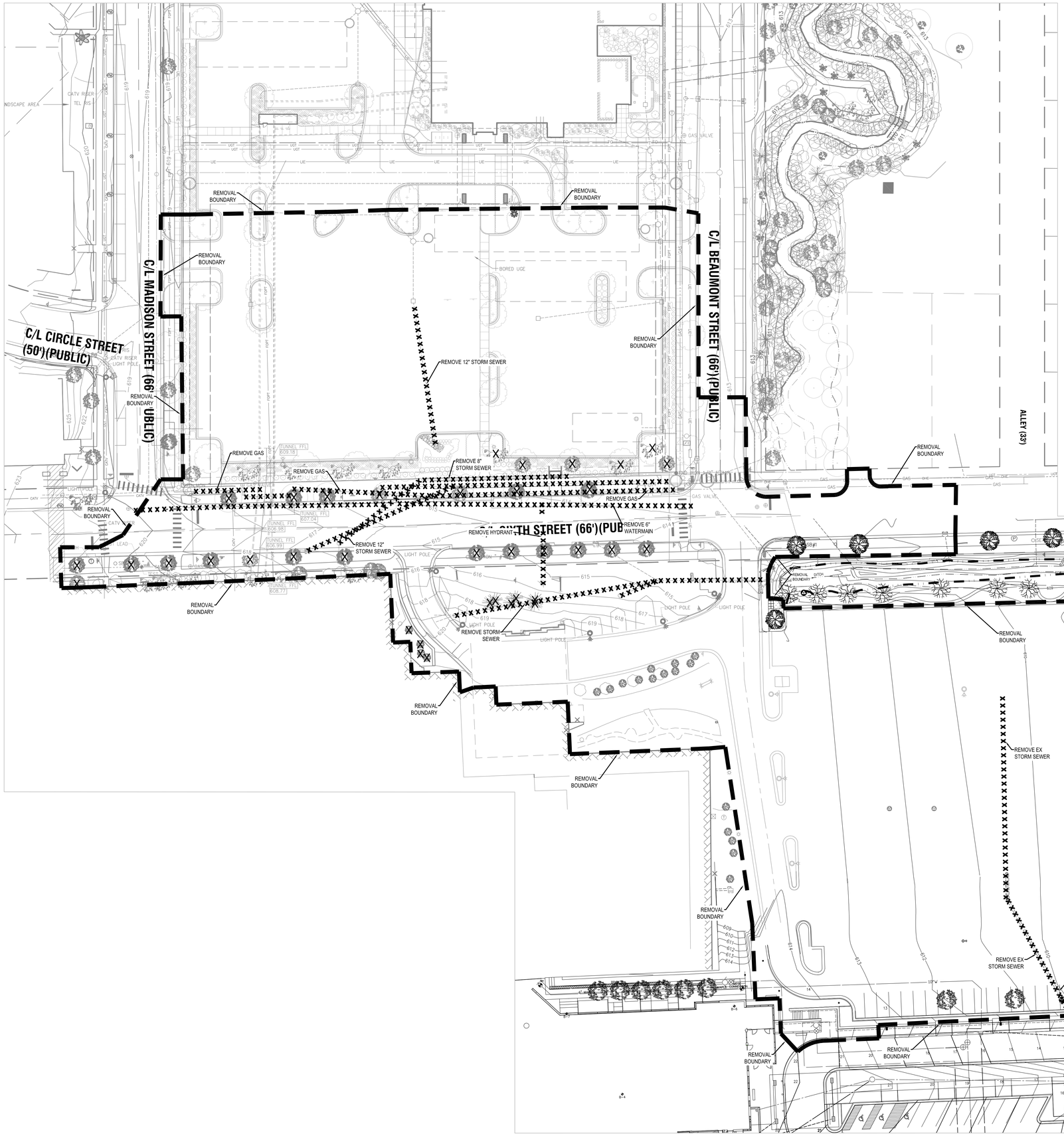

SITE REMOVAL NOTES

1. REFER TO SPECIFICATIONS AND ARCH. DWGS. FOR REMOVAL OF ALL EXISTING BUILDINGS WITHIN THE REMOVAL BOUNDARY.
2. ALL EXISTING SITE FEATURES ABOVE THE GROUND SURFACE, INCLUDING BUT NOT LIMITED TO PAVEMENT, SIGNAGE, LANDSCAPING, AND FENCING WITHIN THE REMOVAL BOUNDARY ARE TO BE REMOVED ENTIRELY AND DISPOSED OF UNLESS OTHERWISE NOTED ON THE PLANS OR AS DIRECTED BY THE OWNER.
3. ALL EXISTING SITE FEATURES BELOW THE GROUND SURFACE, INCLUDING BUT NOT LIMITED TO, FOUNDATIONS, UTILITIES, AND UTILITY STRUCTURES, WITHIN THE REMOVAL BOUNDARY SHALL BE REMOVED UNLESS NOTED ON THE PLANS FOR REMOVAL OR AS DIRECTED BY THE OWNER.
4. SALVAGE ALL SUITABLE SANITARY, STORM SEWER AND OTHER UTILITY CASTINGS FOR REUSE. SALVAGE HDPE CHAMBERS FROM UNDER GROUND INFILTRATION SYSTEM FOR REUSE
5. IF ANY ADDITIONAL REMOVALS ARE REQUIRED OUTSIDE THE REMOVAL BOUNDARY FOR UTILITY CONNECTIONS OR DRIVEWAYS, THEY SHALL BE REMOVED AND REPLACED WITH IDENTICAL MATERIALS AT THE CONTRACTOR'S EXPENSE.
6. ALL EXISTING BELOW GROUND UTILITIES TO REMAIN SHALL BE LOCATED BY THE CONTRACTOR, INCLUDING HAND EXCAVATION AND OTHER MEANS NECESSARY, PRIOR TO CONSTRUCTION.
7. ALL UTILITY STRUCTURES WITHIN REMOVAL BOUNDARY TO REMAIN SHALL BE RAISED OR LOWERED TO MATCH FINISHED GRADE. REFER TO SHEET C3.1 FOR GRADES. THIS INCLUDES, BUT IS NOT LIMITED TO, SANITARY, STORM, WATER, ELECTRICAL, TELECOM STRUCTURES, GATE VALVE BOXES, & HAND HOLES.
8. ALL ELECTRICAL& TELECOM UTILITIES SERVICING ITEMS TO REMAIN SHALL BE FIELD VERIFIED & RELOCATED, AS NECESSARY, PRIOR TO DEMOLITION SUCH THAT THE OWNER DOES NOT EXPERIENCE ANY "OUTAGES" OR "FAILURES" WITH THEIR INTERNAL ELECTRICAL, TELEPHONE, SECURITY OR COMPUTER SYSTEMS. DAMAGE TO ANY OF THESE UNDERGROUND UTILITIES OR ELECTRICAL SYSTEMS SHALL RESULT IN THE CONTRACTOR HAVING TO MAKE THE NECESSARY REPAIRS TO THE OWNER'S SATISFACTION & AT NO COST TO THE OWNER.
9. COORDINATE ALL ELECTRICAL, GAS, AND TELECOM UTILITY REMOVAL/ RELOCATION WITH APPROPRIATE UTILITY COMPANY.
10. UNDERGROUND SERVICE UTILITIES SHOWN TO BE REMOVED SHALL BE DONE SO ENTIRELY WITH THE REMAINING PORTIONS TO BE CAPPED/BULKHEADED (WHEN APPLICABLE) PER CITY/MUNICIPAL/UTILITY COMPANY STANDARDS.
11. ALL CONCRETE PAVEMENT, WALKS , CURB & GUTTER & BITUMINOUS PAVEMENT AREAS SHOWN TO BE REMOVED SHALL BE DONE SO TO FULL DEPTH & SHALL BE SAWCUT ALONG THE REMOVAL BOUNDARY UNLESS OTHERWISE NOTED.
12. EXISTING TRAFFIC SIGNS ARE NOT TO BE REMOVED WITHOUT PRIOR NOTIFICATION AND APPROVAL OF THE CITY OF TRAVERSE CITY. ANY SIGNS DAMAGED DURING CONSTRUCTION ACTIVITY SHALL BE REPLACED TO THE CITY/COUNTY/STATE'S SATISFACTION, AT THE CONTRACTOR'S EXPENSE.
13. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED DEMOLITION PERMITS INCLUDING ALL INSPECTIONS BEFORE, DURING, AND AFTER DEMOLITION.
14. CONTRACTOR SHALL PROVIDE REMOVALS AS REQUIRED WITHIN THE REMOVAL BOUNDARY.
15. CONTRACTOR SHALL REMOVE OR ABANDON IN PLACE EX. UNDERGROUND PUBLIC INFRASTRUCTURE INCLUDING WATER MAIN, SANITARY SEWER AND STORM SEWER.
16. ABANDONED WATER SERVICE LEADS ENCOUNTERED DURING CONSTRUCTION SHALL BE LEFT IN PLACE IN ACCORDANCE WITH CITY OF TRAVERSE CITY REQUIREMENTS.
19. ABANDONED SANITARY SEWER SERVICE LEADS ENCOUNTERED DURING CONSTRUCTION SHALL BE LEFT IN PLACE IN ACCORDANCE WITH CITY OF TRAVERSE CITY REQUIREMENTS.
20. CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL MEASURES AND AND PEDESTRIAN DETOUR SIGNAGE.

NORTH

GRAPHIC SCALE
30 0 15 30

811 Know what's below. Call before you dig.

SITE REMOVAL LEGEND

MISCELLANEOUS SITE ITEMS TO BE PROTECTED	
REMOVAL BOUNDARY	
REMOVE UNDERGROUND UTILITY	

ALL TEXT & FEATURES SHOWN SCREENED ARE EXISTING

BENCHMARKS

BM 10 "A" IN TRAVERSE CITY FIRE HYDRANT AT SW CORNER OF BEAUMONT & SOUTH STS. ELEV. = 625.50

BM A SPIKE IN POWER POLE 262-FT N OF SOUTH ST. AND 226-FT WEST OF BEAUMONT ST. ELEV. = 614.67

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SHEET REVISIONS

MARK	DATE	DESCRIPTION

MUNSON MEDICAL CENTER
TRAVERSE CITY, MI

FAMILY BIRTH AND CHILDREN'S CENTER

PROJECT ISSUE DATES

01 08.25.2016 CITY OF TC SPR AND SLUP
02 09.27.2016 CITY OF TC SPR AND SLUP - REVISED
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SITE REMOVAL PLAN

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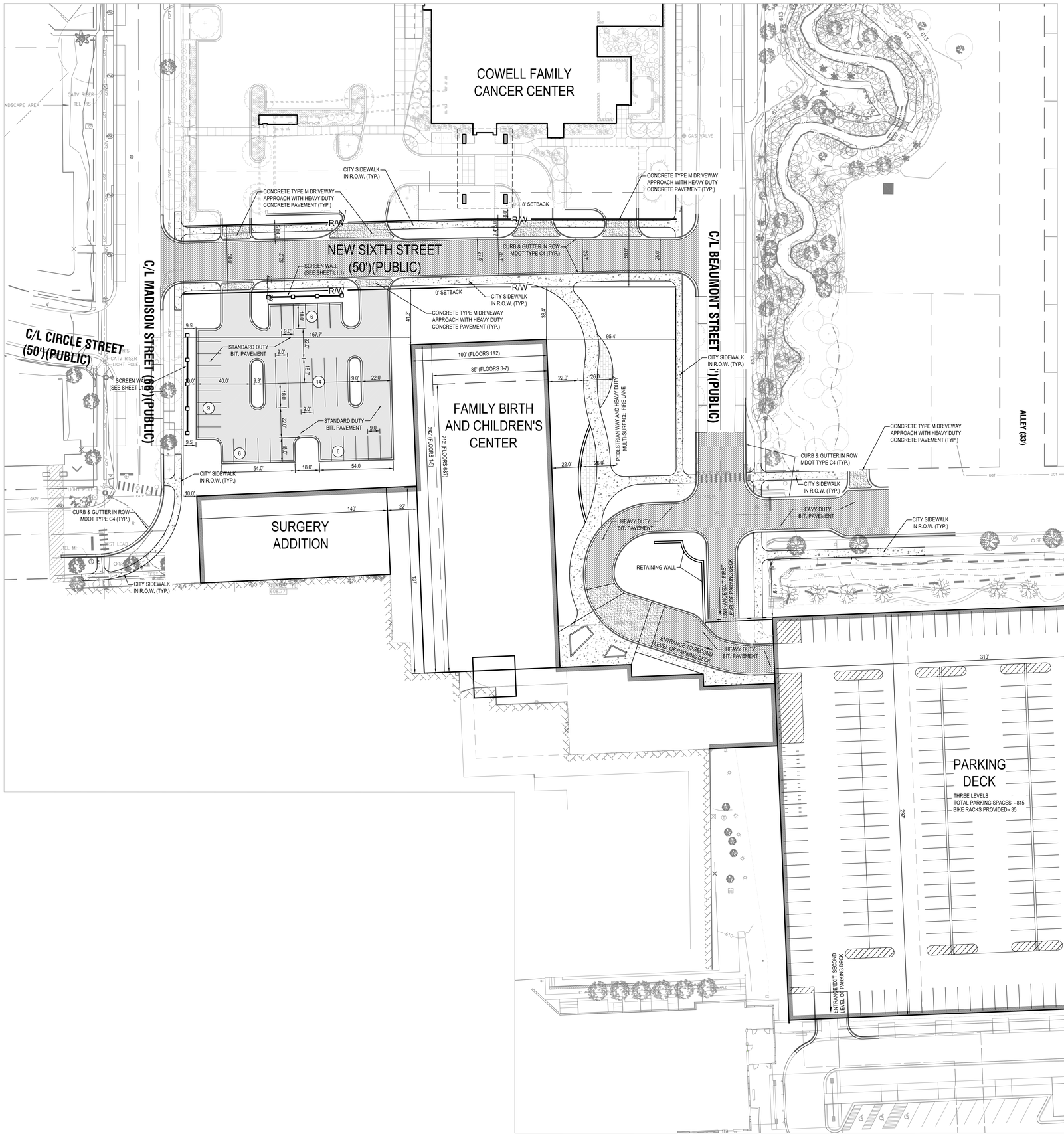

SITE DATA

BUILDING GROSS SQUARE FOOTAGE	211,500 BGSF

PARKING DATA

EXISTING PARKING	
REMOVED FROM LOT B	112 SPACES
REMOVED FROM LOT A	340 SPACES
REMOVED FROM SIXTH STREET	12 SPACES
TOTAL SPACES ELIMINATED	468 SPACES
NEW PARKING	
PARKING LOT B	41 SPACES
REMOVED FROM SIXTH STREET	815 SPACES
TOTAL SPACES CREATED	856 SPACES
NET INCREASE IN PARKING SPACES	392 SPACES
STANDARD PARKING SPACE	9'x18'
VAN ACCESSIBLE PARKING SPACE	9'x18' WITH 8' STRIPED ISLAND
NEW BICYCLE RACKS	
PARKING DECK (1 PER 25 PARKING SPACES)	35 RACKS

Know what's **below.** **Call** before you dig.

NORTH

GRAPHIC SCALE
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LEGEND

- CONCRETE CURB & GUTTER
- SIGN
- CONCRETE STRAIGHT CURB
- BARRIER FREE RAMP
- PARKING AREA STRIPING ISLAND
- STANDARD DUTY CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- STANDARD DUTY BITUMINOUS PAVEMENT WITH SNOWMELT PIPING
- STANDARD DUTY BITUMINOUS PAVEMENT
- HEAVY DUTY BITUMINOUS PAVEMENT
- PARKING STALL COUNT
- TRANSITION FROM NORMAL TO REVERSE SLOPE GUTTER SECTION (5' TRANSITION LENGTH)

1. ALL TEXT & FEATURES SHOWN SCREENED ARE EXISTING. SEE SURVEY PLAN FOR MORE COMPLETE DEPICTION OF EXISTING IMPROVEMENTS.
2. ALL EXISTING ONSITE IMPROVEMENTS TO BE REMOVED. OFFSITE IMPROVEMENTS TO BE REMOVED AS REQUIRED FOR PROPOSED CONSTRUCTION ACTIVITIES.
3. ALL SITE CONCRETE SHALL BE DESIGNED FOR A 28 DAY COMPRESSIVE STRENGTH OF 3500 PSI.

MEDICAL TECH TRUCK 69.5 FT.

BENCHMARKS

BM 10 "A" IN TRAVERSE CITY FIRE HYDRANT AT SW CORNER OF BEAUMONT ST. AND SIXTH ST. ELEV. = 615.53

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SHEET REVISIONS

MARK	DATE	DESCRIPTION

MUNSON MEDICAL CENTER
TRAVERSE CITY, MI

FAMILY BIRTH AND CHILDREN'S CENTER

PROJECT ISSUE DATES

01 08.25.2016 CITY OF TC SPR AND SLUP
02 09.27.2016 CITY OF TC SPR AND SLUP - REVISED
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AECOM PROJECT NO.
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SITE LAYOUT PLAN

09/28/2016 1:38:07 PM
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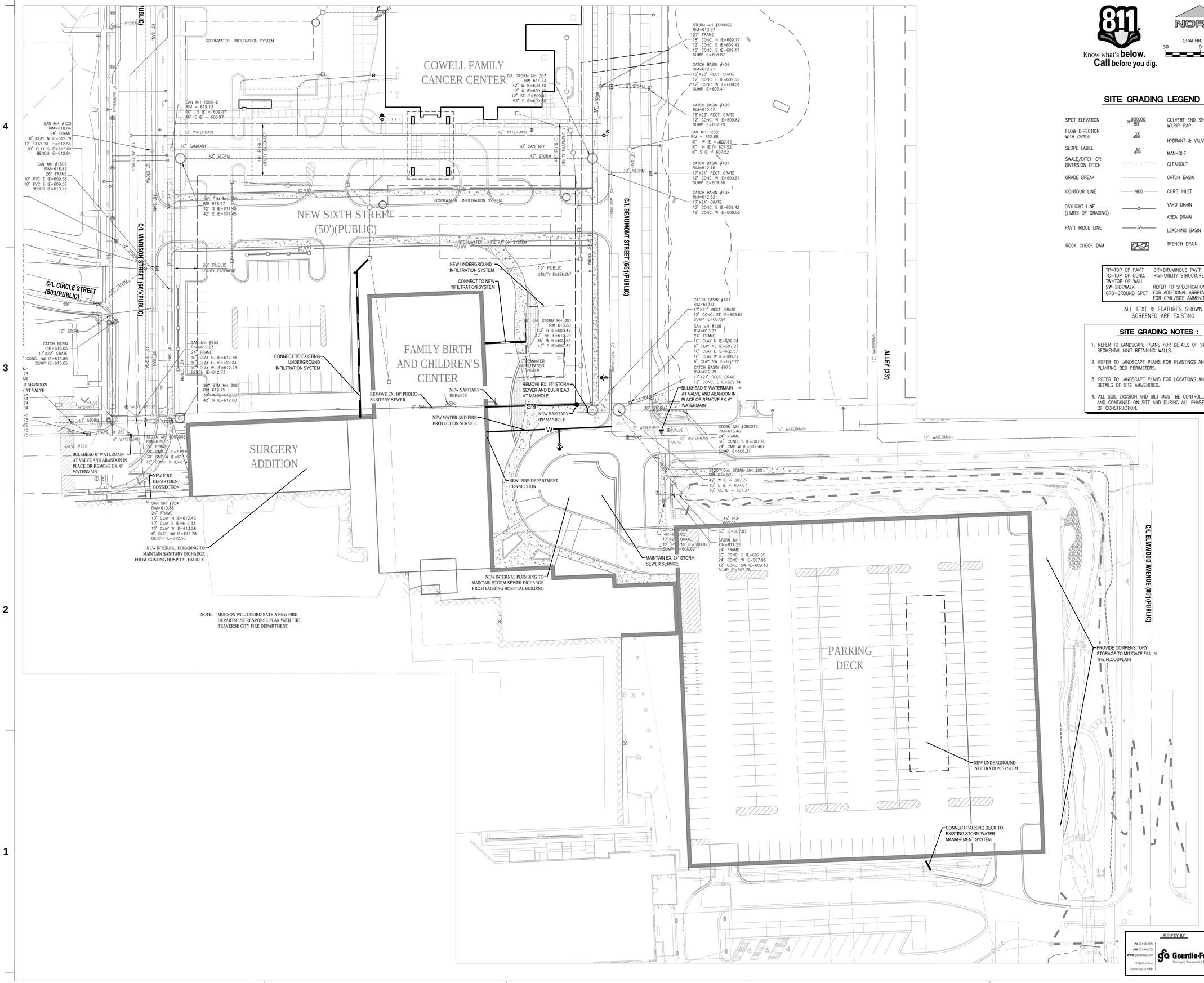

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NORTH

GRAPHIC SCALE 30 0 15 30

SITE GRADING LEGEND

SPOT ELEVATION	×900.00 BIT	CULVERT END SECTION W\RIP-RAP	
FLOW DIRECTION WITH GRADE	2%	HYDRANT & VALVE	
SLOPE LABEL	3:1	MANHOLE	
SWALE/DITCH OR DIVERSION DITCH		CLEANOUT	CO
GRADE BREAK		CATCH BASIN	
CONTOUR LINE	900	CURB INLET	
DAYLIGHT LINE (LIMITS OF GRADING)		YARD DRAIN	
		AREA DRAIN	
PAV'T RIDGE LINE	R	LEACHING BASIN	
ROCK CHECK DAM		TRENCH DRAIN	

TP=TOP OF PAV'T
TC=TOP OF CONC.
TW=TOP OF WALL
SW=SIDEWALK
GRD=GROUND SPOT

BIT=BITUMINOUS PAV'T
RIM=UTILITY STRUCTURE

REFER TO SPECIFICATIONS FOR ADDITIONAL ABBREVIATIONS FOR CIVIL/SITE AMMENITIES

ALL TEXT & FEATURES SHOWN SCREENED ARE EXISTING

SITE GRADING NOTES :

1. REFER TO LANDSCAPE PLANS FOR DETAILS OF STAIRS AND SEGMENTAL UNIT RETAINING WALLS.
2. REFER TO LANDSCAPE PLANS FOR PLANTINGS AND PLANTING BED PERIMETERS.
3. REFER TO LANDSCAPE PLANS FOR LOCATIONS AND DETAILS OF SITE AMMENITIES.
4. ALL SOIL EROSION AND SILT MUST BE CONTROLLED AND CONTAINED ON SITE AND DURING ALL PHASES OF CONSTRUCTION.

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SHEET REVISIONS

MARK	DATE	DESCRIPTION

MUNSON MEDICAL CENTER

TRAVERSE CITY, MI

FAMILY BIRTH AND CHILDREN'S CENTER

PROJECT ISSUE DATES

08.25.2016 CITY OF TC SPR AND SLUP
09.27.2016 CITY OF TC SPR AND SLUP - REVISED

DRAWN BY	CHECKED BY	MANAGER
PDR		FJW

AECOM PROJECT NO.
60505143

SITE UTILITY PLAN

09/28/2016 2:55:17 PM
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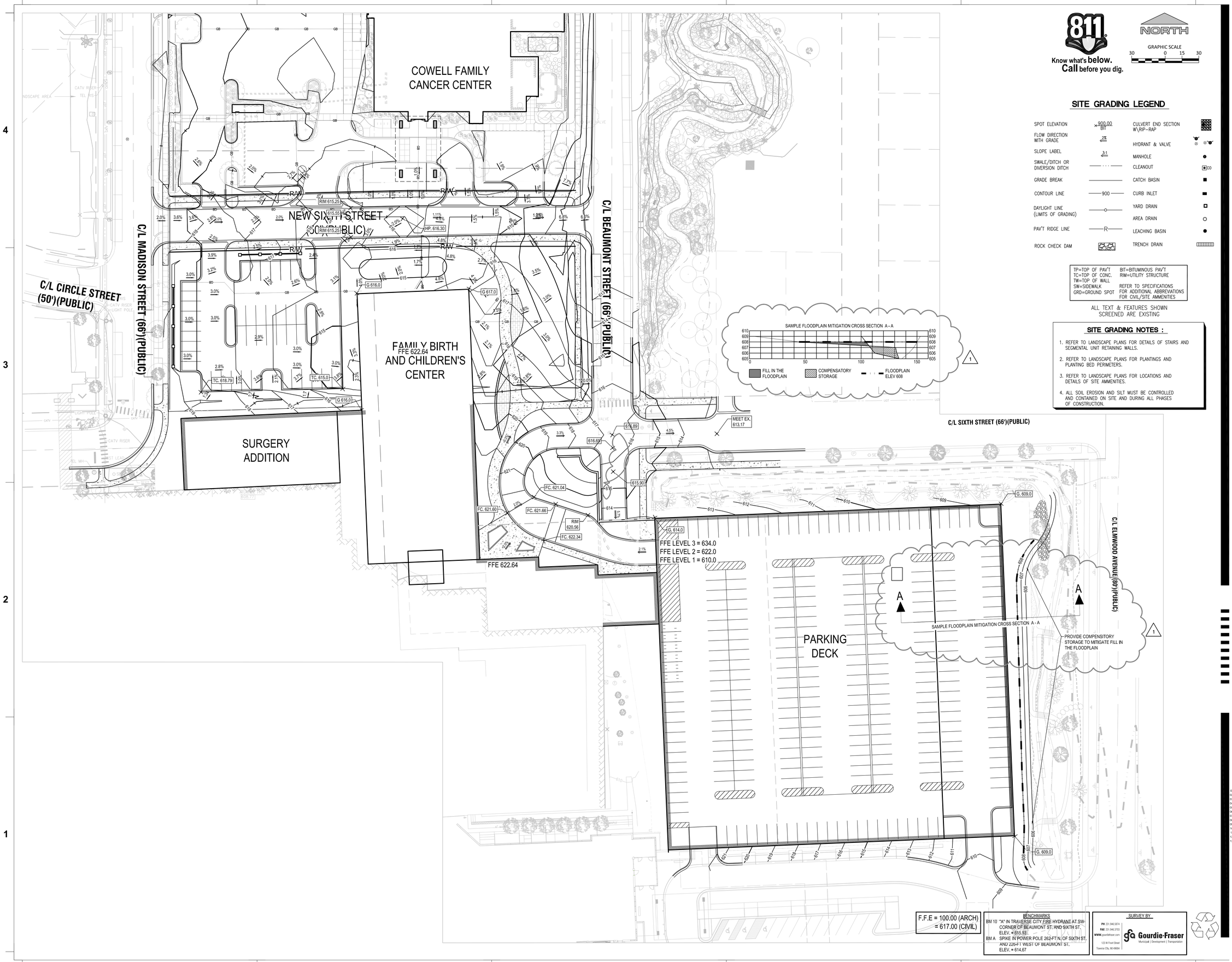
C:\Projects\60505143 - MMCTMS\04DP\R-01\C2-1 SITE UTILITY PLAN.dwg September 28, 2016 - 2:55pm Chris.DeGood
XREFS: [..\UTIL\W42] [..\CIVL\CP-V2] [..\AND\sto2-kids] [..\CIVL\CP-V5] [..\CIVL\Munson Master Base] [..\CIVL\CP-V3] [..\AND\sto1-Cowell] [..\AND\sto1] [..\CIVL\CPR1] [M:\Projects\60505143 - MMCTMS\CADD\LAND\LPL1] [M:\Projects\60505143 - MMCTMS\CADD\LAND\LPL1-Cowell] [..\CIVL\CPL1] [..\CDET\SURVEY-BY_GOURDIE-FRASER] [..\CIVL\CPH1] [..\CDET\NOTES FOR GRADING]



Know what's **below.** **Call** before you dig.

NORTH

GRAPHIC SCALE 30 0 15 30

SITE GRADING LEGEND

SPOT ELEVATION	900.00 BIT	CULVERT END SECTION W\RIP-RAP	
FLOW DIRECTION WITH GRADE	2%	HYDRANT & VALVE	
SLOPE LABEL	3:1	MANHOLE	
SWALE/DITCH OR DIVERSION DITCH		CLEANOUT	CO
GRADE BREAK		CATCH BASIN	
CONTOUR LINE	900	CURB INLET	
DAYLIGHT LINE (LIMITS OF GRADING)		YARD DRAIN	
PAV'T RIDGE LINE	R	AREA DRAIN	
ROCK CHECK DAM		LEACHING BASIN	
		TRENCH DRAIN	

TP=TOP OF PAV'T
TC=TOP OF CONC.
TW=TOP OF WALL
SW=SIDEWALK
GRD=GROUND SPOT

BIT=BITUMINOUS PAV'T
RIM=UTILITY STRUCTURE

REFER TO SPECIFICATIONS FOR ADDITIONAL ABBREVIATIONS FOR CIVIL/SITE AMMENITIES

ALL TEXT & FEATURES SHOWN SCREENED ARE EXISTING

SITE GRADING NOTES :

1. REFER TO LANDSCAPE PLANS FOR DETAILS OF STAIRS AND SEGMENTAL UNIT RETAINING WALLS.
2. REFER TO LANDSCAPE PLANS FOR PLANTINGS AND PLANTING BED PERIMETERS.
3. REFER TO LANDSCAPE PLANS FOR LOCATIONS AND DETAILS OF SITE AMMENITIES.
4. ALL SOIL EROSION AND SILT MUST BE CONTROLLED AND CONTAINED ON SITE AND DURING ALL PHASES OF CONSTRUCTION.

F.F.E = 100.00 (ARCH)
= 617.00 (CIVIL)

BENCHMARKS

BM 10 "A" IN TRAVERSE CITY FIRE HYDRANT AT SW CORNER OF BEAUMONT ST. AND SIXTH ST., ELEV. = 615.93

BM A SPIKE IN POWER POLE 262-FT N. OF SIXTH ST. AND 229-FT WEST OF BEAUMONT ST., ELEV. = 614.67

SURVEY BY

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PDR		FJW

AECOM PROJECT NO.
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SITE GRADING PLAN

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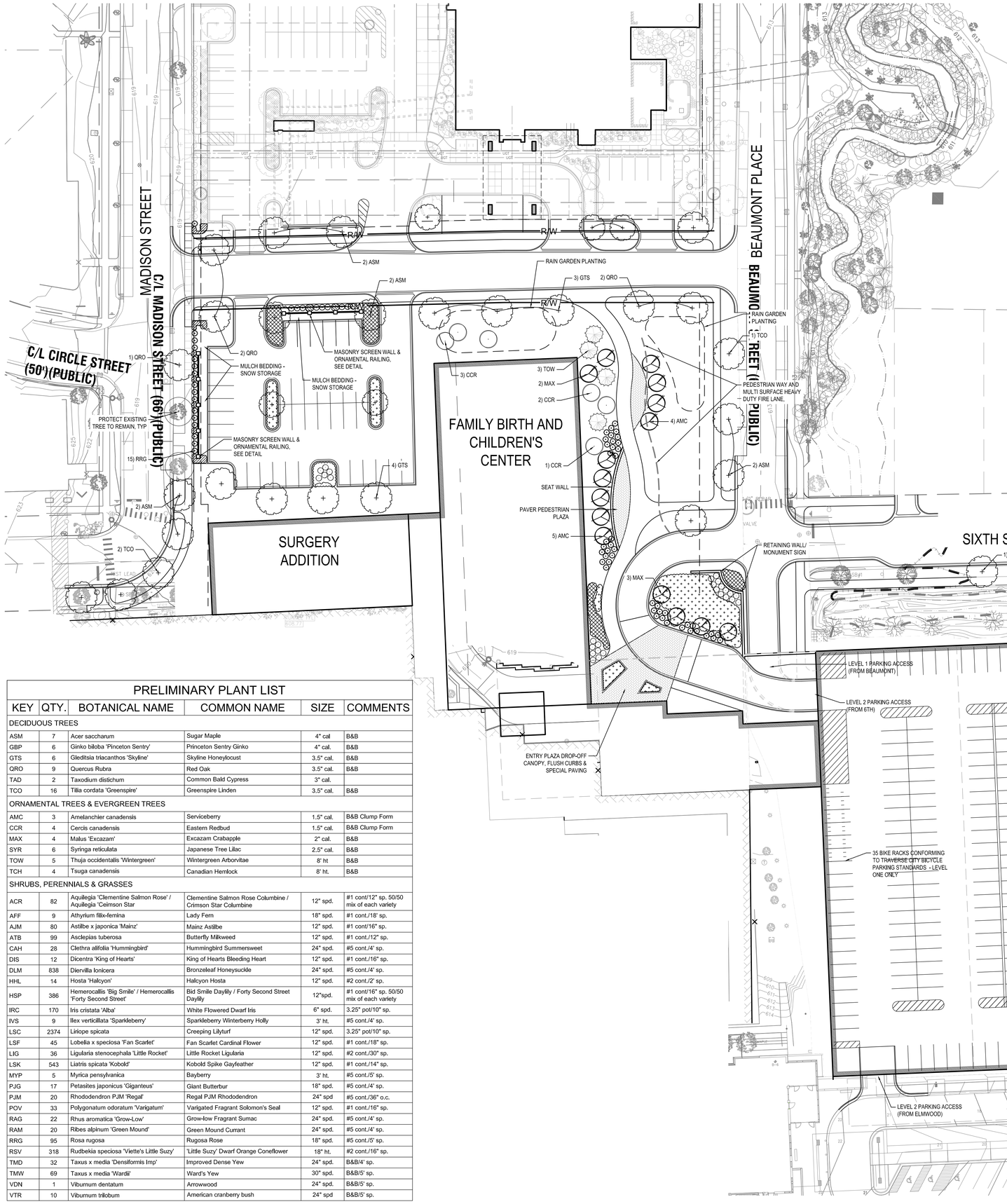
M:\Projects\60505143-MMCTMS\CADD\PLOT\C3-1 SITE GRADING PLAN.dwg September 28, 2016 2:37pm paul.reinhold
XREFS: [..\UTIL\W42] [..\CIVIL\GPV2] [..\LAND\xtal2-Kids] [..\CIVIL\GPV5] [..\CIVIL\Munson Master Base] [..\LAND\xtal1] [..\LAND\xtal1-Cowell] [..\CIVIL\GPV3] [..\CIVIL\GPR1] [M:\Projects\60505143-MMCTMS\CADD\LAND\LPL1] [..\CIVIL\CPH1] [..\CIVIL\CPG1-Cowell] [..\CIVIL\CPL1] [..\GDET\SURVEY-BY_GOURDIE-FRASER] [..\CIVIL\CPG1-Cowell] [..\CIVIL

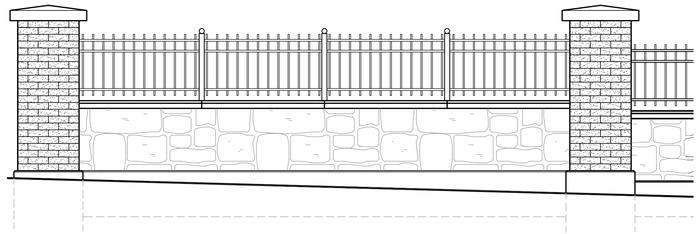


LANDSCAPE PLANTING NOTES

1. PROTECT EXISTING TREES TO REMAIN FROM ALL CONSTRUCTION ACTIVITIES. PROTECTION FENCING SHALL BE ERECTED A MINIMUM OF 2' OUTSIDE OF THE TREE'S DRIP-LINE. PARKING, STORAGE OF EQUIPMENT AND MATERIALS IS PROHIBITED WITHIN THE DRIP-LINE OF TREES.
2. TOPSOIL AND SOD ALL DISTURBED AREAS NOT DESIGNATED FOR LANDSCAPE BEDS/PLANT MATERIALS. RESTORE DISTURBED AREAS WITH TOPSOIL AND SOD DAMAGED AS A RESULT OF CONSTRUCTION.
3. SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING PLANS AS SHOWN.
4. DO NOT INSTALL PLANT MATERIAL BEFORE COMPLETION AND APPROVAL OF ROUGH GRADING BY THE LANDSCAPE ARCHITECT. PLANT MATERIALS INSTALLED WITHOUT THIS APPROVAL SHALL BE AT CONTRACTOR'S RISK.
5. PROVIDE ALL PLANTS AS BALLED AND WRAPPED OR CONTAINER GROWN AS SPECIFIED. NO CONTAINER GROWN STOCK WILL BE ACCEPTED IF IT IS ROOT BOUND. REMOVE ALL ROOT WRAPPING MATERIAL MADE OF SYNTHETIC OR PLASTICS AT TIME OF PLANTING. INSTALL ALL PLANTS AT THE SAME RELATIONSHIP TO FINISHED GRADE AS THE PLANT'S ORIGINAL GRADE BEFORE DIGGING.
6. REMOVE THE CONTAINER FROM CONTAINER GROWN STOCK, AND CUT THE BALL VERTICALLY THROUGH THE SURFACE IN TWO LOCATIONS.
7. STAKE THE LOCATION OF ALL TREES AND SHRUBS FOR APPROVAL BY THE LANDSCAPE ARCHITECT ONE DAY PRIOR TO PLANTING.
8. SPRAY ALL PLANTS WITH AN ANTIDESSICANT WITHIN 24 HOURS OF PLANTING, AND AT THE BEGINNING OF THEIR FIRST WINTER.
9. INSTALL ALL PLANTS ACCORDING TO DETAILS AND CONTRACT SPECIFICATIONS.
10. THOROUGHLY WATER ALL PLANTS TWICE DURING THE FIRST 24-HOUR PERIOD AFTER PLANTING.
11. AUTOMATIC IRRIGATION WILL BE INSTALLED IN ALL PLANTING AREAS INCLUDING PARKING ISLANDS AND TREE LAWNS. DRIP EMITTERS, UNDERGROUND DRIP LINES AND PRECISION SPRAY NOZZLES WILL BE USED TO PROVIDE EFFICIENT COVERAGE FOR ALL AREAS. RAIN AND SOIL SENSORS WILL DETERMINE WHEN TO ALLOW THE IRRIGATION SYSTEM TO RUN, MAXIMIZING EFFICIENCY.

LANDSCAPE PLANTING LEGEND

- PROTECT EXISTING TREES TO REMAIN
- DECIDUOUS TREE
- ORNAMENTAL/FLOWERING TREE
- EVERGREEN TREE
- LOW SHRUB/ PERENNIAL, GROUND COVER PLANTING BEDS - PREDOMINATELY NATIVE SPECIES



MASONRY SCREEN WALL
Scale: 1/2"=1'-0" 0 12" 24" 48"

PRELIMINARY PLANT LIST

KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
DECIDUOUS TREES					
ASM	7	Acer saccharum	Sugar Maple	4" cal	B&B
GBP	6	Ginko biloba 'Princeton Sentry'	Princeton Sentry Ginko	4" cal.	B&B
GTS	6	Gleditsia triacanthos 'Skyline'	Skyline Honeylocust	3.5" cal.	B&B
QRO	9	Quercus Rubra	Red Oak	3.5" cal.	B&B
TAD	2	Taxodium distichum	Common Bald Cypress	3" cal.	
TCO	16	Tilia cordata 'Greenspire'	Greenspire Linden	3.5" cal.	B&B
ORNAMENTAL TREES & EVERGREEN TREES					
AMC	3	Amelanchier canadensis	Serviceberry	1.5" cal.	B&B Clump Form
CCR	4	Cercis canadensis	Eastern Redbud	1.5" cal.	B&B Clump Form
MAX	4	Malus 'Excazam'	Excazam Crabapple	2" cal.	B&B
SYR	6	Syringa reticulata	Japanese Tree Lilac	2.5" cal.	B&B
TOW	5	Thuja occidentalis 'Wintergreen'	Wintergreen Arborvitae	8' ht	B&B
TCH	4	Tsuga canadensis	Canadian Hemlock	8' ht.	B&B
SHRUBS, PERENNIALS & GRASSES					
ACR	82	Aquilegia 'Clementine Salmon Rose' / Aquilegia 'Ceimson Star	Clementine Salmon Rose Columbine / Crimson Star Columbine	12" spd.	#1 cont/12" sp. 50/50 mix of each variety
AFF	9	Athyrium filix-femina	Lady Fern	18" spd.	#1 cont./18' sp.
AJM	80	Astilbe x japonica 'Mainz'	Mainz Astilbe	12" spd.	#1 cont/16" sp.
ATB	99	Asclepias tuberosa	Butterfly Milkweed	12" spd.	#1 cont./12" sp.
CAH	28	Clethra alifolia 'Hummingbird'	Hummingbird Summersweet	24" spd.	#5 cont./4' sp.
DIS	12	Dicentra 'King of Hearts'	King of Hearts Bleeding Heart	12" spd.	#1 cont./16" sp.
DLM	838	Diervilla lonicera	Bronzeleaf Honeysuckle	24" spd.	#5 cont./4' sp.
HHL	14	Hosta 'Halcyon'	Halcyon Hosta	12" spd.	#2 cont./2' sp.
HSP	386	Hemerocallis 'Big Smile' / Hemerocallis 'Forty Second Street'	Bid Smile Daylily / Forty Second Street Daylily	12"spd.	#1 cont/16" sp. 50/50 mix of each variety
IRC	170	Iris cristata 'Alba'	White Flowered Dwarf Iris	6" spd.	3.25" pot/10" sp.
IVS	9	Ilex verticillata 'Sparkleberry'	Sparkleberry Winterberry Holly	3' ht.	#5 cont./4' sp.
LSC	2374	Liriope spicata	Creeping Lilyturf	12" spd.	3.25" pot/10" sp.
LSF	45	Lobelia x speciosa 'Fan Scarlet'	Fan Scarlet Cardinal Flower	12" spd.	#1 cont./18" sp.
LIG	36	Ligularia stenocephala 'Little Rocket'	Little Rocket Ligularia	12" spd.	#2 cont./30" sp.
LSK	543	Liatris spicata 'Kobold'	Kobold Spike Gayfeather	12" spd.	#1 cont./14" sp.
MYP	5	Myrica pensylvanica	Bayberry	3' ht.	#5 cont./5' sp.
PJG	17	Petasites japonicus 'Giganteus'	Giant Butterbur	18" spd.	#5 cont./4' sp.
PJM	20	Rhododendron PJM 'Regal'	Regal PJM Rhododendron	24" spd	#5 cont./36" o.c.
POV	33	Polygonatum odoratum 'Varigatum'	Variigated Fragrant Solomon's Seal	12" spd.	#1 cont./16" sp.
RAG	22	Rhus aromatica 'Grow-Low'	Grow-low Fragrant Sumac	24" spd.	#5 cont./4' sp.
RAM	20	Ribes alpinum 'Green Mound'	Green Mound Currant	24" spd.	#5 cont./4' sp.
RRG	95	Rosa rugosa	Rugosa Rose	18" spd.	#5 cont./5' sp.
RSV	318	Rudbekia speciosa 'Viette's Little Suzy'	'Little Suzy' Dwarf Orange Coneflower	18" ht.	#2 cont./16" sp.
TMD	32	Taxus x media 'Densiformis Imp'	Improved Dense Yew	24" spd.	B&B/4' sp.
TMW	69	Taxus x media 'Wardii'	Ward's Yew	30" spd.	B&B/5' sp.
VDN	1	Viburnum dentatum	Arrowwood	24" spd.	B&B/5' sp.
VTR	10	Viburnum trilobum	American cranberry bush	24" spd	B&B/5' sp.

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LANDSCAPE PLAN

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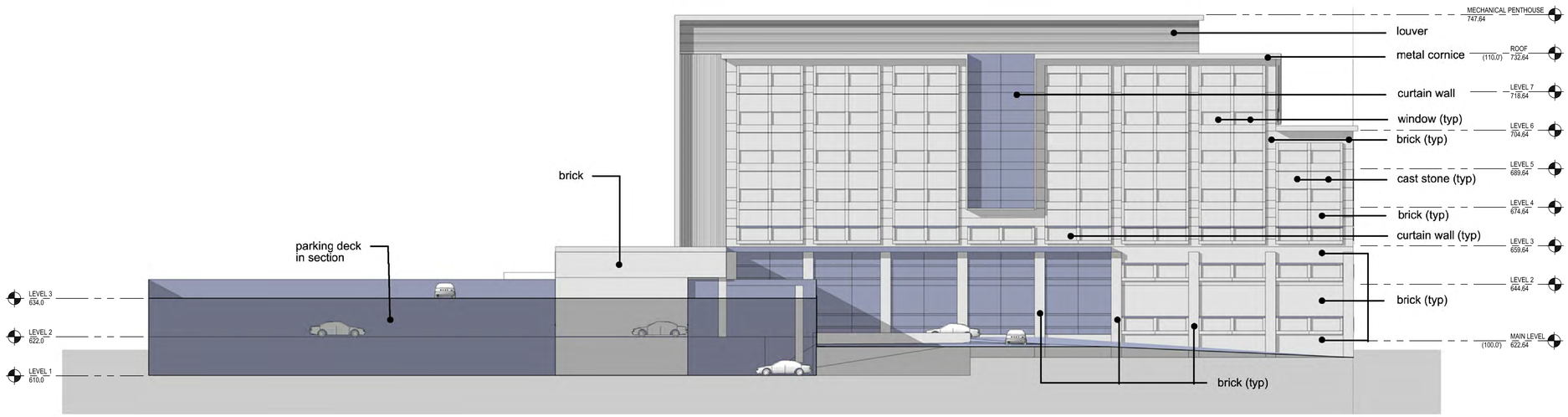
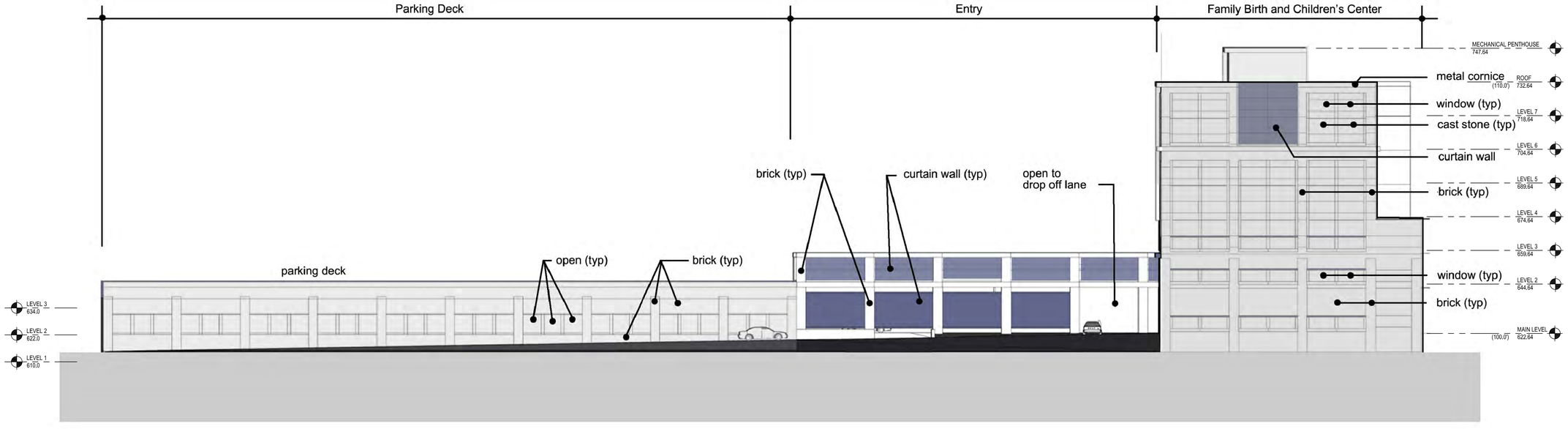


EAST ELEVATION

1”=20’



NORTH ELEVATION

1”=20’

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ELEVATIONS

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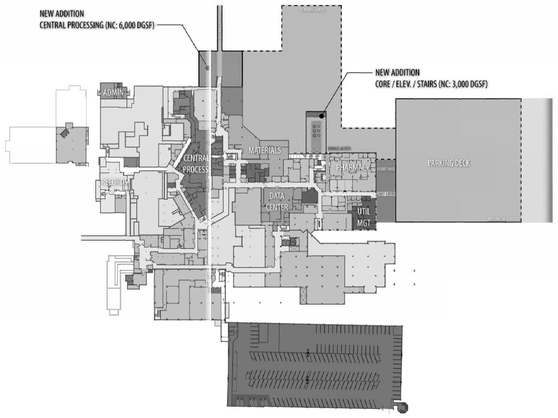
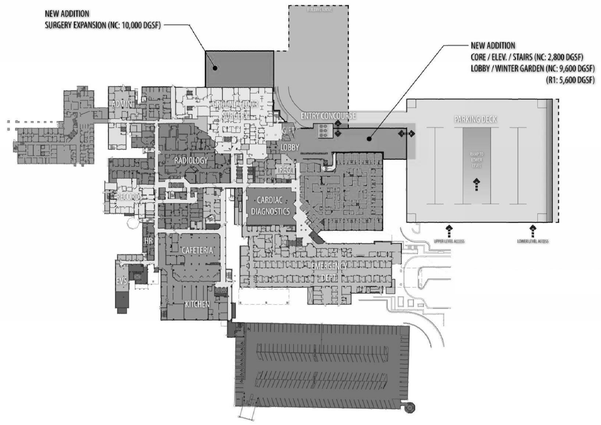
Basement



Ground



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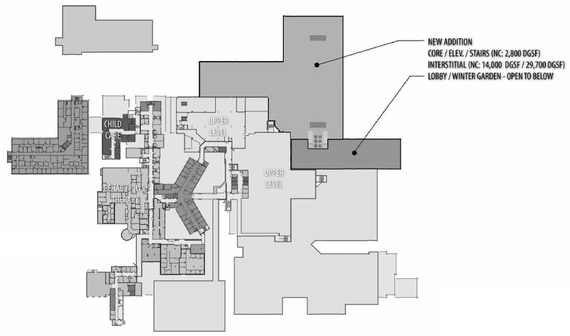

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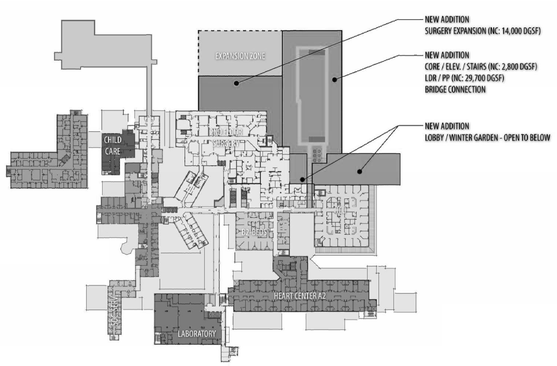

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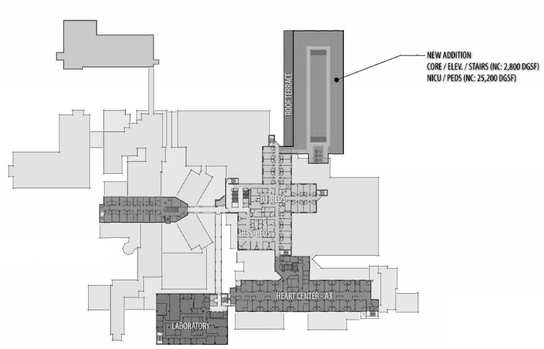

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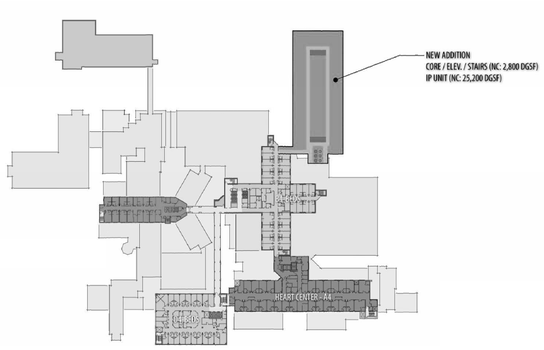

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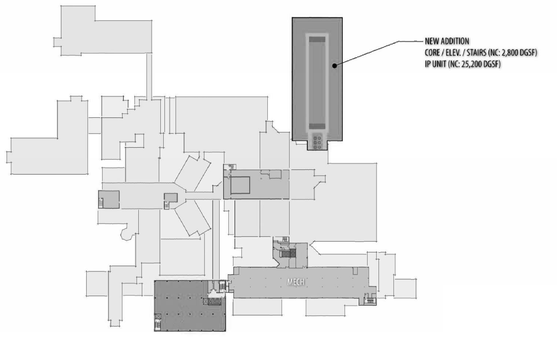

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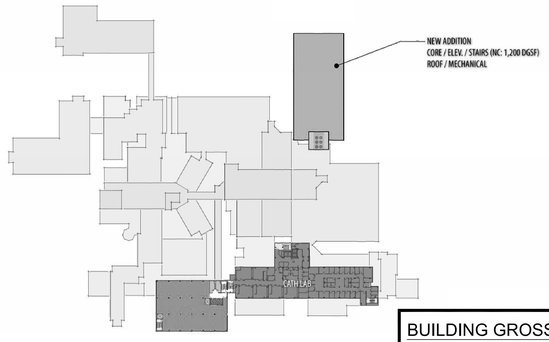

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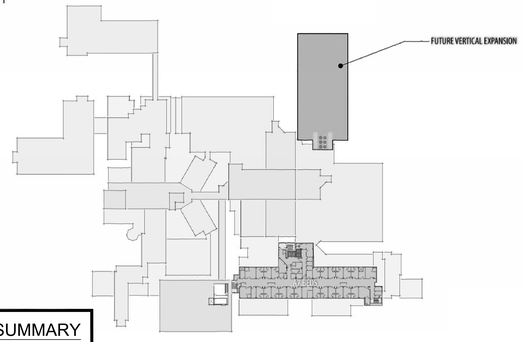

BUILDING GROSS SQUARE FOOTAGE SUMMARY

BASEMENT	9,000 SF
FLOOR 1	28,000 SF
FLOOR 2	46,500 SF
FLOOR 3	46,500 SF
FLOOR 4	28,000 SF
FLOOR 5	28,000 SF
FLOOR 6	25,500 SF
FLOOR 7	25,500 SF
TOTAL BGSF	211,500 SF

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BUILDING GROSS SQUARE FOOTAGE PLANS

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Agenda Item No. 8F

Communication to the Planning Commission

FOR THE MEETING OF: OCTOBER 4, 2016

FROM: RUSS SOYRING, PLANNING DIRECTOR

SUBJECT: CONDITIONAL REZONING REQUEST TO REZONE A PARCEL LOCATED AT 205 GARLAND STREET, 205. N. UNION STREET AND 211 N. UNION STREET FROM C-4A TO C-4B

DATE: September 30, 2016

On September 7, 2016, Thom Darga formally introduced a proposed mixed-use project located at the southwest corner of Union and the new alignment of Garland Street. The proposal is to build a four-story, 60 foot mixed use building with a commercial first floor and upper story residences. A parking structure is also proposed and would be enclosed by the commercial and residential building. Access to the parking structure would be from Garland Street. The site is currently developed with a single story drive-through bank and large private surface parking lot managed by the City Parking System. The Boardman River runs close to the south property line.

The property is currently zoned C-4a (Regional Center District) which allows the proposed uses but does not allow for a 60-foot tall building. The C-4a height limit is 45. The request is to conditional rezone the building to C-4b which would allow for a building 68 in height. Any building over 60 feet however would need to go through a Special Land Use Permit. If rezoned, the applicant has offered to limit the building height to 60 and would build a mixed use building. During a conditional rezoning process the applicant may offer additional conditions that are above and beyond the zoning requirements. Since the last meeting, the applicant has made additional offers which are included in the packet.

The Master Plan designates this area as a TC-5 (Downtown) neighborhood where the focus is on intensity, regional, commercial activity. The Master Plan also states that this area is appropriate for commercial development with "housing of commercial scale typically located on upper floors." New development is to maintain or enhance the character of downtown. Boardman River is to be integrated into the fabric of the Downtown neighborhood.

Rezonings and conditional rezonings are legislative decisions and should to be based on sound planning principles. The following questions are appropriate when considering rezonings:

1. **Is the current zoning reasonable for the land?**

   The current zoning allows for a wide variety of uses and a building as tall as 45 feet. Essentially, the proposed development could be built without a zoning change. The four-

story building could be built as proposed but would need to built within the 45 height limit. Nearby, the four-story Hotel Indigo was built with a height of 45 feet. (A small area of the building was granted a height variance to allow for a roof top bar with a bathroom.) The proposed, large building to the north was granted a four-foot height variance for most of the building. Most of this building will be 49 feet in height, about 30% of the building will be 45 feet or lower. The current C-4a (Regional Center) zoning provides reasonable use for the property.

2. **Is the rezoning request consistent with the goals polices and future land use plan of the Master Plan?**

   The Master Plan states this area is to be part of the TC-5 Neighborhood. TC-5 areas are intended to be most dense and have the greatest building mass within the City with appropriate balance and scale. Buildings are to be placed close to the street to provide a sense of enclosure to the public realm. The existing zoning does allow for large buildings. There are no size limits with the exception of building height limits. Buildings can be built as close as 2.5 feet from the public street. Unlike nearly all other zoning districts, no parking is required so the property can be fully used for buildings. The existing zoning regulations that limit building heights near the bay to 45 feet were influenced by the 1994 City Plan that expressed this community value. The current Master Plan does not have statements of building height step back approach for development but does mention the need for new developments to be appropriate in balance and scale.

3. **Would the property size and environmental conditions accommodate the proposed use?**

   Yes, the proposed use could be accommodated on this site. The site is contaminated so special precautions would need to be taken for the safety of the construction workers and the public during development. Clean up or protection standards would need to be met for commercial and residential use of the property.

4. **Is a four-story, 60-foot tall mixed use building and 362 spaces +/- parking structure compatible with the surrounding uses?**

   The proposed mix of commercial and residential uses are compatible with the surrounding uses which are proposed to be similar in the vicinity. The recently built hotel and the proposed building to the north are largely following the height limits of the C-4a zoning district. If the proposed building was to generally 45 feet with a small area above that height, the proposed development would be more in keeping with the intended character of the Warehouse District.

5. **Are there adequate utilities and capacity on the adjacent streets to serve a mixed -use building of this size?**

   It appears there are adequate utilities and capacities to serve the mixed use building and parking deck. More detailed information during site plan review would be able to confirm whether there are adequate utilities and capacities.

6. **Are there sufficient demands for 17,800 square feet of commercial, 122 residential apartments and 362 parking spaces?**

Yes. Based on a recent housing study there is great need for many residential units, especially rental units that are intended for workforce housing. A recent commercial market study also indicates there is a demand for additional commercial space. Downtown commercial vacancies are very low and the rents are high. The City is pursuing a parking deck on the west side of downtown due to the pronounced desire for additional parking on this end of downtown**.**

In conclusion, staff finds the current C-4a zoning to be adequate and there is no need to change the zoning to allow reasonable use of the property. Essentially the same project could be built with the current zoning with a 45 high building and one less floor of parking. If you agree with staff, the motion below would be appropriate.

I move that the request by Thomas Darga, of Dargaworks Inc., of 101 North Park Street , Traverse City, Michigan, to conditionally rezone the properties located at 205 Garland Street, 205 North Union Street and 211 North Union Street from C-4a (Regional Center) to C-4b (Regional Center) with conditions be recommended for denial to the City Commission.

If you find that you agree that the conditional rezoning request moves the City in the direction of the Master Plan, then the following motion would be appropriate:

I move that the request by Thomas Darga, of Dargaworks Inc., of 101 North Park Street , Traverse City, Michigan, to conditionally rezone the properties located at 205 Garland Street, 205 North Union Street and 211 North Union Street from C-4a (Regional Center) to C-4b (Regional Center) with conditions be recommended for approval to the City Commission.

RS

Attachments: Revised offer letter from Dargaworks
Revised drawings
Tim Lodge memo and maps

DARGAWORKS INC.

Conditional Rezoning Offer **September 15, 2016**

Darga Companies, Virgin Olives, LLC is the Purchaser of the real properties located in the City of Traverse City, as identifed by Property Parcel Numbers and addresses:

205 Garland St. (51-658-040-00)
205 N. Union Street (51-103-014-10)
211 N. Union Street (51-103-014-00)

Darga Companies, Virgin Olives, LLC hereby voluntarily offers to permanently place the following restrictions upon the parcels noted above as a condition of rezoning these properties to C-4 Regional Center Districts C4b-60feet.

1. The maximum building height shall be limited to sixty (60)ft., not 68 feet permissible in the C4b district.
2. Access Improvements including the incorporation of 3 to 5 elevated platforms shall be planned with the assistance of The City of Traverse City and the Watershed Center as featured in the "Boardman River Revitalization. A comprehensive vision for the future of Traverse Cities river". We pledge up to $125,000 for design and construction of riverfront access Westward for 600'along river to Pine Street Bridge to address ADA accessiblity, riverfront elevated platforms, and environmentally appropriate and safe walkway lighting and invite and encourage both City and Watershed organizations to seek matching grants for further riverfront revitilization. (See attached "The Boardman River Plan" sheets)*
3. Provide for a sustainable maintenance program for improvements along waterfront between Union and Pine Streets which will fund annual cleanup, removal of invasive plant species for a period of not less than 10 years.
4. Residential units in the Warehouse Flats will be rental apartments. Apartment sizes shall vary from 550 to 650 sf 1 bedroom , 750 to 1200 sf 2 bedroom units, and up to 3, 3 bedroom units.

❖ OFFICE (231) 421-5105 ❖ FAX (231)421-5106 ❖ 101 North Park, Suite 318 ❖ Traverse City, Michigan 49684 ❖

DARGAWORKS INC.

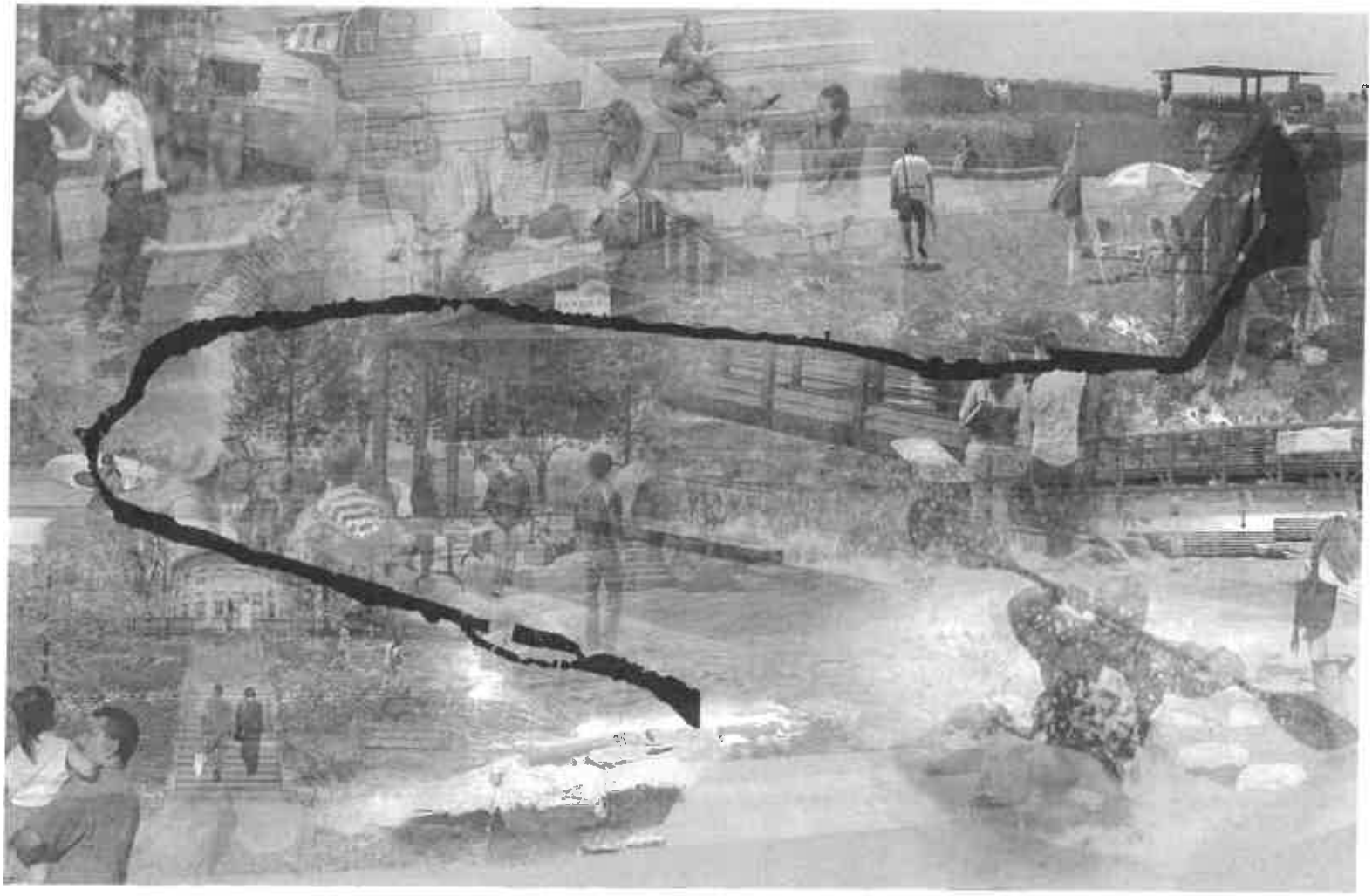
5. Provide public onsite parking for Warehouse Flats residents and retail within the City and Warehouse District. Interior parking deck will be privately operated or publically operated for a planned 362 spaces conforming to the current design.
6. The Urban Rooftop for the planned apartment, commercial, and parking facility shall provide for a minimum 25% plant cover. A Stormwater management plan shall include a "Green Vegetative Roof Component" and de-sedimentation system prior to discharge of stormwater.
7. Sustainable best practices shall employ both design standards consisting of Energy Star rated major appliances in the apartments as well as SEER rated geothermal closed loop heating and cooling system.
8. Revocable easements currently in place in favor of the City of Traverse City shall be made permanent easements in cooperation with the City of Traverse City Engineering Dept. and shall be consistent with City Standards or as approved by Engineering and or Planning Dept.
9. Bicycle racks shall be provided both at interior (up to 100 bicycles inside of parking deck) and provide for up to 50 bicycles as necessary along Garland Street, Union Street and as planned at walkway along river in to provide for while maintaining a safe and walkable building perimeter.
10. The building shall be built substantially in conformance with plans and drawings submitted with this application.

* Selected pages of "The Boardman River Plan". Cover,37,39,83, & 85.
Insert attached pdf of plans & elevations

❖ OFFICE (231) 421-5105 ❖ FAX (231)421-5106 ❖ 101 North Park, Suite 318 ❖ Traverse City, Michigan 49684 ❖

THE BOARDMAN RIVER PLAN

A COMPREHENSIVE VISION FOR THE FUTURE OF TRAVERSE CITY'S RIVER



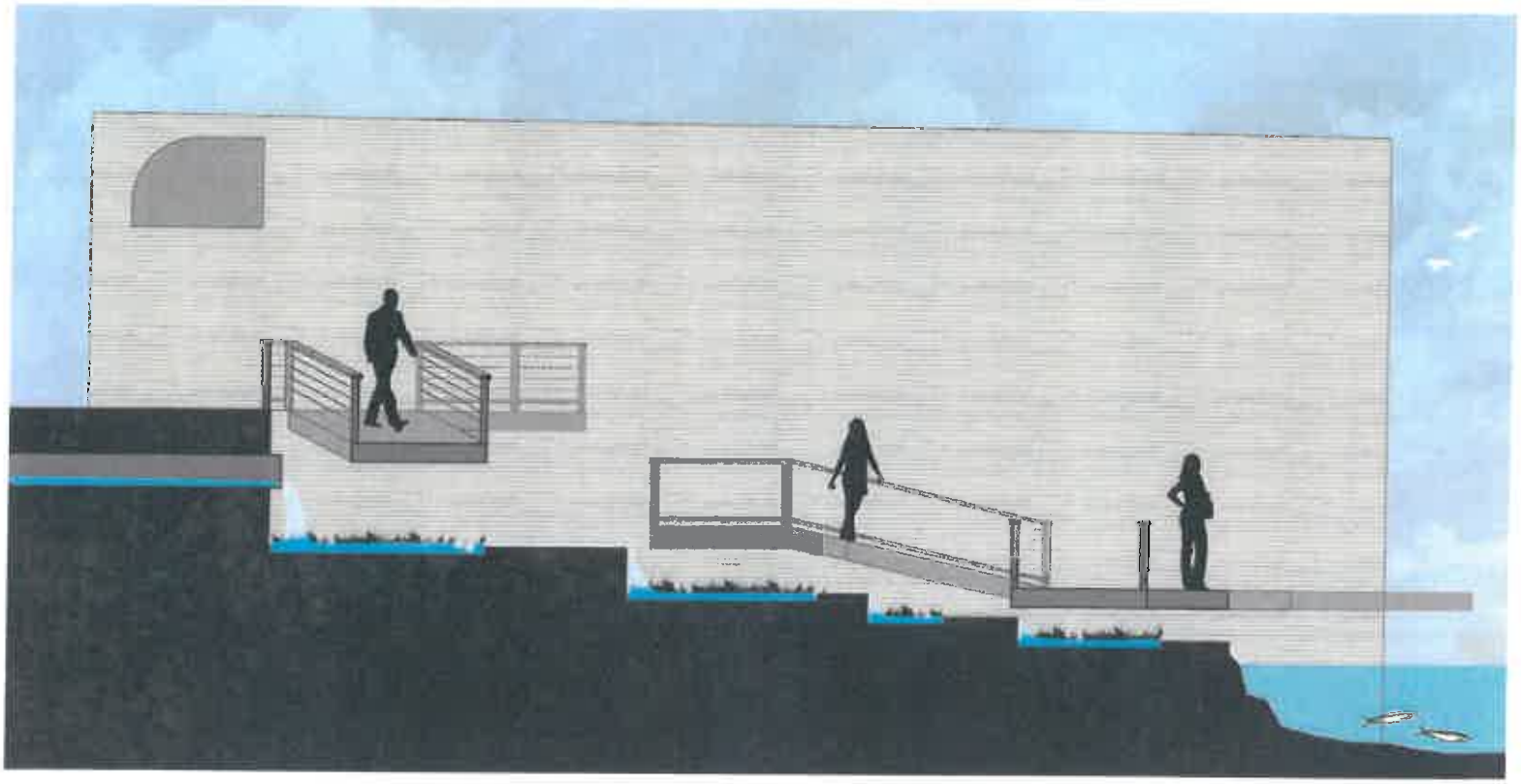
UNIVERSITY OF MICHIGAN SCHOOL OF NATURAL RESOURCES AND ENVIRONMENT | MAY 2013
Katie Dennis, Aaron Fargo, Adam Fercho, Christina Strasser | Chester B. Hill, Advisor

Front Street

Illustration 8: Stormwater Park. This park functions both as a gathering space and a place for stormwater management. There are opportunities to learn about stormwater issues while enjoying views of the Boardman River.

Front Street

Illustration 10: Stormwater Park Terraces. *To slow stormwater entering the Boardman River, a series of terraced rain gardens have been designed. Stormwater steps down from one terrace to the other, depositing sediment as it goes, eventually entering the river at a slower speed.*



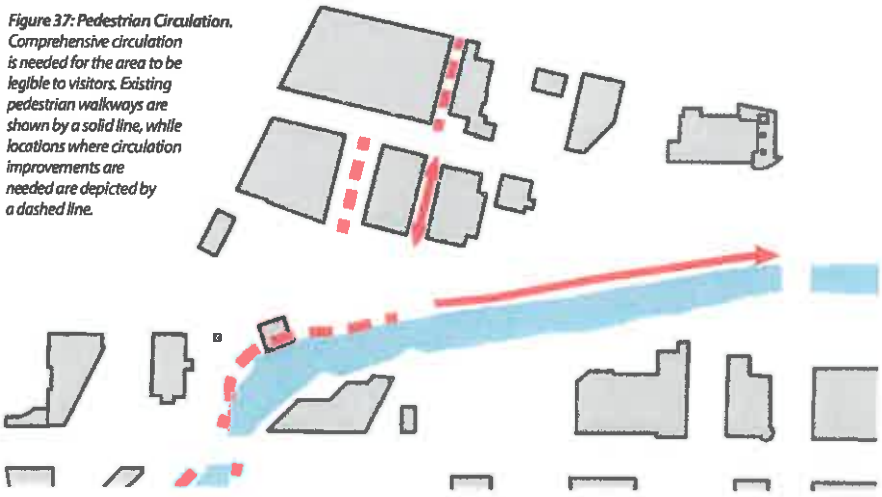


Figure 37: Pedestrian Circulation. Comprehensive circulation is needed for the area to be legible to visitors. Existing pedestrian walkways are shown by a solid line, while locations where circulation improvements are needed are depicted by a dashed line.

Figure 38: Parking. Large expanses of inefficient parking lots dominate the riverfront, acting as a barrier to the river, as well as the rest of downtown. Where possible, these lots should be reorganized to reduce pavement and enhance sense of place.

ANALYSIS

While the Warehouse District has all of the building blocks to become a vital economic and social hub for Traverse City, it currently lacks direct pedestrian access from other key parts of the city. Elements in this area that could be major points of interest, such as the fish weir and the Hotel Indigo, currently under construction, are not well-integrated into existing pedestrian circulation. These destinations, as well as features in adjacent neighborhoods, should be considered in the development of a renovated pedestrian circulation system.

Vehicle access to this area is somewhat lacking as well, and as it stands today it is very difficult to "happen upon" this area due to its location northwest of most well-known destinations in town. This area lies beyond the point where many tourists drive into the city when entering from the east, which may discourage visitors.

In its current layout, parking works to divide the commercial businesses from the riverfront and the other shopping destinations in the area. The placement of this parking, along with thick vegetation, blocks views of the Warehouse District from Front Street and acts as a divider of these two key areas. On an average day, these parking lots are often less than half full, indicating that an opportunity may exist to re-imagine some of the space for other purposes while condensing the parking lots themselves.

The unique character, while present, is not yet fully realized in the Warehouse District. Although the area does look and feel set apart from other areas, the artistic, industrial aesthetic and fish weir attraction could be strategically

Warehouse District

Existing Conditions. Large expanses of parking dominate the riverfront, much of which appears under-used. Views into this space from bustling Front Street are obstructed, discouraging flow between the areas.

promoted and emphasized to more fully identify this district. The immense historic value and intriguing, curious elements found in the Warehouse District make it a promising site to promote public space amenities and direct access to the Boardman River.

To begin to address some of these issues, the City of Traverse City has proposed a few major developments for the Warehouse District in the coming years. A planned pedestrian bridge, hotel development, and tunnel under Grandview Parkway will raise the prominence of this area in the context of the city, but a comprehensive design for the district is needed to integrate these elements and effectively connect them to the larger urban area.

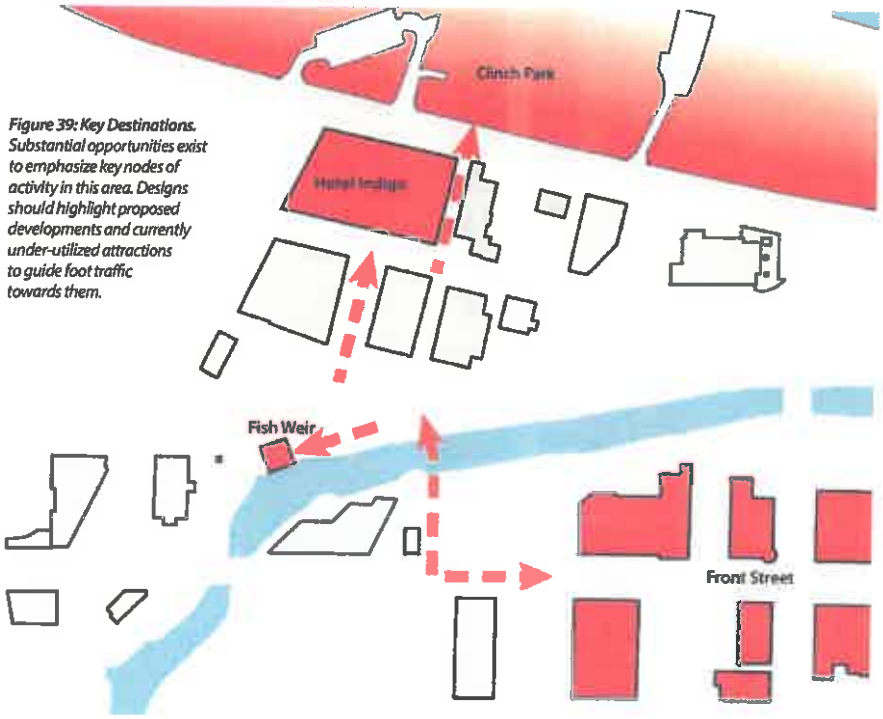


Figure 39: Key Destinations. Substantial opportunities exist to emphasize key nodes of activity in this area. Designs should highlight proposed developments and currently under-utilized attractions to guide foot traffic towards them.

DESIGN GOALS

- Foster neighborhood identity through further development of area's unique character
- Generate connections between the Warehouse District and other nearby destinations
- Enhance the physical connection between the neighborhood's structures and the Boardman River
- Create a pedestrian-centric experience through creative re-interpretation of existing parking.

SOLUTION

As pedestrians cross over the proposed Pine Street bridge, the path will lead them into an open, flexible plaza space with seating options, vegetation, and an overhead trellis offering shade. This plaza is situated to maximize views out and over the Boardman River, as well as to connect pedestrians to the Warehouse District's commercial buildings. Intended to be adaptable based on seasonal needs, the plaza also acts as a stage for performances with grassy and paved spaces for audience seating.

WAREHOUSE DISTRICT SITE PLAN

A. PLANNED PEDESTRIAN BRIDGE

The City of Traverse City has proposed a pedestrian bridge in this location to connect the Front Street downtown area to the Warehouse District. This new feature will substantially improve access and foot traffic in this area, which is currently somewhat isolated.

B. GATEWAY PLAZA

At the terminus of the bridge, this plaza acts as an entrance to the Warehouse District and will be easily visible by shoppers on the river's southern side. This space offers a stunning overlook opportunity, as well as space for food carts.

C. PEDESTRIAN-CENTERED DESIGN

Previously occupied by a large parking lot, this area has been re-organized to privilege non-motorized users. A through-way remains vehicle-accessible, but asphalt is replaced with concrete pavers to visually communicate that this area has been transformed into a "people place."

D. LINEAR PLAZAS

Spaces between buildings have been transformed into expansive walkways with varied seating options and planters that feature native vegetation. These spaces connect pedestrians to destinations such as Clinch Park and create flexible gathering options.

E. RIVERFRONT ACCESS POINT

A series of universally accessible ramps lead visitors right down to the water's edge, creating a new boat launch and overlook. The location of this element, adjacent to the fish weir, makes it an ideal spot to place educational signage about the weir and the Boardman River as a whole.

F. DEVELOPMENT OPPORTUNITY

This currently vacant lot holds potential for strategic development to strengthen the downtown commercial district and accommodate private and public outdoor spaces along the river in the future. The City of Traverse City should work with private developers to create a mutually beneficial design for the property.

G. REROUTED GARLAND STREET

To facilitate vehicle access to this neighborhood Garland Street is rerouted to extend directly from Hall Street to Union Street. This route improves legibility of the area and may increase the number of visitors.

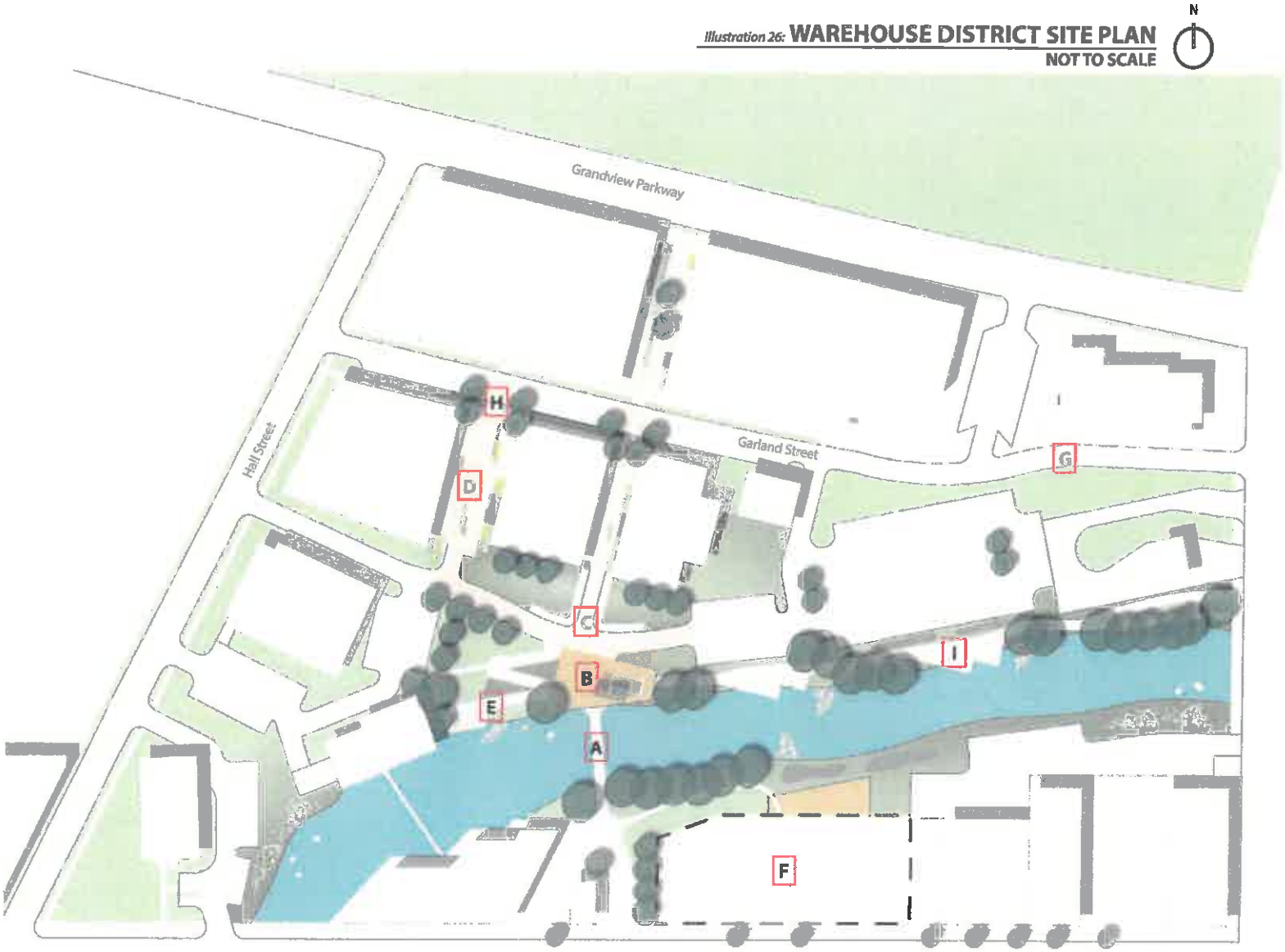
H. STREETSCAPE IMPROVEMENTS

Speed tables and street trees are integrated into the Garland Street streetscape, where space allows.

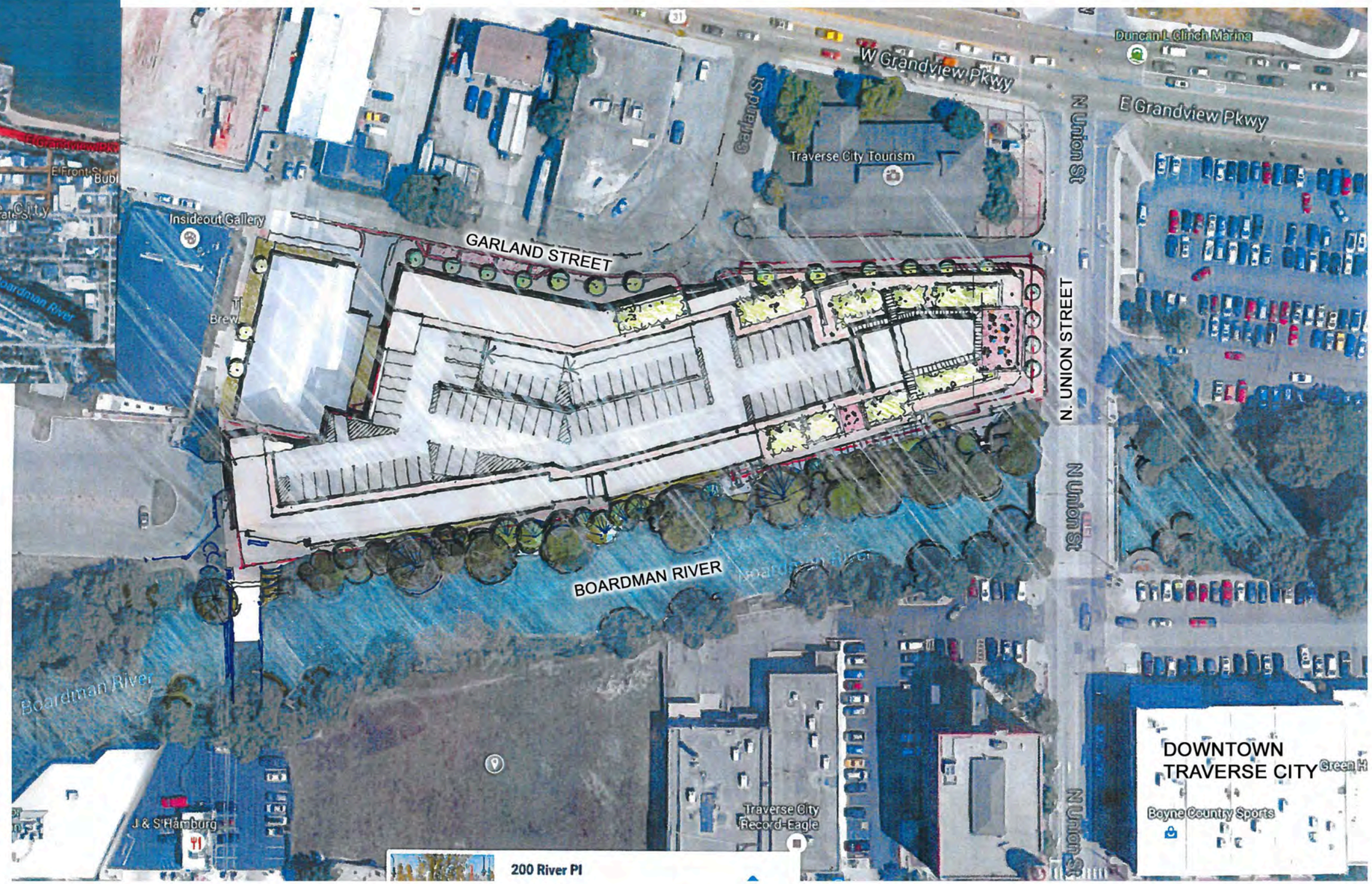
I. IMPROVED PATH

Existing path is widened and formalized and terraces provide additional spaces to access the river.

Illustration 26: **WAREHOUSE DISTRICT SITE PLAN**
NOT TO SCALE



SITE LOCATION



SITE AERIAL VIEW
(SHOWING ROOFTOP GARDEN LEVEL)

PROPOSED CONCEPTUAL DESIGN FOR
"THE WAREHOUSE FLATS" DEVELOPMENT
TRAVERSE CITY, MICHIGAN 09.27.2016

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Architects • Engineers • Planners
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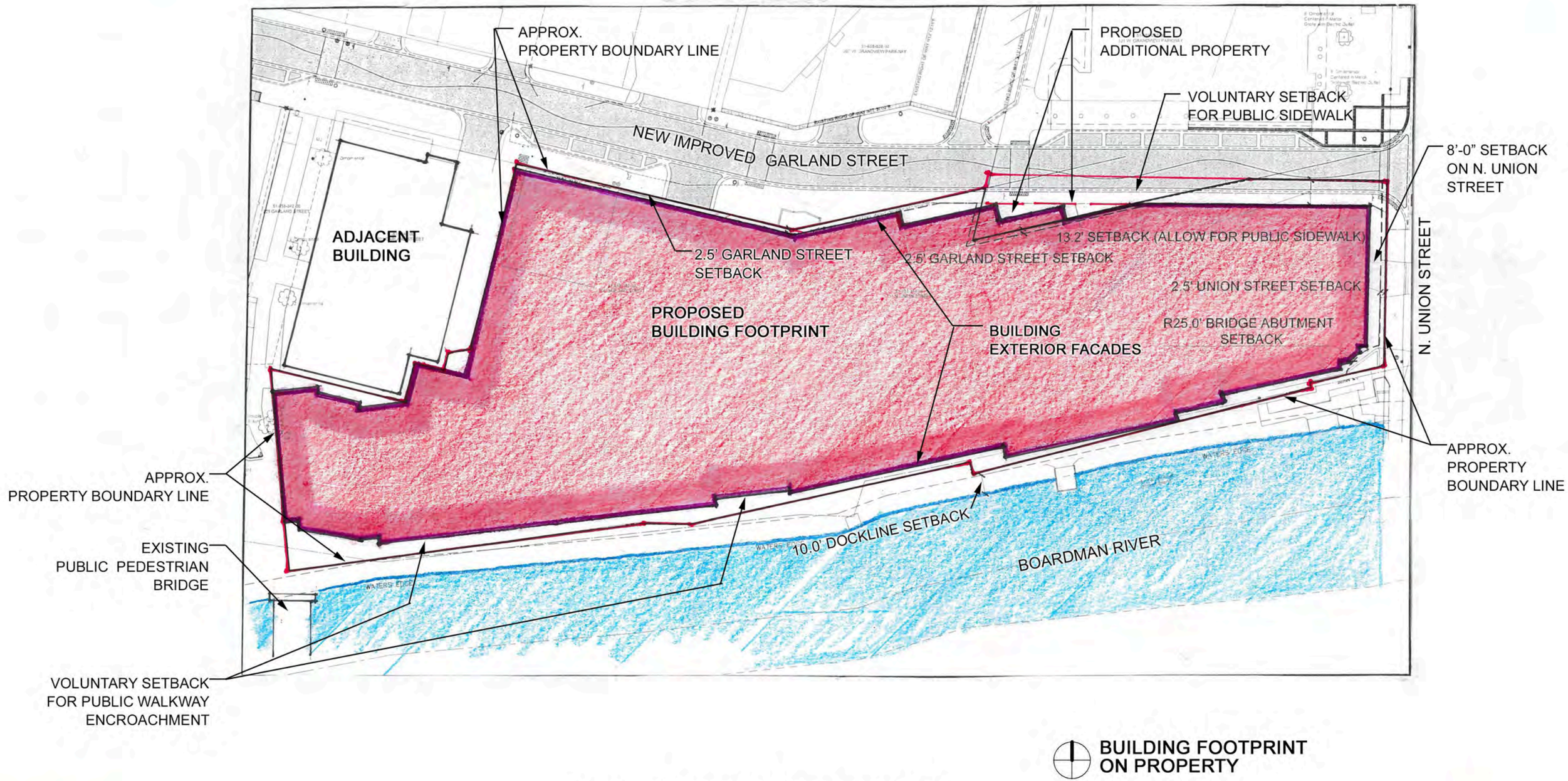
DARGAWORKS INC



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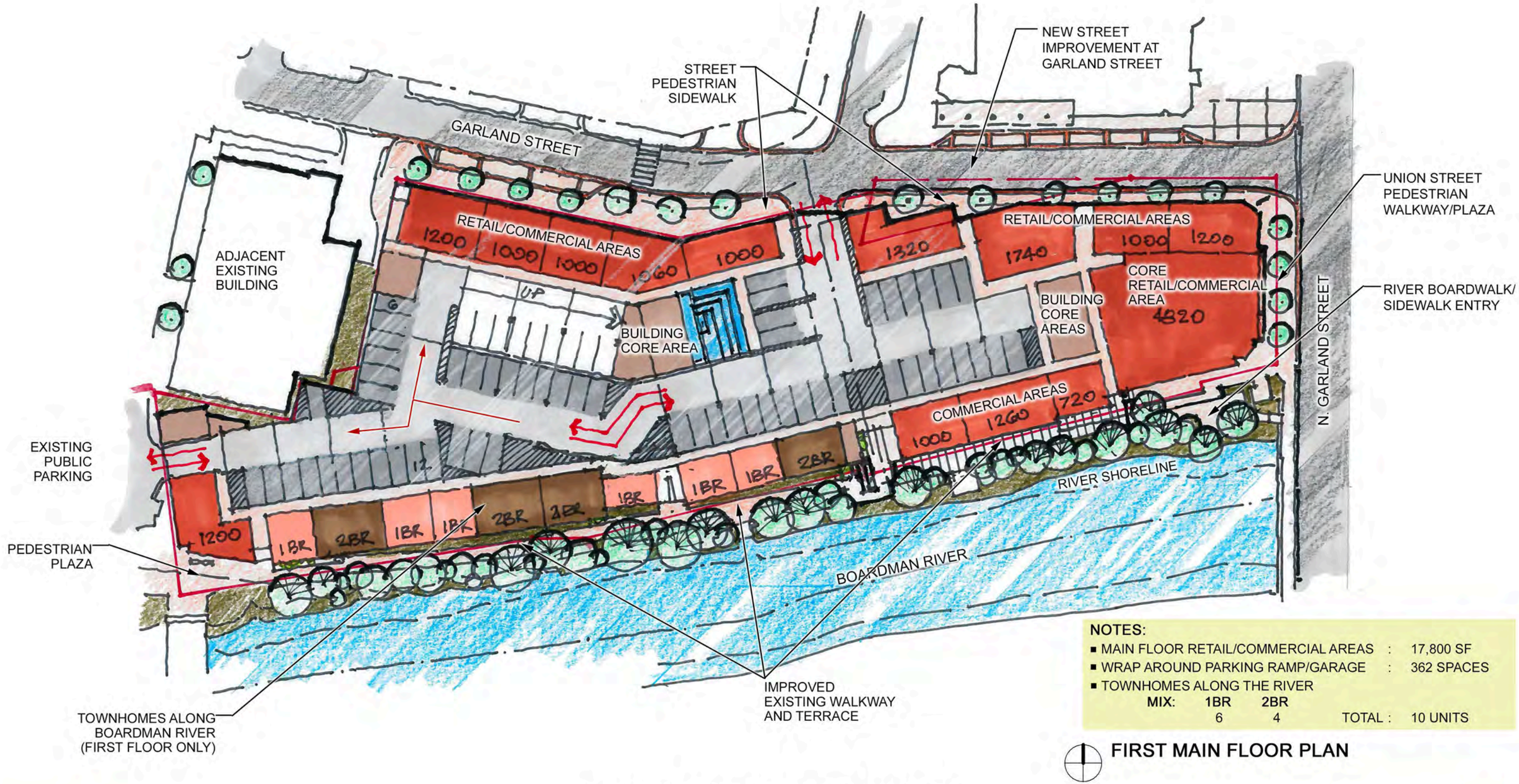

NOTES:

- MAIN FLOOR RETAIL/COMMERCIAL AREAS : 17,800 SF
- WRAP AROUND PARKING RAMP/GARAGE : 362 SPACES
- TOWNHOMES ALONG THE RIVER

MIX:	1BR	2BR		
	6	4	TOTAL :	10 UNITS

FIRST MAIN FLOOR PLAN

PROPOSED CONCEPTUAL DESIGN FOR "THE WAREHOUSE FLATS" DEVELOPMENT

TRAVERSE CITY, MICHIGAN 09.27.2016

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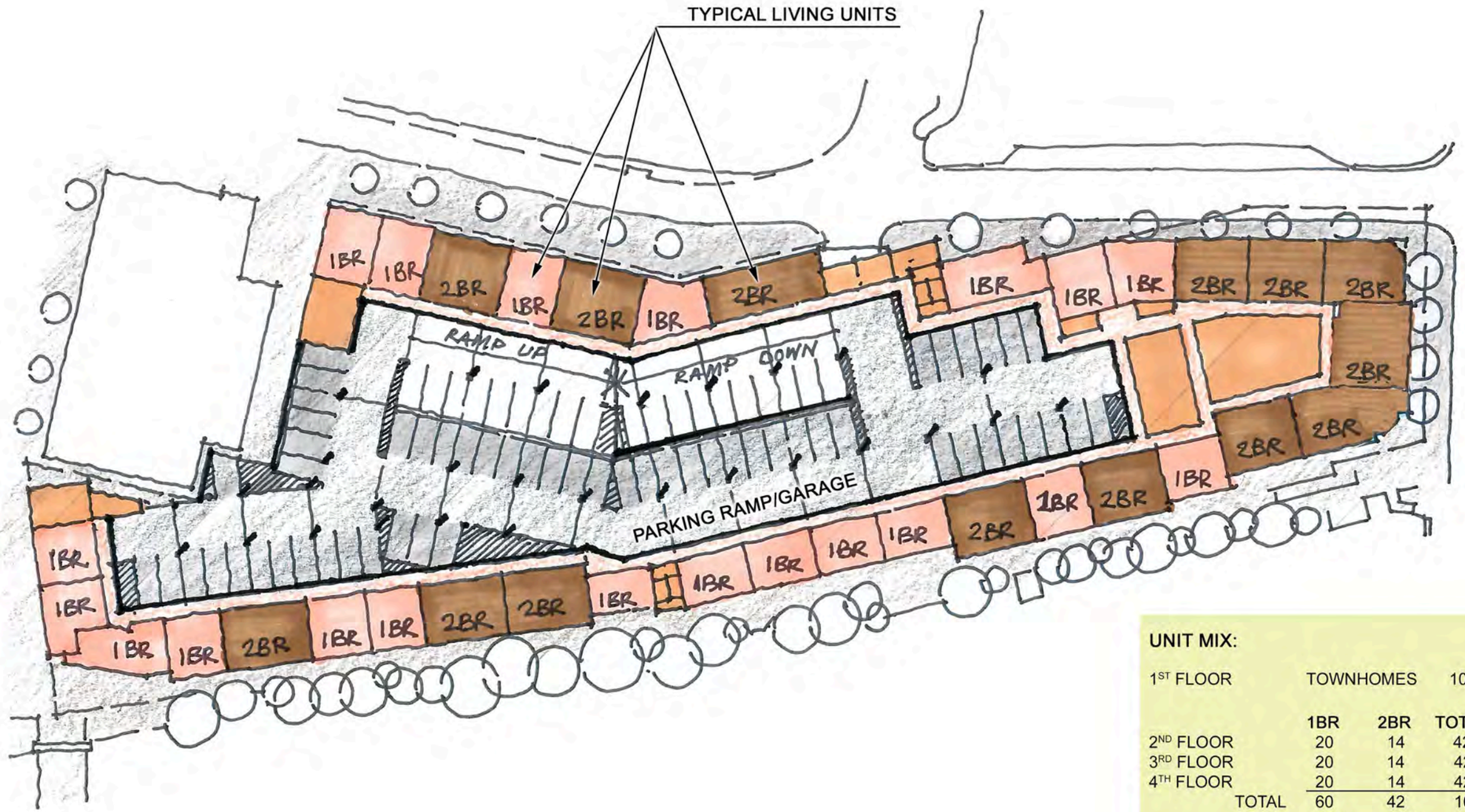

UNIT MIX:

1ST FLOOR	TOWNHOMES		10 UNITS
	1BR	**2BR**	**TOTAL**
2ND FLOOR	20	14	42
3RD FLOOR	20	14	42
4TH FLOOR	20	14	42
TOTAL	60	42	102 UNITS
	59%	41%	100%

TOTAL LIVING UNITS : 112 UNITS

LIVING UNITS AT 2ND, 3RD, 4TH FLOOR LAYOUT PLAN

PROPOSED CONCEPTUAL DESIGN FOR
"THE WAREHOUSE FLATS" DEVELOPMENT
TRAVERSE CITY, MICHIGAN 09.27.2016

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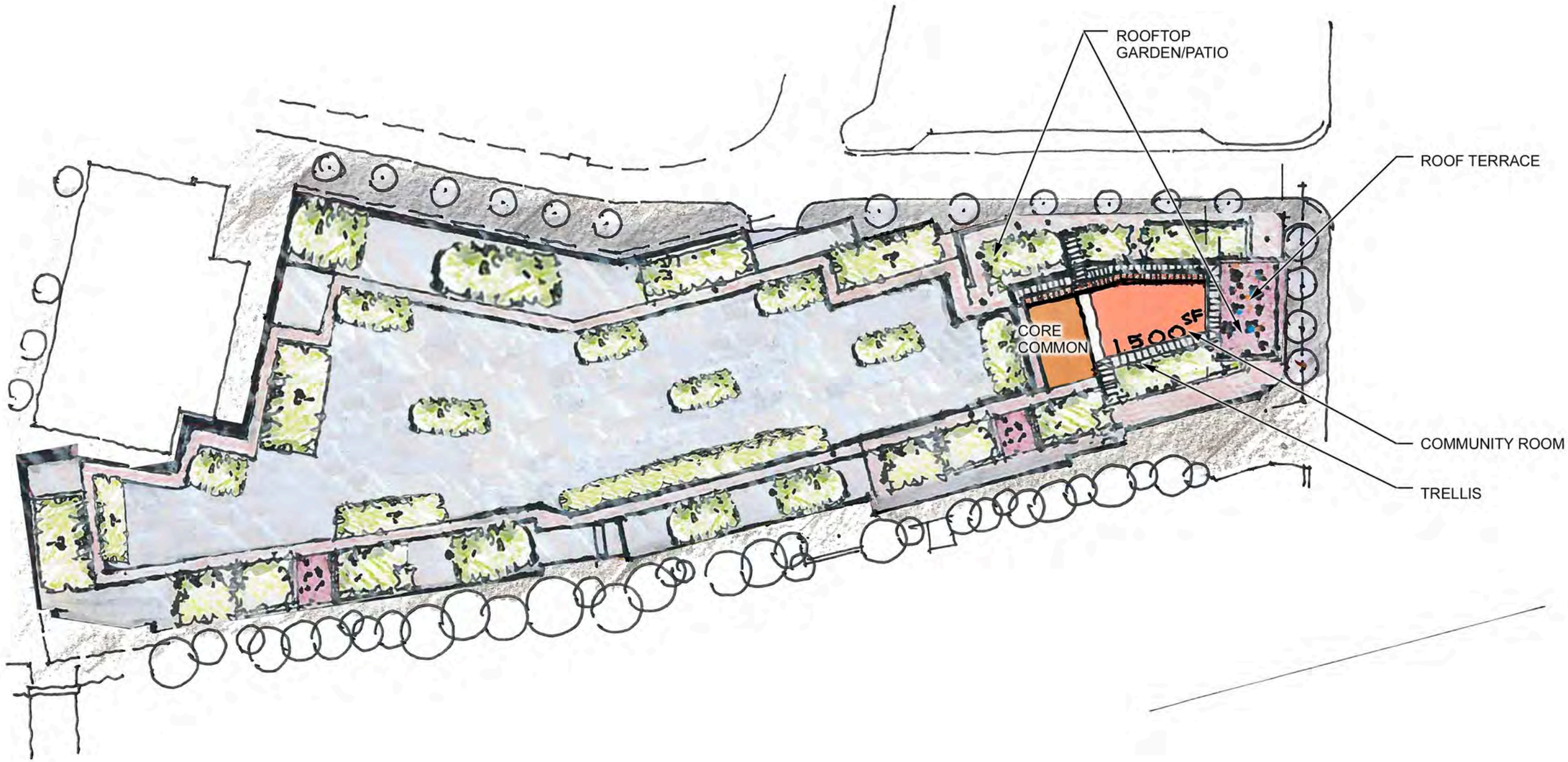

ROOFTOP PLAN

PROPOSED CONCEPTUAL DESIGN FOR
"THE WAREHOUSE FLATS" DEVELOPMENT
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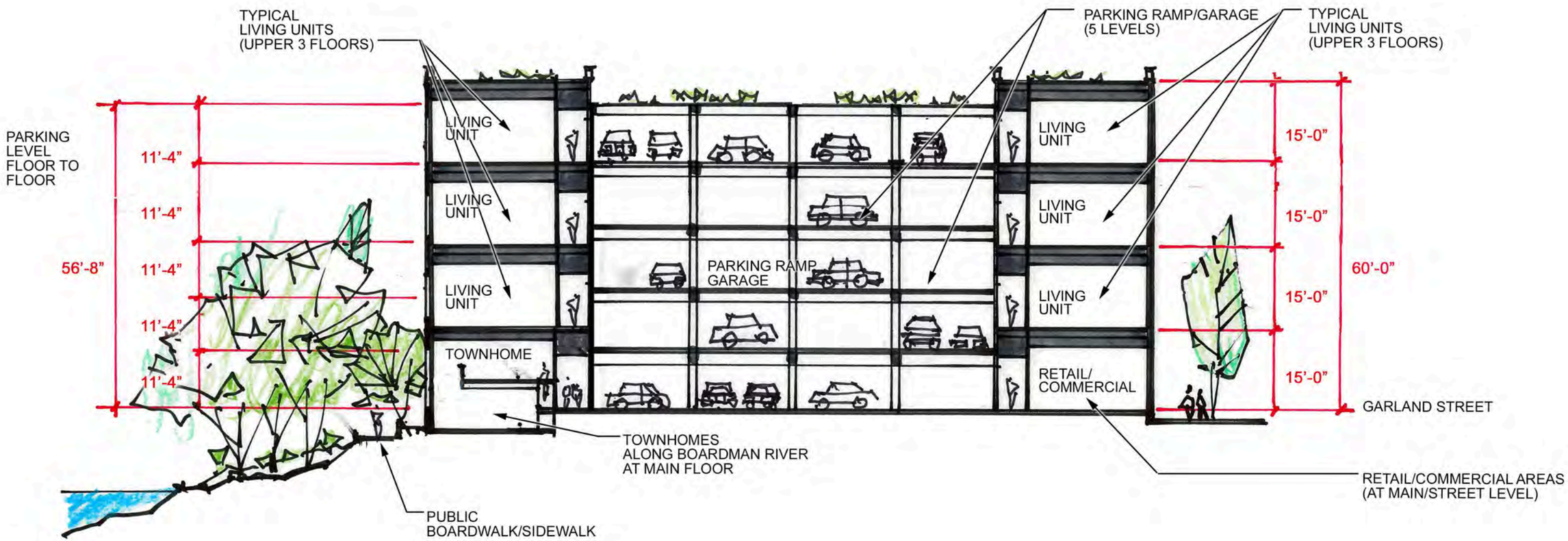

**BUILDING
CROSS SECTION**

PROPOSED CONCEPTUAL DESIGN FOR
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DARGAWORKS INC

EAST ELEVATION
AT N. UNION STREET

PROPOSED CONCEPTUAL DESIGN FOR
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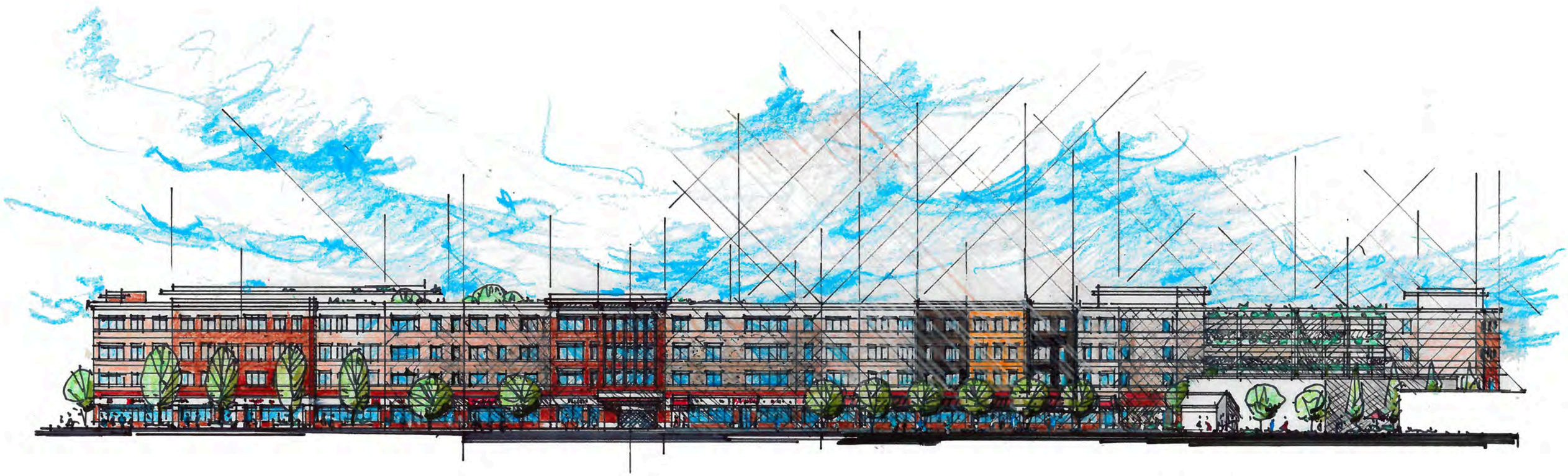

NORTH ELEVATION
AT GARLAND STREET

PROPOSED CONCEPTUAL DESIGN FOR
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TRAVERSE CITY, MICHIGAN 09.27.2016

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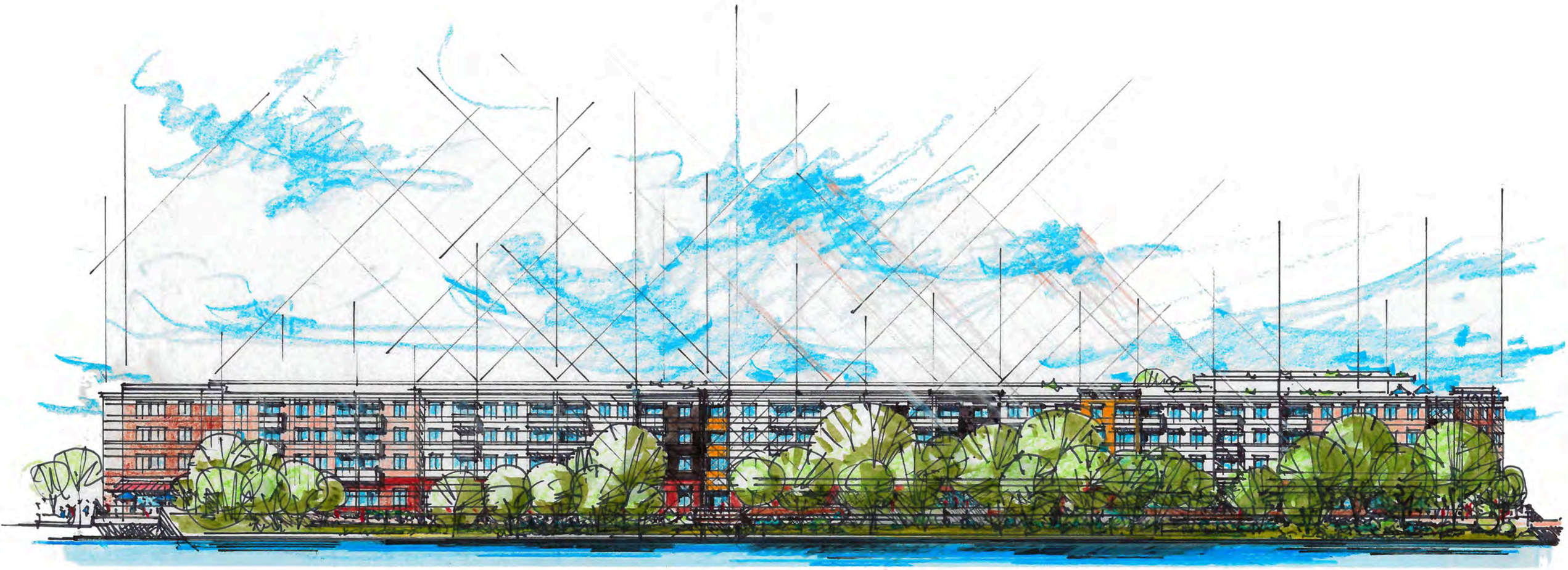

SOUTH ELEVATION
FACING BOARDMAN RIVER

PROPOSED CONCEPTUAL DESIGN FOR
"THE WAREHOUSE FLATS" DEVELOPMENT
TRAVERSE CITY, MICHIGAN 09.27.2016

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DARGAWORKS INC

AERIAL VIEW
LOOKING NORTHWEST

PROPOSED CONCEPTUAL DESIGN FOR
"THE WAREHOUSE FLATS" DEVELOPMENT
TRAVERSE CITY, MICHIGAN 09.27.2016

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DARGAWORKS INC

Memorandum

The City of Traverse City
Engineering Department

TO: Russ Soyring, Planning Director

FROM: Timothy J. Lodge, City Engineer

DATE: September 30, 2016

SUBJECT: Warehouse Flats- Pine Street Pedestrian Bridge and Walkway

This memo is to provide a brief response to the concerns expressed about the placement of the recently completed work for the Pine Street Pedestrian Bridge and walkway. Attached is a sketch that shows the conditions and encroachments that existed prior to the bridge and walkway construction. The City acquired a sewer easement (non-buildable area) in 1988 and it is highlighted in green. We replaced the sewer built in 1931 in this location in 2002 and constructed a 12' wide access path to the inverted siphon that crosses the Boardman River. This sewer carries all of the sewage from the west side of town including flows from Garfield and Elmwood Townships. An additional sewer also built in 1931 serving Clinch Park and the Chamber Building is routed along the river from Union Street to the inverted siphon.

Also shown are existing encroachments of the gravel path (sewer access drive) along the top of the bank. The oldest record of the formal path is the 1987 construction plan which is attached for your reference. We worked with representatives from 5/3 Bank with the knowledge of the existing conditions and the understanding that we would formally clarify any informal encroachments at the completion of the project. 5/3 Bank and Dargaworks established a working relationship and option agreements for the purchase of the parcel during the construction of the project. Some clarifications for the concerns you expressed are as follows:

- The Pine Street Pedestrian Bridge Structure is constructed entirely on property owned by the City.
- The sidewalk and seat walls approaching the bridge on the north side was constructed within the aforementioned sewer easement (non-buildable area) that was granted in 1988.
- The walkway was constructed to provide an acceptable ADA surface all of the way to Union Street on a frequently used dirt/gravel path at a cost of $22,000 with the intent of keeping the work within the existing encroachments and the knowledge that the location may need to change. Unfortunately the sidewalk encroachments are slightly larger. We are in process of clarifying the encroachments to the mutual understanding of 5/3 Bank and Dargaworks. We understand that construction of the building on the 5/3 property and adjacent to the City property may require removal and replacement of the sidewalk and thus plan to keep the sidewalk in the current location until the plans are more fully developed.
- We suggest a minimum 10' setback from the existing sewer be considered to be able to maintain the public health, safety and welfare.

GRAPHIC SCALE: 1 inch = 20 feet

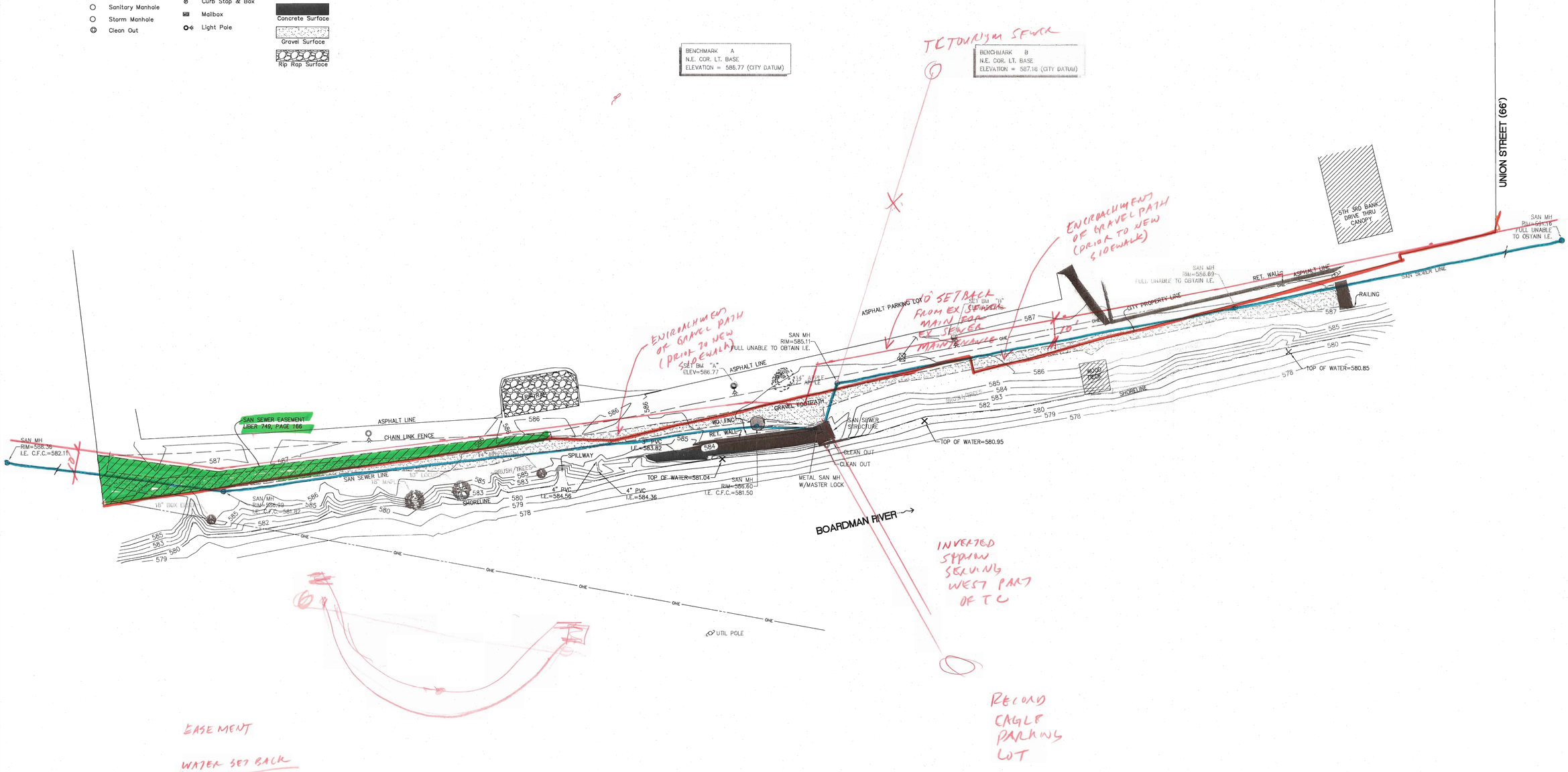
0 10 20 40 60

N

W E

Legend

- Iron Found
- Iron Set
- Monument Found
- Monument Set
- Nail Found
- Nail Set
- Stake Found
- Stake Set
- Benchmark
- (R) Record
- (M) Measured
- Section Corner
- Sanitary Manhole
- Storm Manhole
- Clean Out
- Utility Riser
- Gate Valve
- Fire Hydrant Assembly
- Utility Pole
- Guy Pole
- Guy Anchor
- Sign
- U/G Utility Sign
- Curb Stop & Box
- Mailbox
- Light Pole
- Yard Light
- Tree Line
- Fence Line
- Overhead Elec Line
- Asphalt Surface
- Concrete Surface
- Gravel Surface
- Rip Rap Surface



gfa Gourdie-Fraser
Municipal | Development | Transportation

PH 231.946.5874
FAX 231.946.3703
WWW.gfa.tc
123 W. Front Street
Traverse City, MI 49684

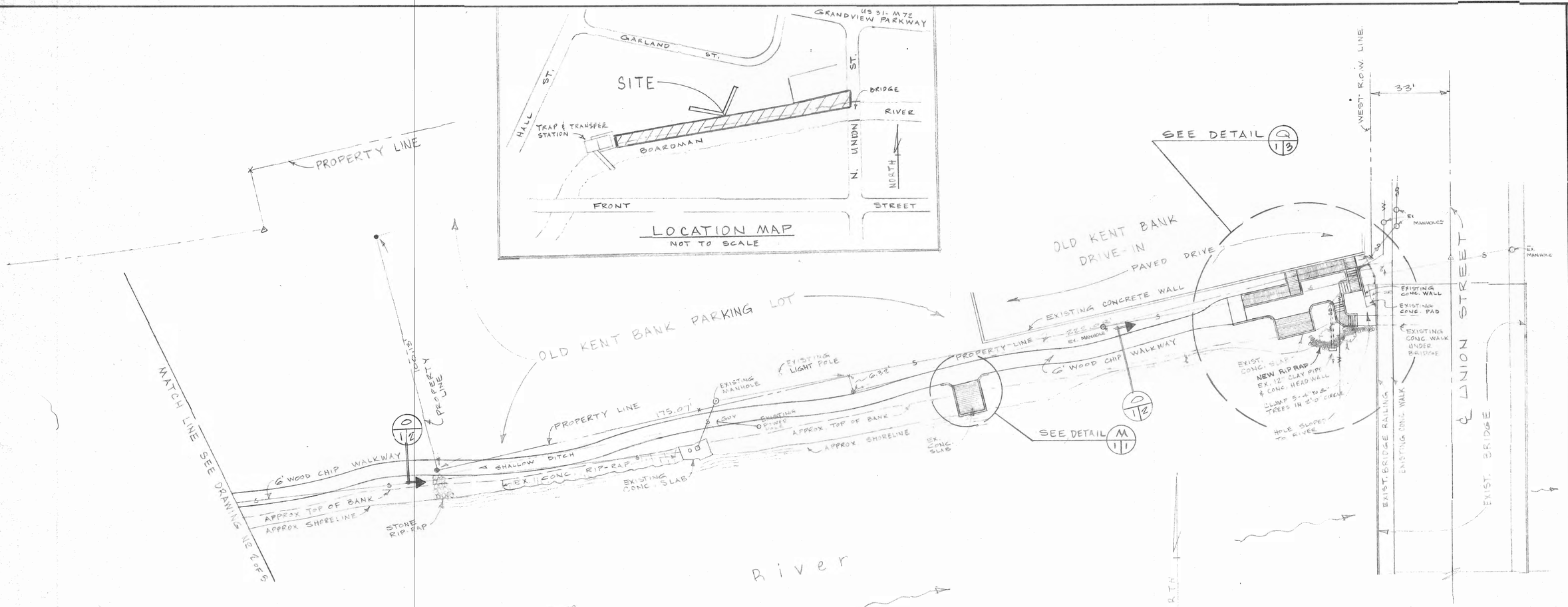
REV#	DATE	DRN	DESC

CITY OF TRAVERSE CITY
TOPGRAPHIC SURVEY
OF PART OF GOVERNMENT LOTS 2 AND 3,
SECTION 3, TOWN 27 NORTH, RANGE 11 WEST
CITY OF TRAVERSE CITY, GRAND TRAVERSE CO., MI.

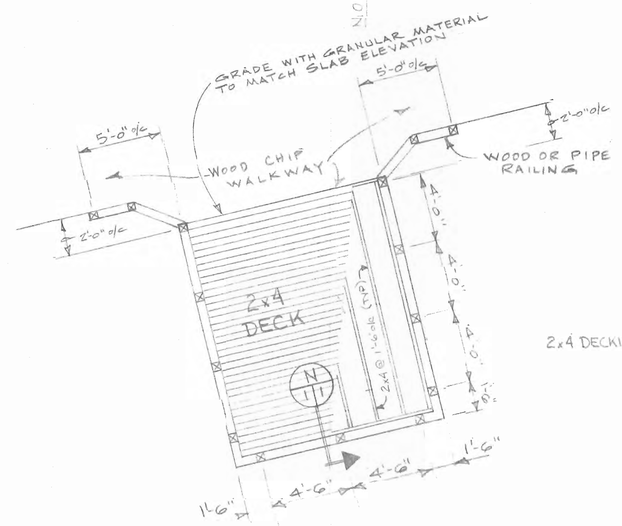
These documents are prepared in accordance with the contractual terms and conditions for this project.

P.M.: MICHAEL RADEMAKER
DR.: M.FERENS
CKD.: M.RADEMAKER
JOB NO.: 15224D
SHT 1 OF 1

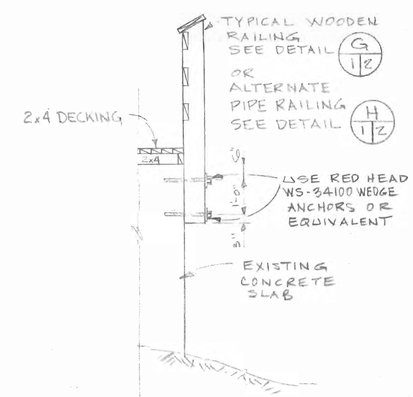
K:\DITRAV\PROJECTS\2014\BRIDGE PROJECT\PINE STREET PEDESTRIAN WAY PROJECT\AE REDZONE\03-28-2015\SFX SIDEWALK SURVEY.DWG 09/30/2016 9:38 AM TLOOSE



PLAN
SCALE 1" = 20'



DETAIL M 1/1
SCALE 1/4" = 1'-0"



SECTION N 1/1
SCALE 1/2" = 1'-0"

JOHNSON ASSOCIATES, P.C.
CONSULTING ENGINEERS
118 1/2 SOUTH UNION STREET
TRAVERSE CITY, MICHIGAN

TRAVERSE CITY LIGHT & POWER
TRAP & TRANSFER RIVER WALK
TRAVERSE CITY, MICHIGAN

RIVER WALK LOCATION
FROM UNION STREET WESTWARD

DATE 6-4-87	DATE 8-21-87
DRAWN BY TCW	DIRECTED BY JAE
PROJECT NO. 86076	
DRAWING NO. 1 OF 3	

Agenda Item No. 9A

Communication to the Planning Commission

FOR THE MEETING OF: October 4, 2016

FROM: Russ Soyring, Planning Director

SUBJECT: Site Plan Review 16-SPR-03, 125 E. South Airport Road

DATE: September 30, 2016

Theodore R. Johnson, TJ Design Strategies, Ltd on behalf of Costco Wholesale is requesting Site Plan Review for the property commonly known as 125 E. South Airport Road for a wholesale store and fuel station.

The proposed development is located on the northeast corner of Fly Don't Drive/E. South Airport Road. The site falls within the area designated as TC-C "Campus" Neighborhood according to the City Master Plan. The property is zoned Transportation (T) District. "Automobile gasoline/convenience stores" and "Retail use of 10,000 square feet or more" are allowed by right in the T District

The Planning Commission shall review the site plan according to the standards in Chapter 1366 of the Zoning Code. The Planning Commission shall approve or deny the site plan (not the use) according to the standards and requirements of the Zoning Code.

Staff reviewed the site plan and finds it to be in conformance with the requirements provided nine conditions are met as detailed in the attached Staff Report 16-SPR-03. If you agree with staff's assessment, the following motion would be appropriate:

I move that the request from Theodore R. Johnson, TJ Design Strategies, Ltd. on behalf of Costco Wholesale for Site Plan Review 16-SPR-03 for development of a wholesale store and fuel station located at 125 E. South Airport Road be approved with 9 conditions as outlined in Site Plan Review Staff Report 16-SPR-03.

RAS:mll

Attachments: Site Plan Review Staff Report 16-SPR-03
Application and Site Plans
Letter from Airport
Letter from East Bay Township
Letter from Watershed Center

Site Plan Review Staff Report

16-SPR-03: Prepared for property commonly known as South Airport Road

SITE PLAN REQUIREMENTS CHECKLIST		
Yes	**No**	**Site plans are required to meet the following requirements**:
x		Filing fee
	x	Sealed by a registered architect or engineer (except site plans to be referred to the Planning Commission for approval may defer this requirement until receiving Planning Commission approval.)
x		Drawn to scale with a scale on the plan
x		Rendered on a minimum sheet size of 24 inches by 36 inches
x		Legal description *Applicant is leasing a portion of airport property from the Regional Airport Commission which is on property owned by the Grand Traverse and Leelanau Counties. The legal description would include the entire airport parcel.*
x		Property lines and dimensions
x		North arrow
x		Date
x		Vicinity map
x		Property owner's and applicant's name and address
x		Preparer's name and address
x		Street names
x		Existing street and alley widths *The plans show a new street on the east side of the property and a new connector street to Fly Don't Drive.*
x		Location and width of utility easements
x		Size and location of existing and proposed utilities and building service lines
x		The zoning classification of the site and surrounding properties and, where applicable,

Yes	No	Site plans are required to meet the following requirements:
		the zoning request
x		Required setback lines, lot size, lot coverage (impervious surface) and any variance to be requested *There are three front yard setbacks for the proposed project which has front yards on South Airport Road, Fly Don't Drive and on the new street to the east. The minimum front yard setback is 25 feet there is no maximum setback in the T District. Both the store and the gas station meet this minimum front yard setback. The minimum rear yard setback is 5 feet. The proposed store is 60 feet from the rear (north) property line. There is no side setback required. The Impervious surface for the buildings and parking areas is proposed to be at 70% which is the maximum for the T district.*
x		The size and location of existing buildings and improvements on and adjacent to the subject parcel. *The adjacent lands to the north and east are wooded and undeveloped. The property to the west has the airport's main entrance drive and is wooded.*
x		The existing building use and proposed building use, location, shape, building height, elevations, floor area and unit computations and dimensions and a description of all exterior building materials *The proposed project consists of a 1-story, 30'-4" tall, 156,170 square foot wholesale store, an eight pump gas station with a covered canopy and onsite parking for 753 vehicles. The exterior walls will be made of masonry construction and vertical ribbed metal paneling. The windows will have anodized aluminum frames and clear glazing.*
x		A land use tabulation summary provided in the margin of the plan indicating types of uses, acreage for each land use, number of units, densities and land use intensities
x		The proposed number and location of parking spaces, maneuvering lanes, sidewalks, driveways and loading areas, and their dimensions and proposed points of access to the site from public streets and alleys. *A new sidewalk/path is being proposed along South Airport Road. It is unclear how this sidewalk will interface with Fly Don't Drive. Staff will make sure this is addressed when drawings are submitted for permits. There is a pedestrian path proposed from the sidewalk along South Airport Road to the main entrance of the store. This pedestrian path will need to be a contrasting material when it crosses the maneuvering lanes in the parking lot. The drawings show modifications to a portion of South Airport Road (which is under review by the Grand Traverse County Road Commission)and the new street on the east side of the property will have bike lanes on both sides. A Traffic Impact Study has been prepared and given to the Grand Traverse County Road Commission. According to their Traffic Impact Study, it is anticipated that the store and gas station will generate 7,340 weekday trip ends and 9,530 weekend trip ends.*

Yes	No	Site plans are required to meet the following requirements:
x		The proposed location and dimensions of site drainage areas, walkways, landscaped areas, recreation areas, open space and screen walls. *The applicant shall meet the requirements of the Storm Water Runoff Control Ordinance. At this time City Engineering is unable to determine is if Storm Water Control Ordinance is met. Water and sewer easements are noted on the drawings.*
x		Natural features, such as unique topographic features, wetlands, 100-year flood plain elevations, creeks, springs and others, with an indication as to which are proposed to be maintained, altered or removed during site development. *The property is heavily wooded and a tree protection plan has been submitted. Vegetation along South Airport road (min. 47 'wide buffer) will be preserved and additional vegetation will be added in this area to screen the parking lot. The sidewalk along South Airport Road will likely meander to preserve existing trees. The property is not within the 100-year flood plain.*
x		Any other information necessary to establish compliance with City ordinances. *The proposed wall signage on the building exceeds the height and area requirements of the Sign Ordinance. The signs on the building will need t conform to the Sign ordinance or an exception from the Board of Zoning Appeals would need to be granted for the proposed signs to be installed.*
x		Landscaping - meets landscaping requirements of Chapter 1372. *The applicant has supplied a preliminary landscape plan and the size, type, placement and screening appear to meet the requirements of Chapter 1372. The final landscape plan will need to "key out" all of the plant material and show all of the quantities. The zoning code requires that 8% of the parking area have internal landscaping. The proposed project provides 8.7% internal landscaping in the parking lot.*
x		Parking - meets parking requirements of Chapter 1374. *The proposed retail facility falls within the maximum and minimum requirements of Chapter 1374. The minimum amount of parking spaces required is 462 spaces. The maximum amount of parking spaces allowed is 1041 spaces. The project is proposing to have 753 parking spaces. The 24 parking spaces next to the building on the south side will need to have integral curb and sidewalk with a minimum height of 4 inches.* *Parking may be provided streetward of the principal building along South Airport Road provided a minimum 25 foot vegetative buffer area will effectively screen the parking area from public view. A 47' wide vegetative buffer (not including trees in the R.O.W.) of existing trees is proposed along South Airport Road. The landscape plan shows additional vegetation to be planted along the edge of the parking lot for addition screening of the*

Yes	No	Site plans are required to meet the following requirements:
		parking lot. *Bicycle racks are shown on the plan and shall meet the requirements of Section 1374.029(c). Bike racks are shown near the main entrance and near the loading dock.*

CHECKLIST OF STANDARDS FOR GRANTING SITE PLAN APPROVAL		
Yes	**No**	The Planning Commission or Planning Director must consider the following standards for granting site plan approval. These items must be indicated on the site plan.
x		Primary structures shall be oriented so that their main entrance faces the street upon which the lot fronts. If the development is on a corner lot, the main entrance may be oriented to either street or to the corner. *The primary entrance to the store will be facing South Airport Road and Fly Don't Drive.*
x		All roof-mounted equipment, including satellite dishes and other communication equipment, must be screened from recreation trails or from public sidewalks adjacent to the site by a parapet wall or similar architectural feature. *A flat roof with a parapet is planned for the building. Roof-mounted equipment is shown with site line sections at the property lines. Based on these sections the roof-top equipment will be screened from recreational trails and public sidewalks adjacent to the site.*
x		Reasonable visual and sound mitigation for all dwelling units shall be provided. Fences, walks, barriers and landscaping shall be used appropriately for the protection and enhancement of property and for the privacy of its occupants. *The dwellings on the south side of South Airport Road will have a visual screen (tree buffer) between these residences and the store's parking lot and gas station.*
x		Every principal building or groups of buildings shall be so arranged as to permit emergency access by some practical means to all sides. *The project is accessed from South Airport Rood with restricted turning movements (right in & right out), Fly Don't Drive and a private street. The Fire Marshal has reviewed the plans and finds the emergency access routes acceptable.*

Yes	No	The Planning Commission or Planning Director must consider the following standards for granting site plan approval. These items must be indicated on the site plan.
x		Every development shall have legal access to a public or private street. *The project is accessed from South Airport Rood with restricted turning movements (right in & right out), Fly Don't Drive and a private street. The applicant is working with the Grand Travers County Road Commission to make modifications of the South Airport Road intersections at Three Mile and Townline Roads as well as a redesign of a portion of South Airport Road. The Road Commission is generally supportive of the intersection improvements, pending final engineering, but is still working with the applicant on the changes to South Airport Road directly south of the proposed project.*
x		The development, where possible, shall provide vehicular and pedestrian circulation systems which reflect and extend the pattern of streets, pedestrian and bicycle ways in the area. Travel ways which connect and serve adjacent development shall be designed appropriately to carry the projected traffic. *A new sidewalk/path is being proposed along South Airport Road. It is unclear how this sidewalk will interface with Fly Don't Drive. Staff will make sure this is addressed when drawings are submitted for permits. There is a pedestrian path proposed from the sidewalk along South Airport Road to the main entrance of the store. This pedestrian path will need to be a contrasting material when it crosses the maneuvering lanes in the parking lot. The drawings show improvements to a portion of South Airport Road and the new street on the east side of the property will have bike lanes on both sides. A Traffic Impact Study has been prepared and given to the Grand Traverse County Road Commission. It is anticipated that the store and gas station will generate 7,340 weekday trip ends and 9,530 weekend trip ends.*
x		A pedestrian circulation system shall be provided which is physically separated and insulated as reasonably possible from the vehicular circulation system. *There is a pedestrian path proposed from the sidewalk along South Airport Road to the main entrance of the store. This pedestrian path will need to be a contrasting material when it crosses the maneuvering lanes in the parking lot.*
x		All parking areas shall be designed to facilitate safe and efficient vehicular and pedestrian circulation, minimize congestion at points of access and egress to intersecting roads, to encourage the appropriate use of alleys and minimize the negative visual impact of such parking areas. *The parking areas are accessed from South Airport Road which is "right in and right out", Fly Don't Drive and a new street on the east end of the property which will also provide access to future development. The property is heavily wooded and a tree protection plan has been submitted. Vegetation along South Airport road (minimum 47-foot wide buffer) will be preserved and additional vegetation will be added in this area to minimize the negative visual impact of the parking lot.*

Yes	No	The Planning Commission or Planning Director must consider the following standards for granting site plan approval. These items must be indicated on the site plan.
x		Where the opportunity exists, developments shall use shared drives. Unnecessary curb cuts shall not be permitted. *The project is accessed from South Airport Rood with restricted turning movements (right in & right out), Fly Don't Drive and a private street. The applicant is working with the Grand Traverse County Road Commission to make improvements at the intersections of Three Mile and Townline Roads as well as a redesign of a portion of South Airport Road. The Road Commission is generally fine with the intersection improvements, pending final engineering, but is still working with the applicant on the changes to South Airport Road.*
X		All loading and unloading areas and outside storage areas, including areas for the storage of trash, which are visible from residential districts or public rights-of-way shall be screened by a vertical screen consisting of structural and/or plant materials not less than six feet in height. *A compactor is proposed to be located on the east side of the building near the private street. The dock will be screened with a minimum of 6 foot high landscaping.*
X		Exterior light sources shall be deflected downward and away from adjacent properties and rights-of-way and shall not violate night sky provisions of the Traverse City Code of Ordinances. *There will be both parking lot and exterior building lighting. All lighting will be dark sky compliant and be shielded from neighboring properties and streets. A Site Photometric Plan has been submitted and light levels are less than one foot candles at the property line around the entire site*
X		Adequate utilities shall be provided to properly serve the development. All utilities shall be placed underground. *There are adequate utilities to serve the development. All utilities will be placed underground. A 12-inch public water main, with easements, will be extended/looped from Fly Don't Drive east along the south side of the building then north to the end of the new road. The sanitary sewer will be extended south across airport property along the new road. A private lift station and force main will connect Costco to the public sewer. All public utilities will require utility easements, shall be transferred to the City and shall be installed at no cost to the City.*
X		Sites at which hazardous substances and potential pollutants are stored, used or generated shall be designed to prevent spills and discharges to the air, surface of the ground, groundwater, lakes, streams, rivers or wetlands. *The proposed gas station will utilize underground storage tanks and be regulated by state and federal agencies.*

1348.09 SPECIAL REQUIREMENTS:

(a) The predominant building wall and entryway shall face the public or private street.

The primary entrance to the store will be facing South Airport Road and Fly Don't Drive.

(b) Street-facing building facades shall incorporate permanent architectural elements which create shadow patterns and surface textures which, in turn, enhance visual interest.

The exterior walls will be made of masonry construction and vertical ribbed metal paneling. The windows will have anodized aluminum frames and clear glazing. The entrance will utilize large windows and have stone veneer columns.

(c) Any rooftop equipment shall be enclosed or screened from street level view using the same materials used for the building walls or a material which is approved by the Planning Director as visually compatible with the building.

A flat roof with a parapet is planned for all of the building. Roof-mounted equipment is shown with sight lines sections at the property lines. Based on these sections the roof-top equipment will be screened from recreational trails and public sidewalks adjacent to the site.

(d) Commercial and industrial outdoor lighting shall not exceed one foot candle or cause glare onto neighboring properties.

The site Photometric Plan submitted indicates light levels significantly higher than the one-foot candle limit. Lighting intensities at the site property line are less than one-foot candle at the property lines. The lighting intensity will need to be lowered to meet the one-foot candle limit or a zoning ordinance text amendment will need to be adopted that will allow higher intensities will need to be adopted. (Staff intends to initiate a text amendment that will allow higher lighting intensities but maintain the limit of one-foot candle at the property lines).

(e) Driveways on South Airport Road shall be limited to one per parcel and shall be no closer than 400 feet to the nearest driveway on the same side of the street or 150 feet from the nearest intersection.

Met. The proposed driveway is more than 500 feet from the nearest intersection or proposed intersection.

(f) All properties developed shall allow for internal access to other abutting industrial or commercial properties.

The project has access to Fly Don't Drive and a new street is planned on the east side of the property to service future development.

(g) All utilities shall be placed underground and shall follow private or public streets or the primary maneuvering lanes within a parking area.

The water main on the east side of the building is located in the parking lot. This water main will need to be moved east into the maneuvering lane adjacent to the building.

1348.10 Federal Laws and 1348.11 Unlawful Land Use

The applicant has provided documentation that the requirements in these Sections are met.

Staff recommends that 16-SPR-03 for the property commonly known as 125 E. South Airport Road be approved provided the following conditions are met.

1. Prior to occupancy of the Warehouse building, modifications to South Airport Road and the intersections of South Airport Road at Three Mile and Townline Roads, as recommended in the Costco Wholesale Development Traffic Impact Study dated July 5, 2016, shall be completed.

2. The water main on the west side of the building needs to be moved to the east so it is located in the parking primary maneuvering lane.

3. All requirements of Chapter 1068, Ground-Water Protection and Storm-Water Runoff Control, shall be met.

4. The 24 parking spaces next to the building on the south side will need to have integral curb and sidewalk with a minimum height of 4 inches.

5. The pedestrian path leading from the path along South Airport Road to the main entrance of the store shall be a contrasting material when it crosses the maneuvering lanes in the parking lot.

6. Bicycle racks shall meet the requirements of Section 1374.02(c).

7. All public utilities will require public utility easements which will be installed and transferred to the City at no cost to the City.

8. The signs will need to comply with the City's Sign Ordinance or a dimensional variance will need to be granted by the Board of Zoning Appeals.

9. The exterior lighting is reduced to be no more than one foot candle or a zoning text amendment is adopted that will allow for higher external lighting levels.

RECEIVED

AUG 18 2010

PLANNING
CITY
TRAVERSE

City of Traverse City

PLANNING COMMISSION SITE PLAN REVIEW APPLICATION*

Planning Department, 400 Boardman, Traverse City MI 49684 (231) 922-4778 (231)922-4457 fax

NOTE: BEFORE SUBMITTING AN APPLICATION, AN APPLICANT SHALL MEET WITH THE PLANNING DIRECTOR TO REVIEW THE PROPOSED PROJECT, THE TRAVERSE CITY CODE OF ORDINANCES AND THE CITY PLAN. Traverse City Code, Sec. 1364.04(a)

APPLICATION FEE:	$200.00 ✓	DATE:	
CHECK NO.	4220	HEARING DATE:	
RECEIPT NO.	18179	PARCEL NUMBER:	

Property address: TBD NEC Fly Don't drive & E South Airport Road

Legal description: See Attached

Description of request: Site plan approval for a members only retail warehouse with accessory uses to include an attached tire center, a free standing fueling facility, parking area, installation of required utilities, signage approvals.

THE COMPLETED APPLICATION , FOURTEEN (14)* COPIES OF THE SITE PLAN SHALL, AND ONE (1) ELECTRONIC COPY OF THE APPLICATION AND SITE PLAN SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT A MINIMUM OF 21 DAYS PRIOR TO THE MEETING AT WHICH THE REQUEST WILL BE CONSIDERED FOR INTRODUCTION. THE SITE PLAN SHALL MEET ALL THE REQUIREMENTS OF TRAVERSE CITY CODE, CHAPTER 1366, *SITE PLANS AND SITE DEVELOPMENT STANDARDS.*

Names of all property owners: Northwestern Regional Airport Commission
c/o Kevin C Klein, A.A.E, Airport Director

Applicant's name: Costco Wholesale c/o Theodore R. Johnson
TJ Design Strategies, Ltd.

Address: 2311 W. 22nd Street, Suite 208, Oak Brook, IL 60523

Phone: 630-368-0840 Fax: 630-368-0845

Signature of owner(s):

Signature of applicant (if different than owner): Theodore R. Johnson

Relationship of applicant to owner: Authorized representative of proposed tenant

*For Planning Commission-approved special land use permits, planned unit developments or for land use permits for a use generating more than 500 motor vehicle trips per day.

PROJECT DATA

CLIENT: COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027

PROJECT ADDRESS: FLY DON'T DR & S AIRPORT RD S
TRAVERSE CITY, MI

SITE DATA:

TOTAL COSTCO SITE AREA: 19.57 ACRES (852,363 SF)

IMPERVIOUS AREA: 70%

JURISDICTION: CITY OF TRAVERSE CITY

ZONING: TRANSPORTATION

SETBACKS: FRONT: 60'
SIDE: 175'
REAR: 60'

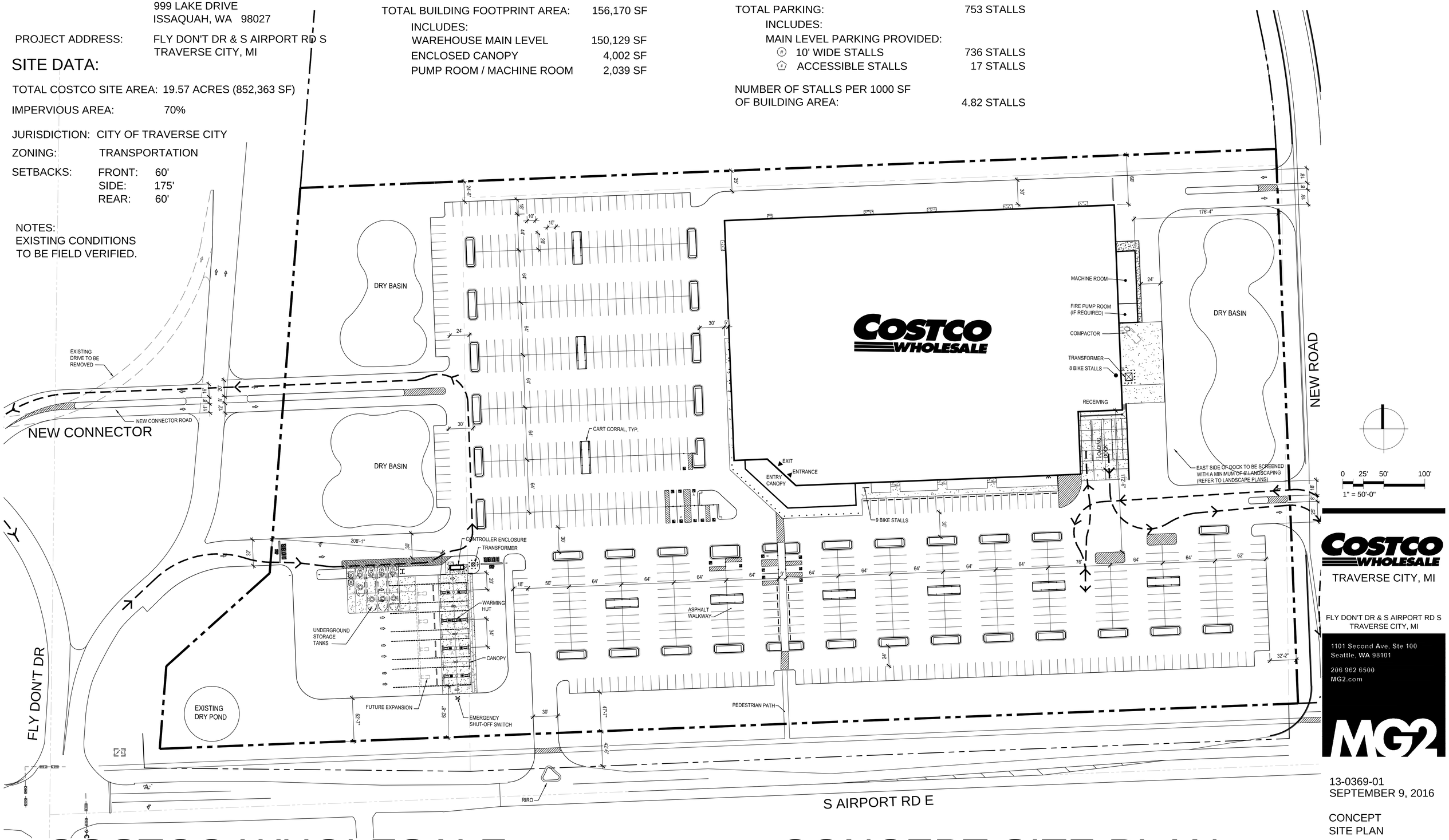
NOTES:
EXISTING CONDITIONS
TO BE FIELD VERIFIED.

BUILDING DATA:

TOTAL BUILDING FOOTPRINT AREA:	156,170 SF
INCLUDES:	
WAREHOUSE MAIN LEVEL	150,129 SF
ENCLOSED CANOPY	4,002 SF
PUMP ROOM / MACHINE ROOM	2,039 SF

PARKING DATA:

TOTAL PARKING:	753 STALLS
INCLUDES:	
MAIN LEVEL PARKING PROVIDED:	
10' WIDE STALLS	736 STALLS
ACCESSIBLE STALLS	17 STALLS
NUMBER OF STALLS PER 1000 SF OF BUILDING AREA:	4.82 STALLS



COSTCO WHOLESALE

TRAVERSE CITY, MI

FLY DON'T DR & S AIRPORT RD S
TRAVERSE CITY, MI

1101 Second Ave, Ste 100
Seattle, WA 98101

206 962 6500
MG2.com

MG2

13-0369-01
SEPTEMBER 9, 2016

CONCEPT
SITE PLAN

DD11-07

COSTCO WHOLESALE

TRAVERSE CITY, MICHIGAN

CONCEPT SITE PLAN

SEPTEMBER 9, 2016

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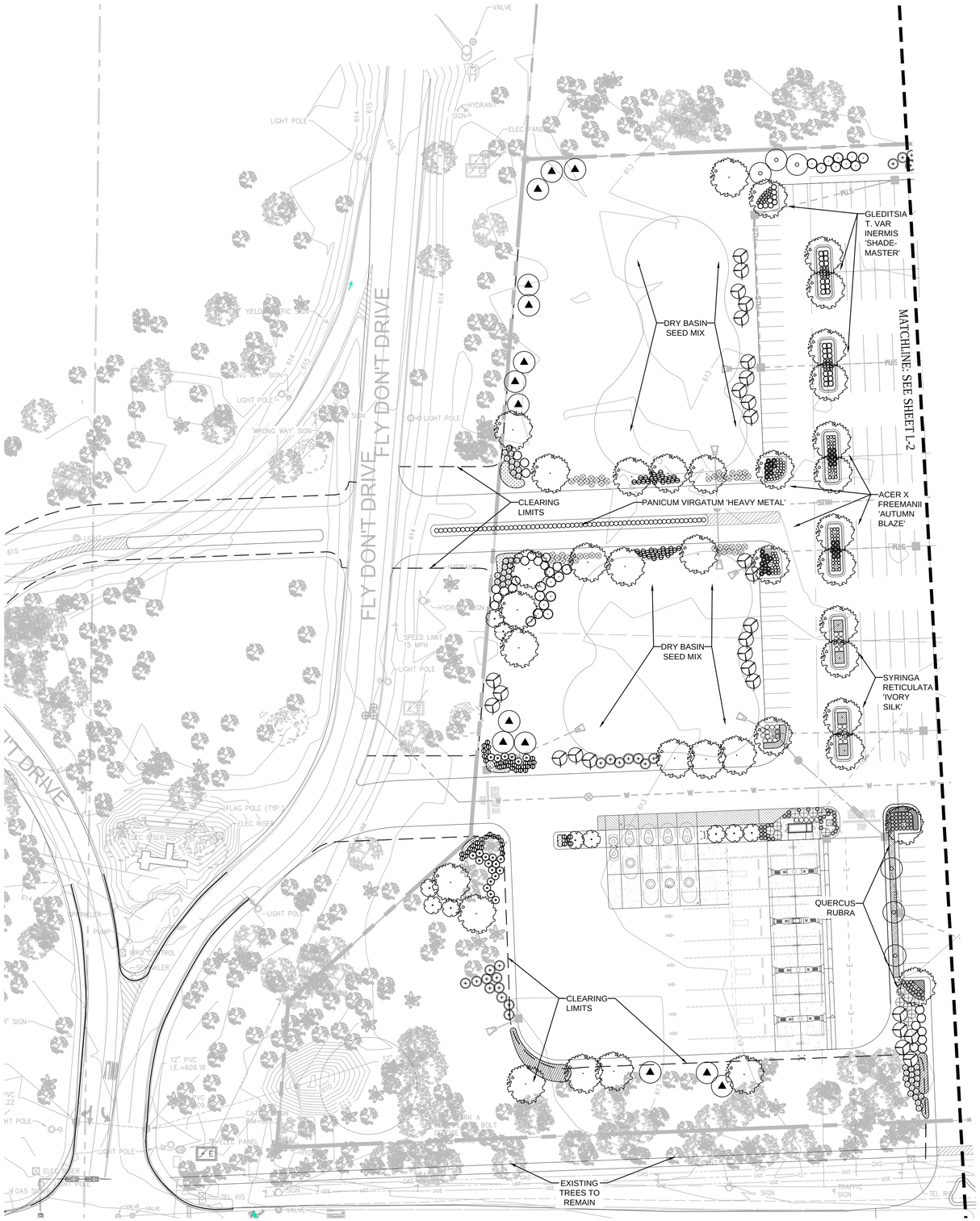


SYMBOL	BOTANICAL/COMMON NAMES (ACRONYM)	INSTALLED SIZE	CONDITION	SPACING	HEIGHT/ SPREAD AT 30 YEARS
	CANOPY TREES (TOTAL 126 TREES):				
	ACER x FREEMANII 'CELEBRATION'/ CELEBRATION RED MAPLE	3" CAL	B&B	AS SHOWN	45' x 25'
	ACER RUBRUM 'RED SUNSET'/RED SUNSET MAPLE				45' x 35'
	ACER SACCHARUM 'GREEN MOUNTAIN'/GREEN MOUNTAIN SUGAR MAPLE				45' x 35'
	BETULA NIGRA 'HERITAGE'HERITAGE RIVER BIRCH				40' X 30'
	GLEDITSIA TRIACANTHOS VAR. INERMIS 'SHADEMASTER'/ SHADEMASTER HONEYLOCUST				45' x 35'
	QUERCUS BICOLOR/SWAMP WHITE OAK				45' x 45'
	QUERCUS RUBRA/RED OAK				45' x 45'
	SYRINGA RETICULATA 'IVORY SILK'/IVORY SILK JAPANESE LILAC				20' x 15'
	TILIA AMERICANA 'REDMOND'/REDMOND LINDEN				35' x 25'
	ULMUS X 'PROSPECTOR' / PROSPECTOR ELM				40' x 30'
	ORNAMENTAL TREES (TOTAL 89 TREES):				
	AESCULUS X CARNEA 'BRIOTII'/RUBY RED CHESTNUT	2" CAL.	B&B	AS SHOWN	30' x 35'
	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'/ AUTUMN BRILLIANCE SERVICEBERRY	6' HT.			12' x 15'
	MALUS 'SUGARTYME' / SUGARTYME CRABAPPLE	2" CAL.			10-20' x 12-20'
	OSTRYA VIRGINIANA/AMERICAN HOPHORNBEAM	2" CAL.			40' x 25'
	EVERGREEN TREES (TOTAL 117 TREES):				
	JUNIPERUS VIRGINIANA 'BURKII'/BURK'S JUNIPER	6' HT.	B&B	AS SHOWN	18' x 6'
	PICEA GLAUCA/WHITE SPRUCE	8' HT.			45' X 25'
	PINUS STROBUS/WHITE PINE	8' HT.			45' X 25'
	SHRUBS (TOTAL 1256 SHRUBS):				
	CORYLUS AMERICANA / HAZELNUT	36" Ht.	NO. 5 CONT.	7' O.C.	
	DIERVILLA LONICERA / BUSH HONEYSUCKLE	24" Ht.	NO. 3 CONT.	3' O.C.	
	ILEX VERTICILLATA 'SOUTHERN GENTLEMAN' / SOUTHERN GENTLEMAN WINTERBERRY	30" Ht.	NO. 5 CONT.	5' O.C.	
	ILEX VERTICILLATA 'WINTER RED' / WINTER RED WINTERBERRY	30" Ht.	NO. 5 CONT.	5' O.C.	
	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	24" Spd.	NO. 5 CONT.	4' O.C.	
	MYRICA PENSYLVANICA/NORTHERN BAYBERRY	36" Ht.	NO. 5 CONT.	7' O.C.	
	PHYSOCARPUS OPULIFOLIUS 'DONNA MAY' / LITTLE DEVIL NINEBARK	24" Ht.	NO. 3 CONT.	3' O.C.	
	RHUS COPALINA VAR. LATIFOLIA 'PRAIRIE FLAME' / PRAIRIE FLAME SHINING SUMAC	30" Ht.	NO. 5 CONT.	4' O.C.	
	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC	24" Spd.	NO. 3 CONT.	3.5' O.C.	
	ROSA 'EASY ELEGANCE CORAL COVE' / EASY ELEGANCE CORAL COVE ROSE	18" Spd.	NO. 3 CONT.	3' O.C.	
	ROSA 'KNOCKOUT' / KNOCKOUT ROSE	18" Spd.	NO. 3 CONT.	3.5' O.C.	
	VIBURNUM X BURKWOODII 'MOHAWK'/MOHAWK VIBURNUM	30" Ht.	NO. 5 CONT.	6' O.C.	
	PERENNIAL PALETTE (353 ORNAMENTAL GRASSES; PERENNIALS NOT COUNTED):				
	ACHILLEA 'SUNNY SEDUCTION' / SUNNY SEDUCTION YARROW	No. 1	CONT.	18" O.C.	
	CALAMAGROSTIS A. 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS			24" O.C.	
	HEMEROCALLIS 'RUBY STELLA' / RUBY STELLA DAYLILY			18" O.C.	
	HEMEROCALLIS 'STELLA D'ORO' / STELLA D'ORO DAYLILY			18" O.C.	
	HEMEROCALLIS MIX: STELLA D'ORO, RUBY STELLA, AND STRAWBERRY CANDY			18" O.C.	
	NEPETA X FAASSENII 'WALKER'S LOW' / WALKER'S LOW CATMINT			24" O.C.	
	PANICUM VIRGATUM 'SHENANDOAH' / SHENANDOAH SWITCHGRASS			30" O.C.	
	PANICUM VIRGATUM 'HEAVY METAL'/HEAVY METAL SWITCHGRASS			36" O.C.	
	SCHIZACHYRIUM SCOPARIUM / LITTLE BLUESTEM			18" O.C.	

NOTES:

1. ALL AREAS NOT SHOWING LANDSCAPE BEDS SHALL RECEIVE SOD UNLESS OTHERWISE NOTED. AREAS WITH EXTENSIVE AMOUNTS OF EXISTING TREES SHALL RECEIVE LAWN SEED.
2. ALL SHRUB BEDS/GROUPINGS AND TREE SAUCERS SHALL RECEIVE 2" COMPOSTED SHREDDED HARDWOOD BARK MULCH.
3. ALL PARKING LOT ISLANDS SHALL HAVE AN 18" UNPLANTED MULCH BAND BACK OF CURB. ALL PLANT BEDS ADJACENT TO DRIVES SHALL HAVE A 24" UNPLANTED MULCH BAND BACK OF CURB.
4. ALL BEDS SHALL BE GRADED TO DRAIN; PARKING LOT ISLANDS SHALL BE MOUNDED.
5. ALL LANDSCAPE SHALL BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. ALL PLANTS SHALL CONFORM TO ANSI Z 60.1 STANDARDS.
7. ALL LANDSCAPE SHALL BE MAINTAINED IN GOOD CONDITION BY PEOPLE SPECIALIZING IN SUCH WORK.

FOR LANDSCAPE ORDINANCE SUMMARY SEE SHEET L-2

0 20' 40' 80'
1" = 40'-0"

COSTCO WHOLESALE
TRAVERSE CITY MI

SMITHGROUP JJR
201 DEPOT STREET
ANN ARBOR, MI 48104
734.662.4457
www.smithgroupjjr.com

21043.000
SEPTEMBER 14, 2016

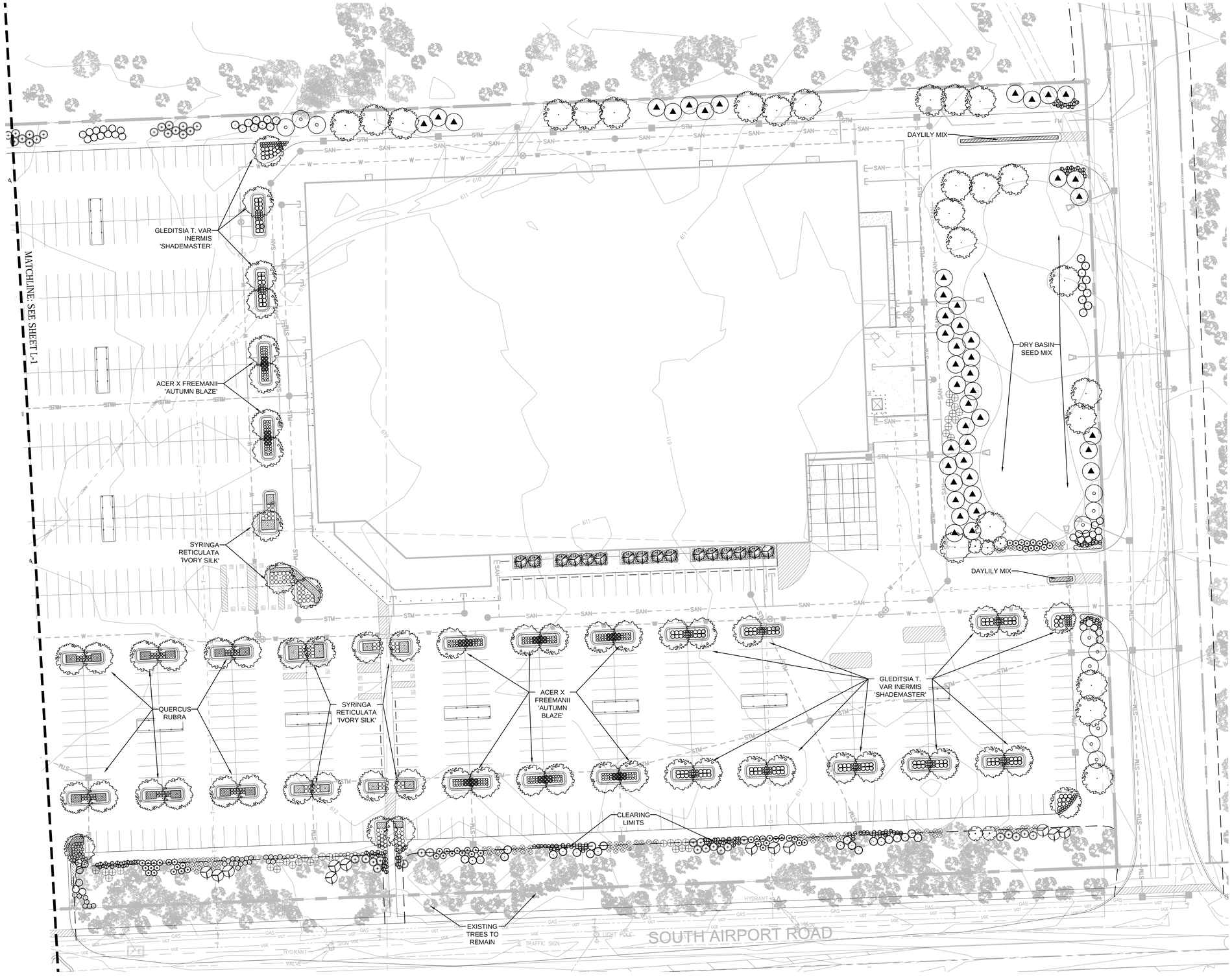
PRELIMINARY LANDSCAPE PLAN
SHEET 1 OF 2

L-1

COSTCO WHOLESALE PRELIMINARY LANDSCAPE PLAN

TRAVERSE CITY, MICHIGAN

SEPTEMBER 14, 2016



FOR LANDSCAPE PLANT LIST SEE SHEET L-1

NOTES:

1. ALL AREAS NOT SHOWING LANDSCAPE BEDS SHALL RECEIVE SOD UNLESS OTHERWISE NOTED. AREAS WITH EXTENSIVE AMOUNTS OF EXISTING TREES SHALL RECEIVE LAWN SEED.
2. ALL SHRUB BEDS/GROUPINGS AND TREE SAUCERS SHALL RECEIVE 2" COMPOSTED SHREDDED HARDWOOD BARK MULCH.
3. ALL PARKING LOT ISLANDS SHALL HAVE AN 18" UNPLANTED MULCH BAND BACK OF CURB. ALL PLANT BEDS ADJACENT TO DRIVES SHALL HAVE A 24" UNPLANTED MULCH BAND BACK OF CURB.
4. ALL BEDS SHALL BE GRADED TO DRAIN; PARKING LOT ISLANDS SHALL BE MOUNDED.
5. ALL LANDSCAPE SHALL BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. ALL PLANTS SHALL CONFORM TO ANSI Z 60.1 STANDARDS.
7. ALL LANDSCAPE SHALL BE MAINTAINED IN GOOD CONDITION BY PEOPLE SPECIALIZING IN SUCH WORK.

STREET TREE PLANTING REQUIREMENTS

REQUIRED: 1 X 2.5" CALIPER TREE PER 50' OF STREET FRONTAGE
STREET FRONTAGE (AIRPORT ROAD): 1400 FEET
TREES REQUIRED: 28 TREES
TREES PROVIDED: 295 EXISTING TREES OF VARYING CALIPER WITHIN LIMITS OF CLEARING

LANDSCAPE AREA

REQUIRED: 80% OF ALL LANDSCAPED AREAS MUST BE COVERED WITH PLANTS
TOTAL LANDSCAPE AREA: 181,290 SF (DOES NOT INCLUDE 70,061 SF DRY DETENTION BASINS)
80% LANDSCAPE AREA = 145,032 SF
PERCENT LANDSCAPE AREA PROVIDED: 146,820 SF OR 81%

SIDEWALKS AND INORGANIC MULCH: 414 SF OR 0.2% OF TOTAL LANDSCAPE AREA

INTERIOR LANDSCAPE

REQUIRED: LANDSCAPE MUST BE 8% OF PARKING AREA
PARKING AREA: 442,263 SF
8% OF PARKING AREA = 35,381 SF
PERCENT LANDSCAPE AREA PROVIDED: 38,367 SF OR 8.7%

0 20' 40' 80'
1" = 40'-0"

COSTCO WHOLESALE
TRAVERSE CITY
MI

SMITHGROUP JJR
201 DEPOT STREET
ANN ARBOR, MI 48104
734.662.4457
www.smithgroupjjr.com

21043.000
SEPTEMBER 14, 2016

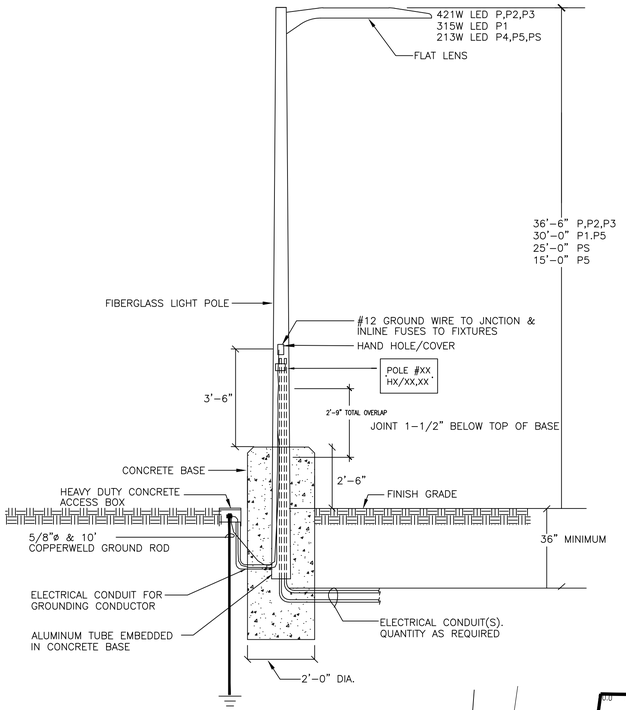
PRELIMINARY
LANDSCAPE PLAN
SHEET 2 OF 2

L-2

COSTCO WHOLESALE PRELIMINARY LANDSCAPE PLAN

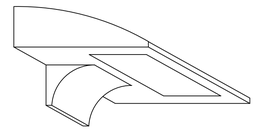
TRAVERSE CITY, MICHIGAN

SEPTEMBER 14, 2016

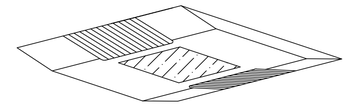


NOTE: PROVIDE CONCRETE J-BOX AS REQUIRED.
THIS DETAIL IS FOR ELECTRICAL CONDUITS ROUTING ONLY.
SEE STRUCTURAL DRAWINGS S0.2 FOR DETAILS.

POLE DETAIL
SCALE: NTS



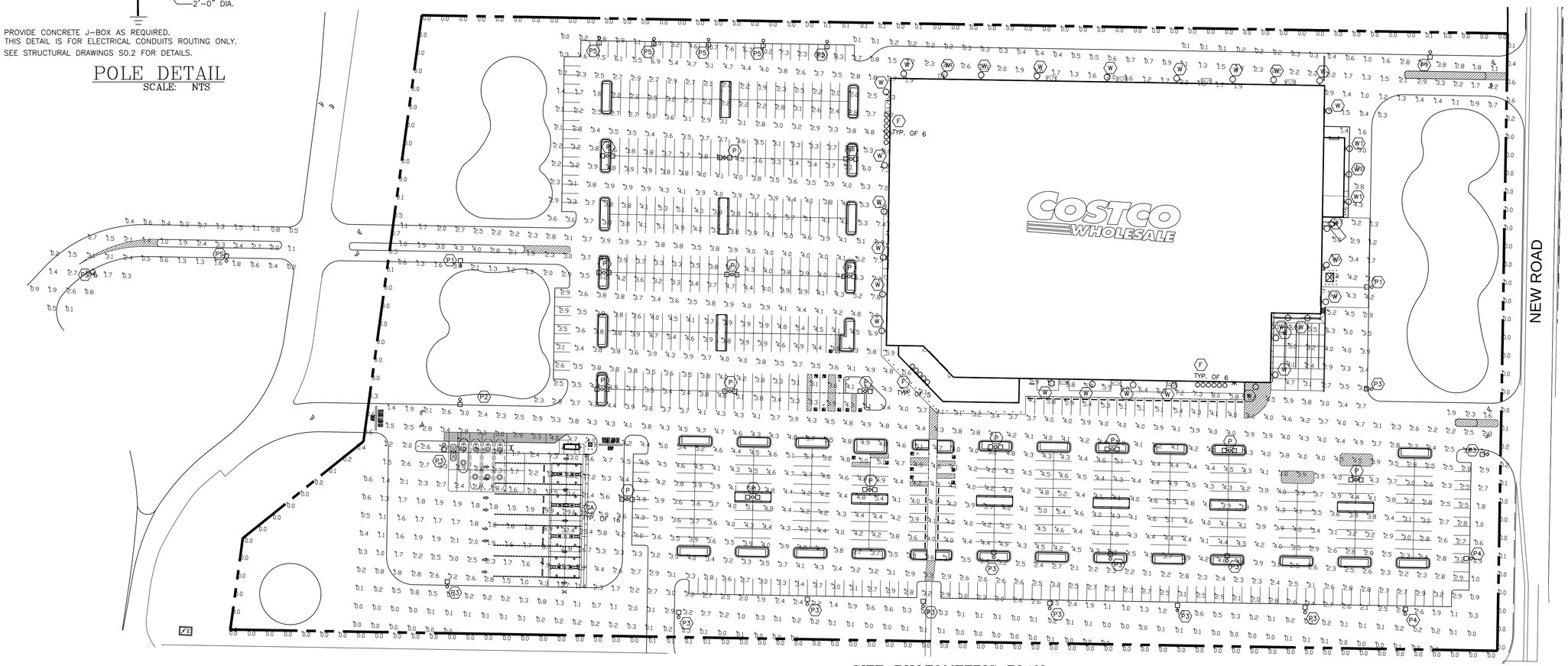
TYPICAL WALL PACK DETAIL (W & W1)
SCALE: NTS



FUEL FACILITY – LED (GA)
NO SCALE

FIXTURE DESCRIPTION

F	TECHLIGHT LBBL-6-N-XX-S-1-D-BZ W/ STRAIGHT ARM-4000K, 68W. 25' MOUNTING HEIGHT
PM	COOPER GALLEON (2) GLEON-AE-8-LED-E1-5MQ-BZ, 421W TYPE 5 DISTRIBUTION. FIBERGLASS POLE 36'-6" ABOVE GRADE, WITH 2'-6" BASE.
P1	COOPER GALLEON (1) GLEON-AE-6-LED-E1-SL3-HSS-BZ, 315W TYPE 3 DISTRIBUTION. FIBERGLASS POLE 30'-0" ABOVE GRADE, WITH 2'-6" BASE.
P2	COOPER GALLEON (1) GLEON-AE-8-LED-E1-SL2-HSS-BZ, 421W TYPE 2 DISTRIBUTION. FIBERGLASS POLE 36'-6" ABOVE GRADE, WITH 2'-6" BASE.
P3	COOPER GALLEON (1) GLEON-AE-8-LED-E1-SL4-HSS-BZ, 421W TYPE 4 DISTRIBUTION. FIBERGLASS POLE 36'-6" ABOVE GRADE, WITH 2'-6" BASE.
P4	COOPER GALLEON (1) GLEON-AE-4-LED-E1-SL4-HSS-BZ, 213W TYPE 4 DISTRIBUTION. FIBERGLASS POLE 30'-0" ABOVE GRADE, WITH 2'-6" BASE.
P4	COOPER GALLEON (1) GLEON-AE-4-LED-E1-SL4-HSS-BZ, 213W TYPE 4 DISTRIBUTION. FIBERGLASS POLE 15'-0" ABOVE GRADE, WITH 2'-6" BASE.
PS	COOPER GALLEON (1) GLEON-AE-4-LED-E1-S2-BZ, 213W TYPE 2 DISTRIBUTION. FIBERGLASS POLE 25'-0" ABOVE GRADE, WITH 2'-6" BASE.
W	LITHONIA DSXW2 LED 40K 30C 1000 T2M, 109W LED, 20' MOUNTING HEIGHT
W1	LITHONIA DSXW2 LED 40K 30C 1000 T2S, 54W LED, 20' MOUNTING HEIGHT
W2	LITHONIA DSXW2 LED 40K 30C 530 TFTM, 54W LED, 12-20' MOUNTING HEIGHT
GA	120W LED, SURFACE SYMETRIC DOWN LIGHT, FLAT LENS, 18' MOUNTING HEIGHT



SITE PHOTOMETRIC PLAN
SCALE: 1" = 60'-0"

CHECKED: ANT/JGM

DRAWN: JGM

REVISION DATE:

ISSUE DATE: MAY 2016

ARCHITECT REFERENCE NO: 13-0369-01

PROJECT NO:16-276

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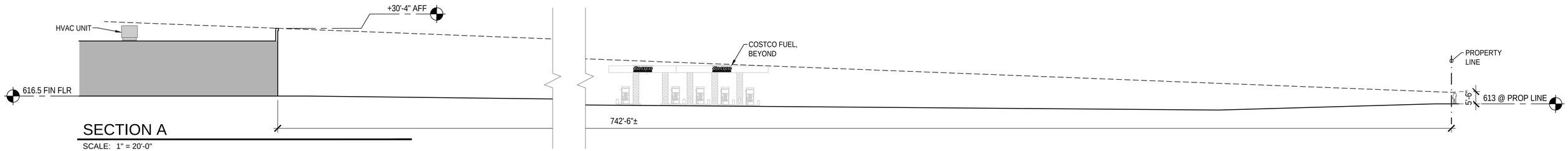
STATE OF MICHIGAN
ANN N. TIEU
ENGINEER NO. 37880
LICENSED PROFESSIONAL ENGINEER

T.E., Inc.
830 N. RIVERSIDE DRIVE
SUITE #200
RENTON, WA 98057
PHONE: 425-970-3753
FAX: 425-970-3756

SITE PHOTOMETRY
NEW WAREHOUSE #
FLY DON'T DRIVE &
S. AIRPORT ROAD S.
TRAVERSE CITY, MICHIGAN

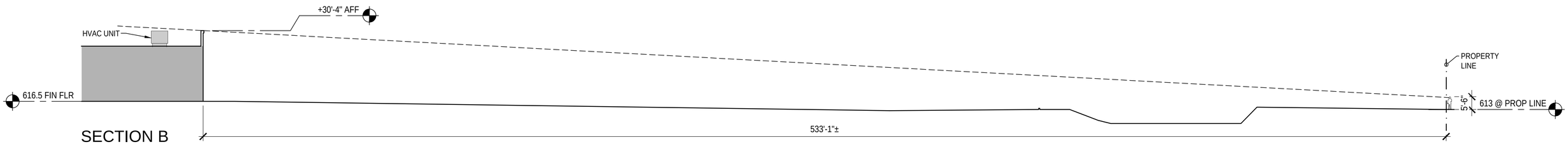
COSTCO WHOLESALE

SE-1



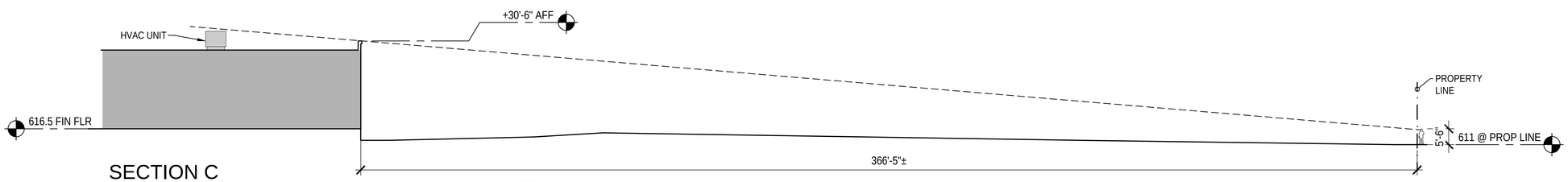
SECTION A

SCALE: 1" = 20'-0"



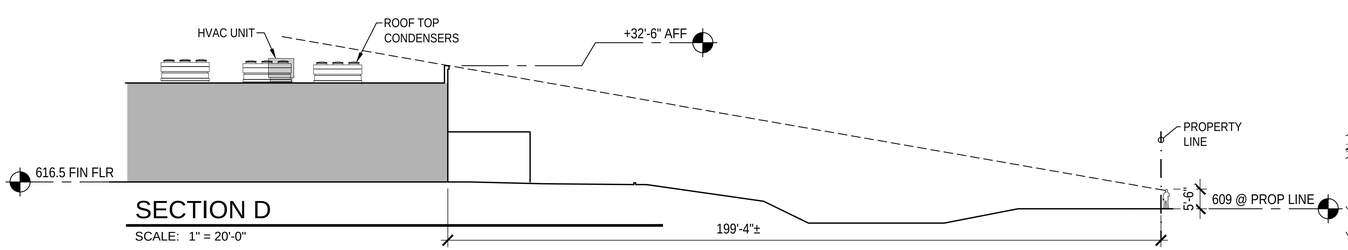
SECTION B

SCALE: 1" = 20'-0"



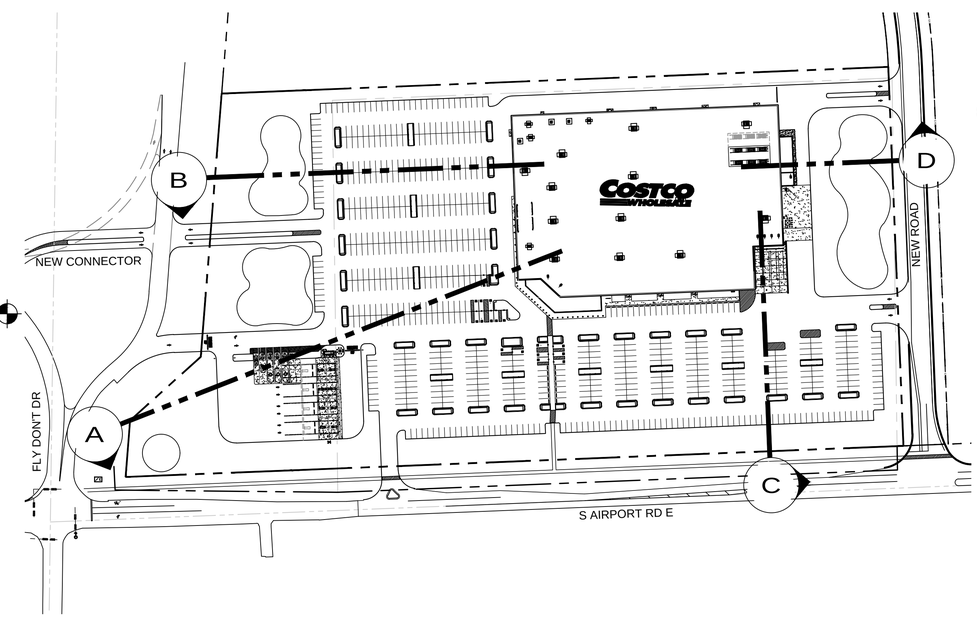
SECTION C

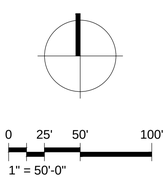
SCALE: 1" = 20'-0"



SECTION D

SCALE: 1" = 20'-0"





COSTCO WHOLESALE

TRAVERSE CITY, MI

FLY DON'T DR & S AIRPORT RD S
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1101 Second Ave, Ste 100
Seattle, WA 98101

206 962 6500
MG2.com

MG2

13-0369-01
SEPTEMBER 12, 2016

CONCEPT
SITE SECTIONS

DD13-07

COSTCO WHOLESALE

CONCEPT SITE SECTIONS

TRAVERSE CITY, MICHIGAN

SEPTEMBER 12, 2016

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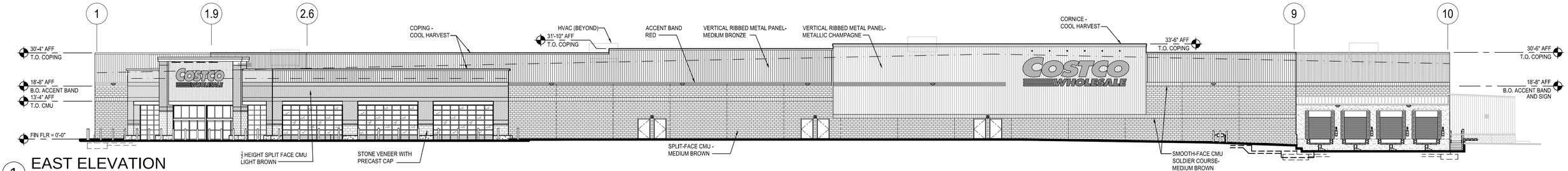
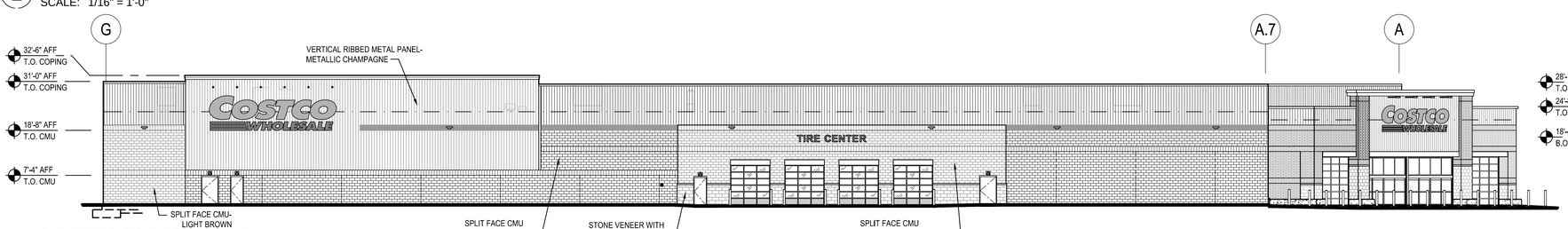


1 EAST ELEVATION

SCALE: 1/16" = 1'-0"

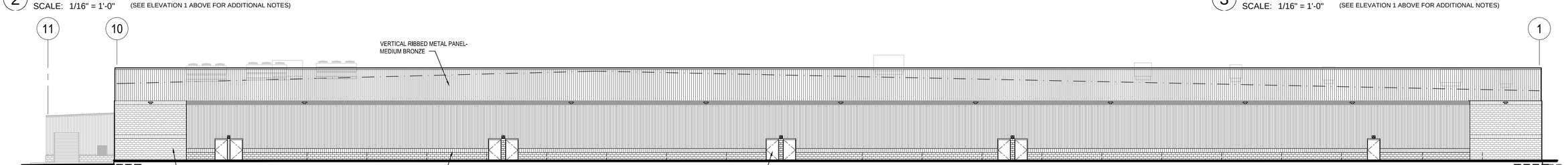


2 SOUTH ELEVATION

SCALE: 1/16" = 1'-0" (SEE ELEVATION 1 ABOVE FOR ADDITIONAL NOTES)

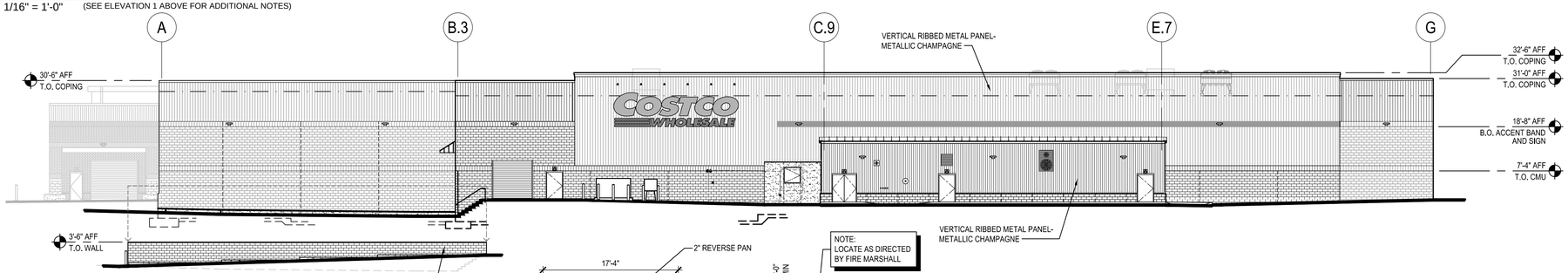
3 ENTRY ELEVATION

SCALE: 1/16" = 1'-0" (SEE ELEVATION 1 ABOVE FOR ADDITIONAL NOTES)



4 WEST ELEVATION

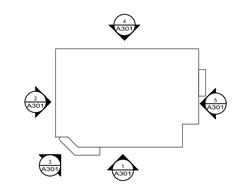
SCALE: 1/16" = 1'-0" (SEE ELEVATION 1 ABOVE FOR ADDITIONAL NOTES)



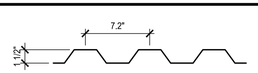
5 NORTH ELEVATION

SCALE: 1/16" = 1'-0" (SEE ELEVATIONS 1 AND 2 ABOVE FOR ADDITIONAL NOTES)

KEY PLAN



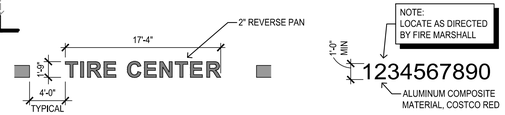
SIDING PROFILE



McELROY METAL MEGA RIB / METAL SALES IC72

SIGNAGE AREA TABULATION (WALL SIGNS)

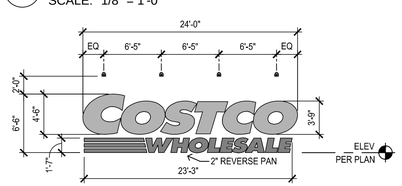
QTY	SIGN	SIZE	AREA (SF) EA	TOTAL SF
2	COSTCO WHOLESALE	7'-0" "C"	381 SF	762 SF
2	COSTCO WHOLESALE	6'-0" "C"	280 SF	560 SF
1	COSTCO WHOLESALE	4'-6" "C"	156 SF	156 SF
1	TIRE CENTER	17'-4" X 1'-9"	31 SF	31 SF
			TOTAL SIGNAGE AREA	1,509 SF



6 LOCATION SIGNAGE

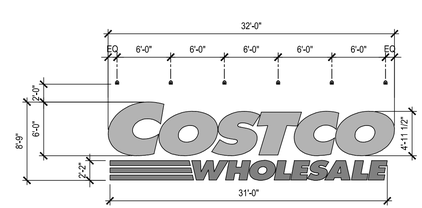
(SUPPLIED AND INSTALLED BY MBS)

SCALE: 1/8" = 1'-0" 1115



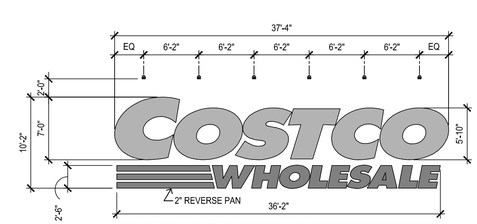
7 CANOPY SIGNAGE

SCALE: 1/8" = 1'-0" (SUPPLIED AND INSTALLED BY MBS) 1015



8 BUILDING SIGNAGE

SCALE: 1/8" = 1'-0" (SUPPLIED AND INSTALLED BY MBS) 1015



9 BUILDING SIGNAGE

SCALE: 1/8" = 1'-0" (SUPPLIED AND INSTALLED BY MBS) 0615

COSTCO WHOLESALE

TRAVERSE CITY, MI

FLY DON'T DR & S AIRPORT RD S
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Seattle, WA 98101

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13-0369-01
SEPTEMBER 13, 2016

CONCEPT
ELEVATIONS

DD31-02

COSTCO WHOLESALE CONCEPT WAREHOUSE ELEVATIONS

TRAVERSE CITY, MICHIGAN

SEPTEMBER 13, 2016

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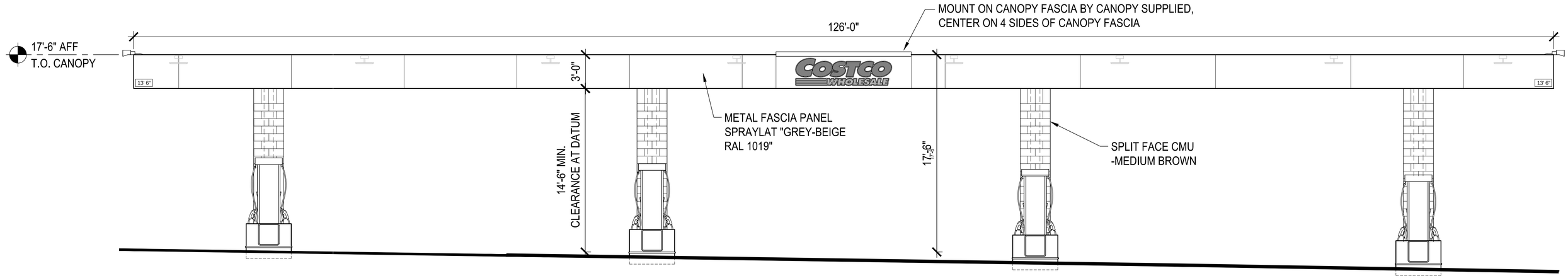
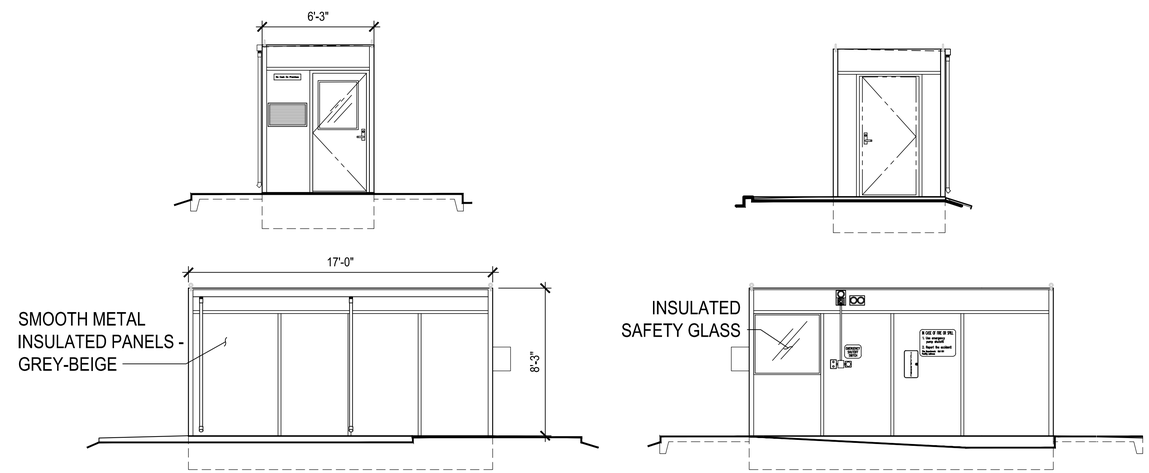


1 EAST & WEST ELEVATIONS

SCALE: 1/4" = 1'-0"

2 NORTH & SOUTH ELEVATION

SCALE: 1/4" = 1'-0"

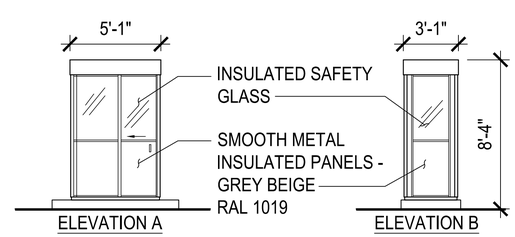


3 CONTROLLER ENCLOSURE EXTERIOR ELEVATIONS

SCALE: 1/4" = 1'-0"

4 CANOPY SIGN

SCALE: 1/2" = 1'-0" (SUPPLIED AND INSTALLED BY MBS) 0314

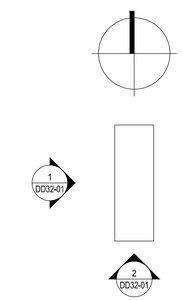


5 WARMING HUT ELEVATIONS

SCALE: 1/4" = 1'-0"

SIGNAGE AREA TABULATION

QTY	SIGN	SIZE	AREA (SF) EA	TOTAL SF
4	COSTCO GASOLINE	2'-6" X 8'-7"	21 SF	84 SF
			TOTAL SIGNAGE AREA	84 SF



TRAVERSE CITY, MI
FUEL FACILITY

13-0369-01
SEPTEMBER 13, 2016

CONCEPT FUEL
ELEVATIONS

DD42-02

COSTCO WHOLESALE

CONCEPT FUEL ELEVATIONS

TRAVERSE CITY, MI

SEPTEMBER 13, 2016

LEGEND

X — TREE REMOVAL

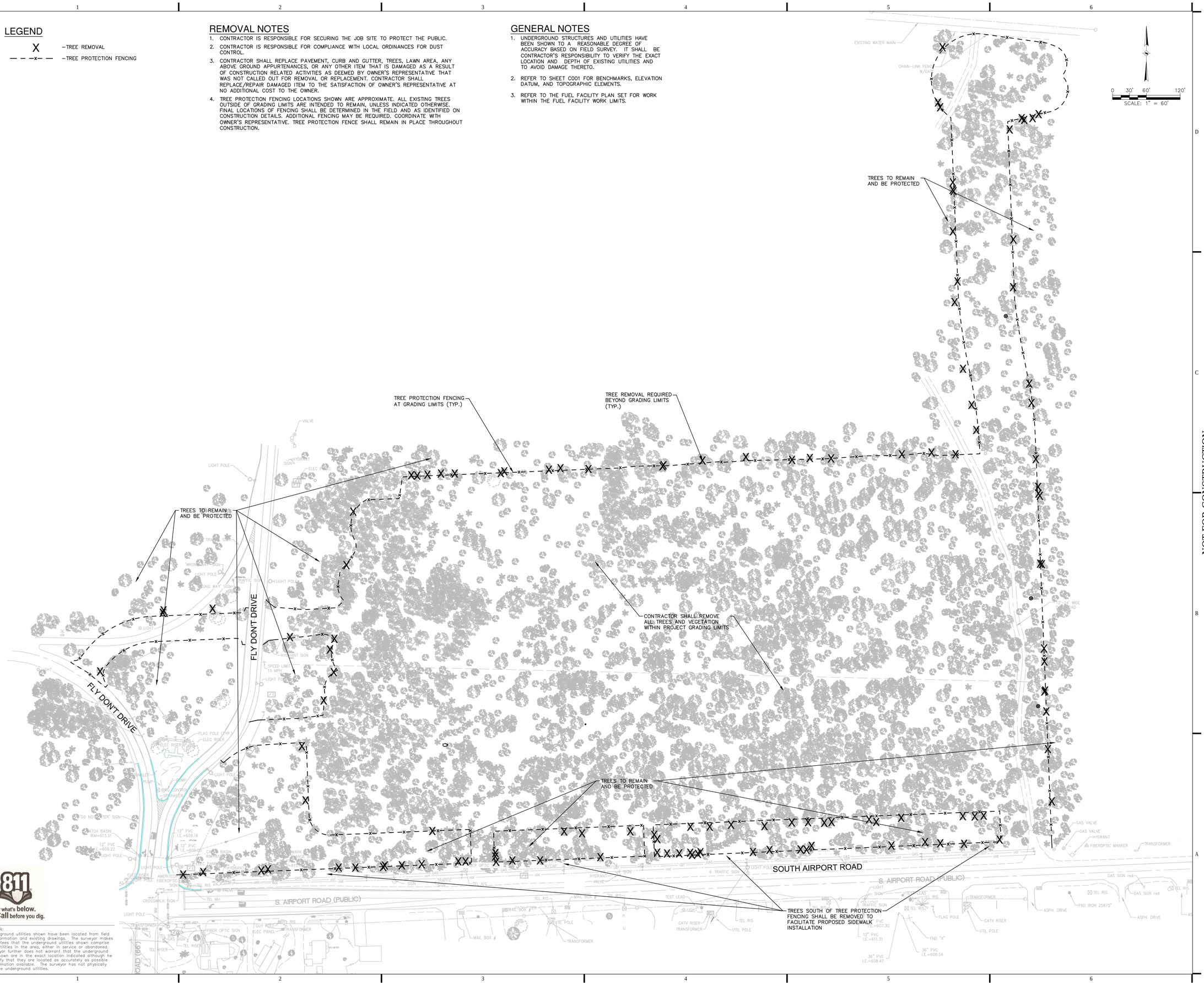
— — —x— — — TREE PROTECTION FENCING

REMOVAL NOTES

1. CONTRACTOR IS RESPONSIBLE FOR SECURING THE JOB SITE TO PROTECT THE PUBLIC.
2. CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH LOCAL ORDINANCES FOR DUST CONTROL.
3. CONTRACTOR SHALL REPLACE PAVEMENT, CURB AND GUTTER, TREES, LAWN AREA, ANY ABOVE GROUND APPURTENANCES, OR ANY OTHER ITEM THAT IS DAMAGED AS A RESULT OF CONSTRUCTION RELATED ACTIVITIES AS DEEMED BY OWNER'S REPRESENTATIVE THAT WAS NOT CALLED OUT FOR REMOVAL OR REPLACEMENT. CONTRACTOR SHALL REPLACE/REPAIR DAMAGED ITEM TO THE SATISFACTION OF OWNER'S REPRESENTATIVE AT NO ADDITIONAL COST TO THE OWNER.
4. TREE PROTECTION FENCING LOCATIONS SHOWN ARE APPROXIMATE. ALL EXISTING TREES OUTSIDE OF GRADING LIMITS ARE INTENDED TO REMAIN, UNLESS INDICATED OTHERWISE. FINAL LOCATIONS OF FENCING SHALL BE DETERMINED IN THE FIELD AND AS IDENTIFIED ON CONSTRUCTION DETAILS. ADDITIONAL FENCING MAY BE REQUIRED. COORDINATE WITH OWNER'S REPRESENTATIVE. TREE PROTECTION FENCE SHALL REMAIN IN PLACE THROUGHOUT CONSTRUCTION.

GENERAL NOTES

1. UNDERGROUND STRUCTURES AND UTILITIES HAVE BEEN SHOWN TO A REASONABLE DEGREE OF ACCURACY BASED ON FIELD SURVEY. IT SHALL BE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE EXACT LOCATION AND DEPTH OF EXISTING UTILITIES AND TO AVOID DAMAGE THERETO.
2. REFER TO SHEET C001 FOR BENCHMARKS, ELEVATION DATUM, AND TOPOGRAPHIC ELEMENTS.
3. REFER TO THE FUEL FACILITY PLAN SET FOR WORK WITHIN THE FUEL FACILITY WORK LIMITS.



811 Know what's below. Call before you dig.

DISCLAIMER:
The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes no guarantees that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities.

GASAI-MI GRAEF

One Honey Creek Corporate Center
125 South 84th Street, Suite 401
Milwaukee, WI 53214-1469
414 / 259 1500
414 / 259 0037 fax

www.graef-usa.com

NOT FOR CONSTRUCTION

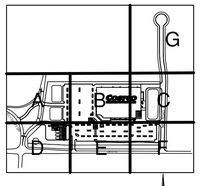
PROJECT TITLE:

COSTCO WHOLESALE CORPORATION
WAREHOUSE
TRAVERSE CITY, MICHIGAN

NEC OF FLY DON'T DRIVE & E.
SOUTH AIRPORT ROAD,
TRAVERSE CITY, MI 49686

ISSUE:

NO.	DATE	REVISIONS	BY



VICINITY MAP

PROJECT INFORMATION:

PROJECT NUMBER:	20150295.00
DATE:	09/13/16
DRAWN BY:	TRY
CHECKED BY:	TMF
APPROVED BY:	BTP
SCALE:	AS NOTED

SHEET TITLE:

SITE TREE PROTECTION PLAN

SHEET NUMBER:

C100

L:\Jobs2015\20150295\CAD\Site\dwg\00\Warehouse\C_00_C100_TreeProtection_0295
9/13/2016 8:47 AM

LEGEND

- —PROPOSED SNOW STORAGE
- —PROPOSED ASPHALT PAVEMENT
- —PROPOSED HEAVY DUTY ASPHALT PAVEMENT
- —PROPOSED CONCRETE SIDEWALK
- —PROPOSED CONCRETE PAVEMENT
- —PROPOSED CONCRETE CURB AND GUTTER
- —PROPOSED HIGHSIDE CONCRETE CURB AND GUTTER

LAYOUT NOTES

1. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS INDICATED OTHERWISE.
2. STANDARD CURB RADIUS IS 3' UNLESS INDICATED OTHERWISE.

GENERAL NOTES

1. UNDERGROUND STRUCTURES AND UTILITIES HAVE BEEN SHOWN TO A REASONABLE DEGREE OF ACCURACY BASED ON FIELD SURVEY. IT SHALL BE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE EXACT LOCATION AND DEPTH OF EXISTING UTILITIES AND TO AVOID DAMAGE THERETO.
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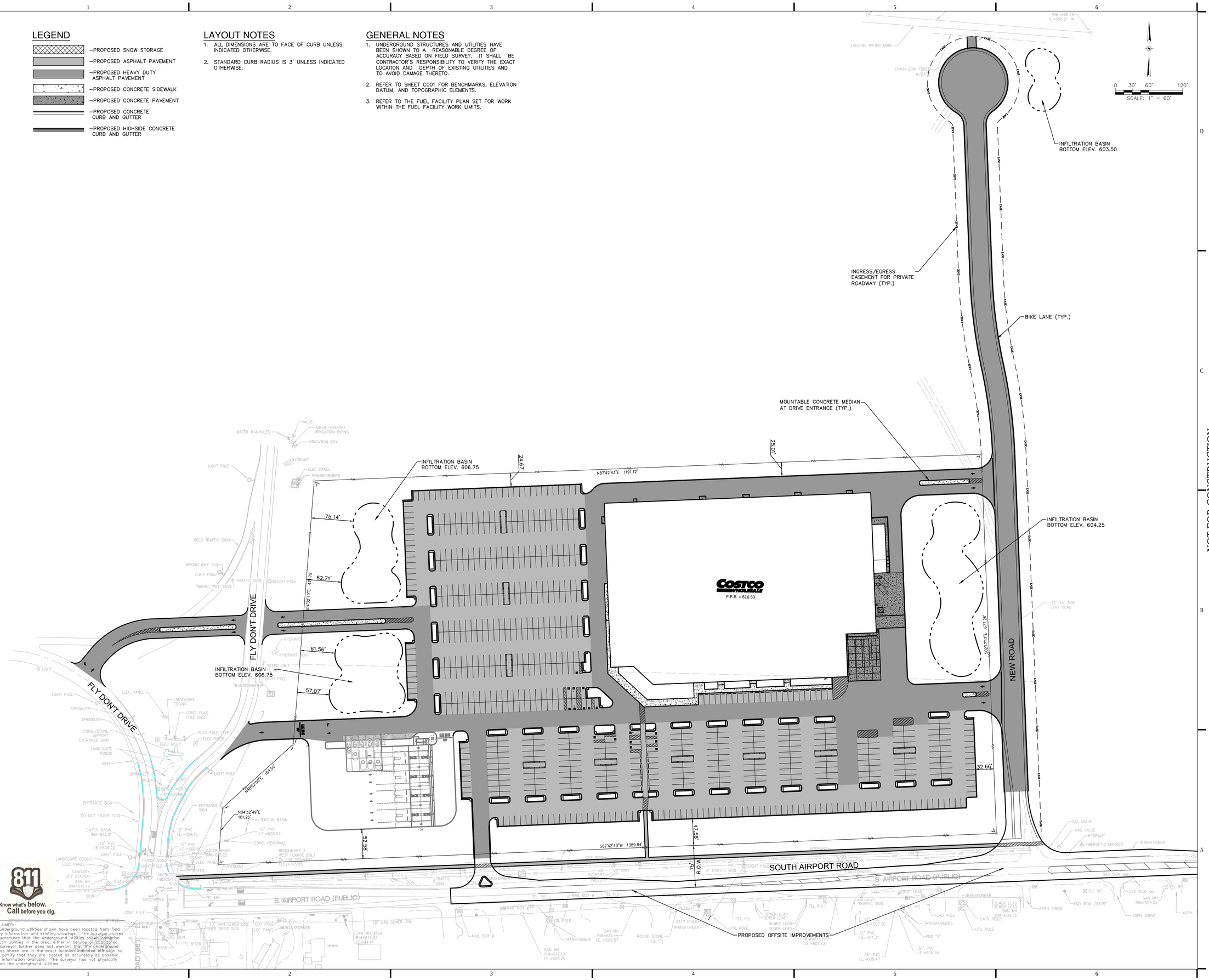

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9/13/2016 10:23 AM

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One Honey Creek Corporate Center
125 South 84th Street, Suite 401
Milwaukee, WI 53214-1469
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414 / 259 0037 fax

www.graef-usa.com

PROJECT TITLE:
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TRAVERSE CITY, MICHIGAN

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NO.	DATE	REVISIONS	BY

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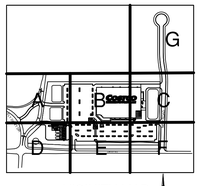


VICINITY MAP

PROJECT INFORMATION:

PROJECT NUMBER:	20150295.00
DATE:	09/13/16
DRAWN BY:	TRY
CHECKED BY:	TMF
APPROVED BY:	BTP
SCALE:	AS NOTED

SHEET TITLE:
OVERALL SITE LAYOUT PLAN

SHEET NUMBER:
C300

LEGEND

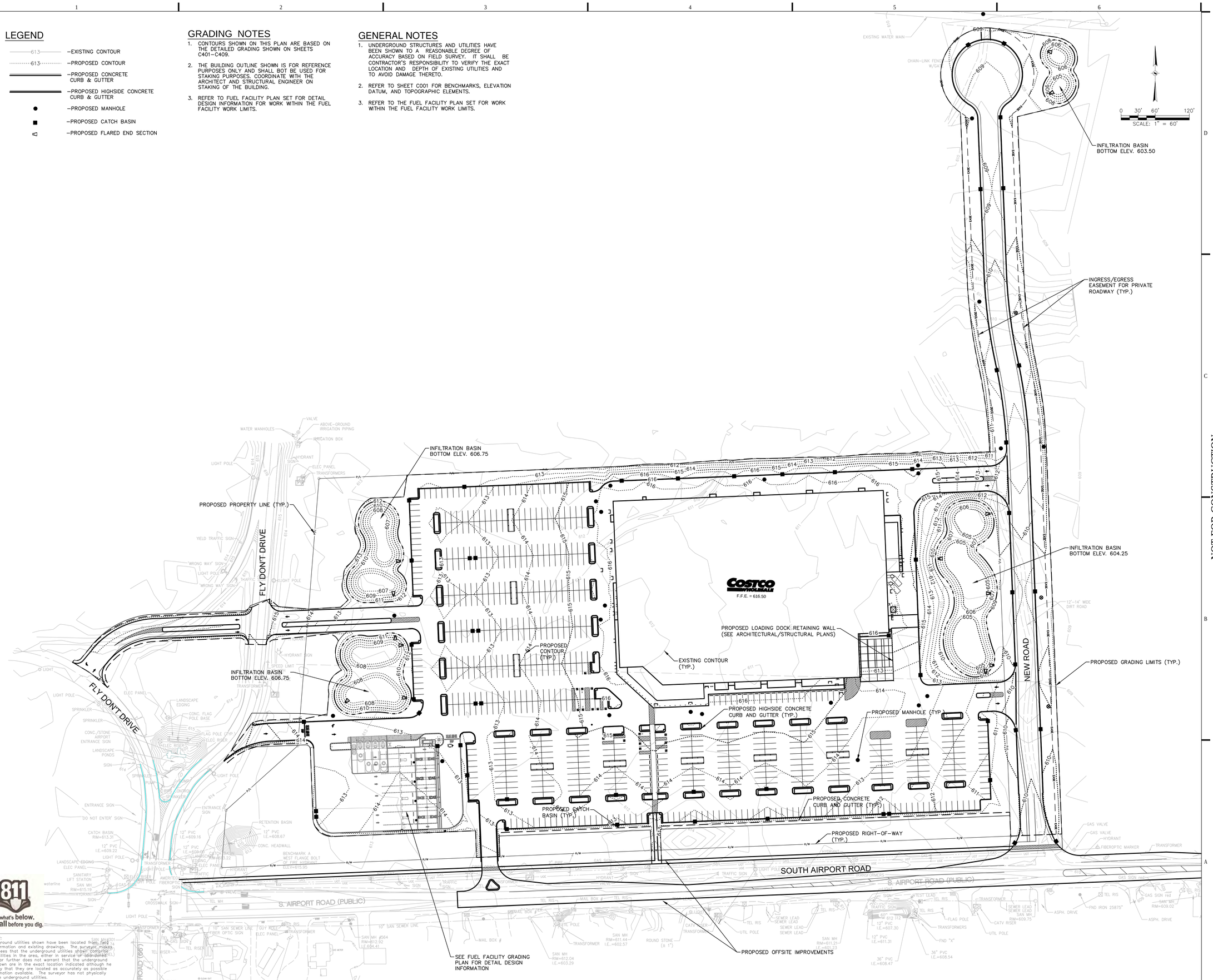
- 613 — EXISTING CONTOUR
- 613 — PROPOSED CONTOUR
- PROPOSED CONCRETE CURB & GUTTER
- PROPOSED HIGHSIDE CONCRETE CURB & GUTTER
- PROPOSED MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED FLARED END SECTION

GRADING NOTES

1. CONTOURS SHOWN ON THIS PLAN ARE BASED ON THE DETAILED GRADING SHOWN ON SHEETS C401–C409.
2. THE BUILDING OUTLINE SHOWN IS FOR REFERENCE PURPOSES ONLY AND SHALL BOT BE USED FOR STAKING PURPOSES. COORDINATE WITH THE ARCHITECT AND STRUCTURAL ENGINEER ON STAKING OF THE BUILDING.
3. REFER TO FUEL FACILITY PLAN SET FOR DETAIL DESIGN INFORMATION FOR WORK WITHIN THE FUEL FACILITY WORK LIMITS.

GENERAL NOTES

1. UNDERGROUND STRUCTURES AND UTILITIES HAVE BEEN SHOWN TO A REASONABLE DEGREE OF ACCURACY BASED ON FIELD SURVEY. IT SHALL BE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE EXACT LOCATION AND DEPTH OF EXISTING UTILITIES AND TO AVOID DAMAGE THERETO.
2. REFER TO SHEET C001 FOR BENCHMARKS, ELEVATION DATUM, AND TOPOGRAPHIC ELEMENTS.
3. REFER TO THE FUEL FACILITY PLAN SET FOR WORK WITHIN THE FUEL FACILITY WORK LIMITS.



Know what's below. Call before you dig.

DISCLAIMER:
The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes no guarantees that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities.

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GRAEF
One Honey Creek Corporate Center
125 South 84th Street, Suite 401
Milwaukee, WI 53214-1469
414 / 259 1500
414 / 259 0037 fax
www.graef-usa.com

PROJECT TITLE:
COSTCO WHOLESALE CORPORATION
WAREHOUSE
TRAVERSE CITY, MICHIGAN

NEC OF FLY DON'T DRIVE & E. SOUTH AIRPORT ROAD, TRAVERSE CITY, MI 49686

ISSUE:

NO.	DATE	REVISIONS	BY

NOT FOR CONSTRUCTION

VICINITY MAP

PROJECT INFORMATION:

PROJECT NUMBER:	20150295.00
DATE:	09/13/16
DRAWN BY:	TRY
CHECKED BY:	TMF
APPROVED BY:	BTP
SCALE:	AS NOTED

SHEET TITLE:
OVERALL GRADING PLAN

SHEET NUMBER:
C400

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LEGEND

—STM— — — — —STM— — — — —	—PROPOSED STORM SEWER (PRIVATE)
—SAN— — — — —SAN— — — — —	—PROPOSED SANITARY SEWER (PRIVATE)
—— —— —FM——	—PROPOSED FORCE MAIN
—W— — — — —W— — — — —	—PROPOSED WATER MAIN (PUBLIC)
—— — — —EASE——	—PROPOSED UTILITY EASEMENT
—E— — — —E— — — —E— — —	—PROPOSED ELECTRIC SERVICE
—G— — — —G— — — —G— — —	—PROPOSED GAS SERVICE
—T— — — —T— — — —T— — —	—PROPOSED TELEPHONE SERVICE
●	—PROPOSED MANHOLE
■	—PROPOSED STORM INLET
	—PROPOSED FIRE HYDRANT
[	—PROPOSED UTILITY PLUG

UTILITY NOTES

1. CONTRACTOR SHALL VERIFY ELEVATION OF EXISTING INVERTS PRIOR TO INSTALLATION OF PROPOSED UTILITIES.
2. BUILDING LATERALS SHALL BE CONSTRUCTED IN ACCORDANCE WITH LOCAL AND STATE PLUMBING CODES. SITE UTILITY CONTRACTOR TO STUB LATERALS TO 5 FEET OUTSIDE OF BUILDING. SEE PLUMBING PLANS FOR CONTINUATION OF PIPING INSIDE OF BUILDING BY PLUMBING CONTRACTOR.
3. CONTRACTOR SHALL AT WATER MAIN CROSSINGS, CENTER ONE FULL LENGTH OF WATER PIPE ON SEWER SUCH THAT BOTH JOINTS WILL BE AS FAR FROM SEWER AS POSSIBLE.
4. GENERAL CONTRACTOR SHALL COORDINATE WITH LOCAL GAS, TELEPHONE, AND ELECTRICAL UTILITIES FOR EXACT LOCATION, SIZE AND DEPTH OF NEW SERVICE.
5. SANITARY SEWER SHALL BE PVC, ASTM D3034, SDR 35.
6. WATER MAIN SHALL BE AWWA C900, CLASS 150, DR-18 PVC UNLESS INDICATED OTHERWISE.
7. ALL SANITARY PRECAST MANHOLES SHALL CONFORM TO ASTM C-478 AND SHALL BE A MINIMUM OF 48-INCH DIAMETER WITH ECCENTRIC CONE TYPE PRECAST TOPS AND SHALL BE FITTED WITH AN EXTERNAL CHIMNEY SEAL. FLAT TOP SLABS SHALL BE USED ONLY WITH APPROVAL OF THE ENGINEER. APPLY TWO COATS OF COAL-TAR EPOXY (8 MILS EACH) TO THE EXTERIOR OF ALL SANITARY MANHOLES PRIOR TO PROJECT SITE DELIVERY.
8. BUILDING ROOF DRAINS SHALL BE SDR-35, ASTM D3034, PVC, UNLESS OTHERWISE NOTED
9. RIM ELEVATIONS IN CURB AND GUTTER ARE FLANGE GRADES.
10. PIPE LENGTHS AND INVERTS ARE TO CENTER OF STRUCTURES.
11. CRUSHED STONE BACKFILL SHALL BE USED UNDER AND WITHIN 5' OF ALL PAVED AREAS.
12. STORM SEWER TO BE 12" RCP UNLESS INDICATED OTHERWISE.

GENERAL NOTES

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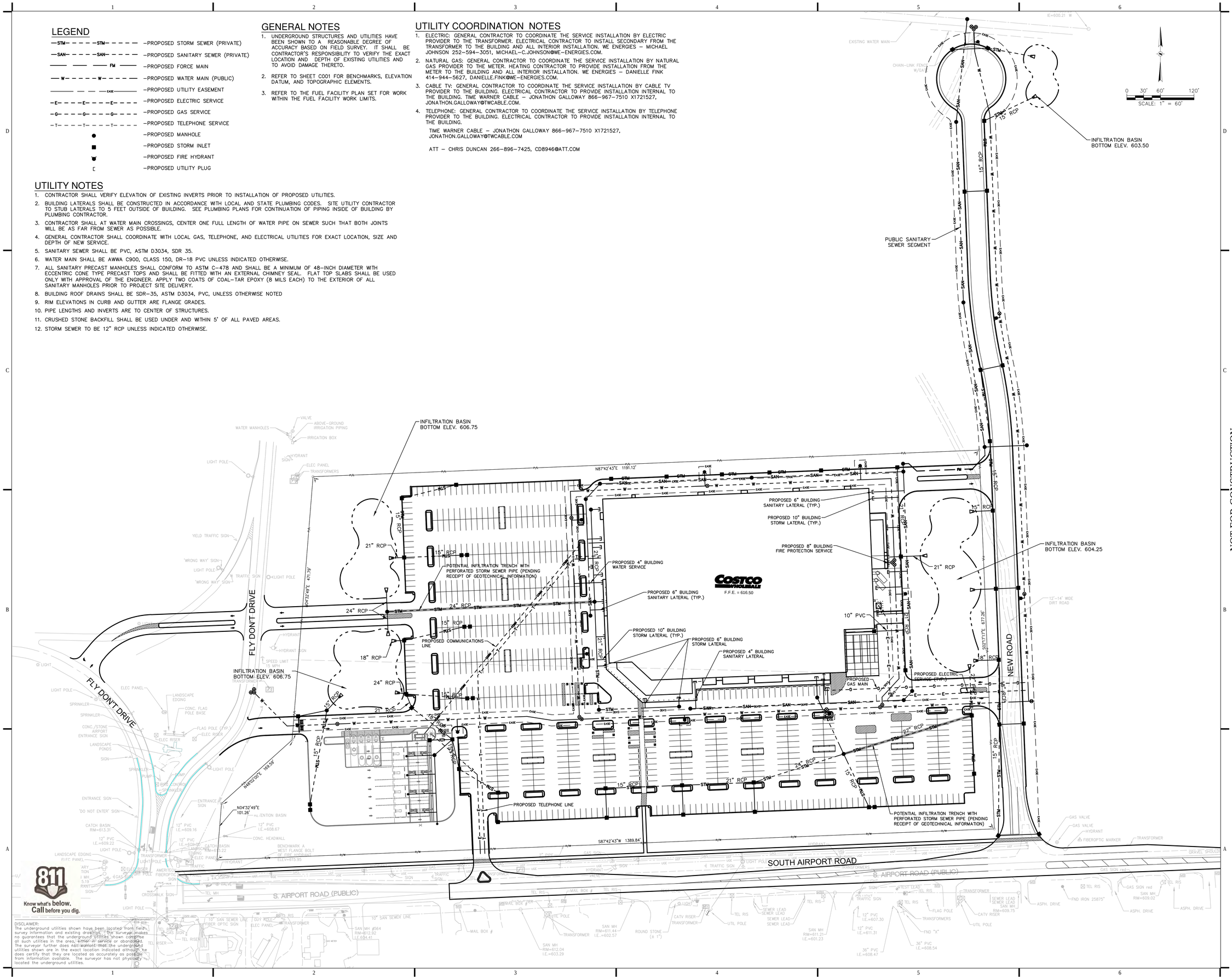
2. REFER TO SHEET C001 FOR BENCHMARKS, ELEVATION DATUM, AND TOPOGRAPHIC ELEMENTS.
3. REFER TO THE FUEL FACILITY PLAN SET FOR WORK WITHIN THE FUEL FACILITY WORK LIMITS.

UTILITY COORDINATION NOTES

1. ELECTRIC: GENERAL CONTRACTOR TO COORDINATE THE SERVICE INSTALLATION BY ELECTRIC PROVIDER TO THE TRANSFORMER. ELECTRICAL CONTRACTOR TO INSTALL SECONDARY FROM THE TRANSFORMER TO THE BUILDING AND ALL INTERIOR INSTALLATION. WE ENERGIES – MICHAEL JOHNSON 252-594-3051, MICHAEL-C.JOHNSON@WE-ENERGIES.COM.
2. NATURAL GAS: GENERAL CONTRACTOR TO COORDINATE THE SERVICE INSTALLATION BY NATURAL GAS PROVIDER TO THE METER. HEATING CONTRACTOR TO PROVIDE INSTALLATION FROM THE METER TO THE BUILDING AND ALL INTERIOR INSTALLATION. WE ENERGIES – DANIELLE FINK 414-944-5627, DANIELLE.FINK@WE-ENERGIES.COM.
3. CABLE TV: GENERAL CONTRACTOR TO COORDINATE THE SERVICE INSTALLATION BY CABLE TV PROVIDER TO THE BUILDING. ELECTRICAL CONTRACTOR TO PROVIDE INSTALLATION INTERNAL TO THE BUILDING. TIME WARNER CABLE – JONATHON GALLOWAY 866-967-7510 X1721527, JONATHON.GALLOWAY@TWCABLE.COM.
4. TELEPHONE: GENERAL CONTRACTOR TO COORDINATE THE SERVICE INSTALLATION BY TELEPHONE PROVIDER TO THE BUILDING. ELECTRICAL CONTRACTOR TO PROVIDE INSTALLATION INTERNAL TO THE BUILDING.

   TIME WARNER CABLE – JONATHON GALLOWAY 866-967-7510 X1721527, JONATHON.GALLOWAY@TWCABLE.COM

   ATT – CHRIS DUNCAN 266-896-7425, CD8946@ATT.COM



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NEC OF FLY DON'T DRIVE & E. SOUTH AIRPORT ROAD, TRAVERSE CITY, MI 49686

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VICINITY MAP

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DRAWN BY:	TRY
CHECKED BY:	TMF
APPROVED BY:	BTP
SCALE:	AS NOTED

SHEET TITLE:
OVERALL UTILITY PLAN

SHEET NUMBER:
C500

DISCLAIMER:
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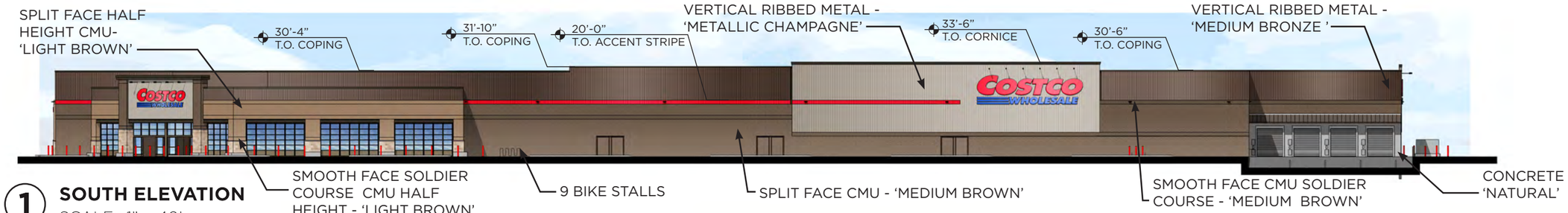
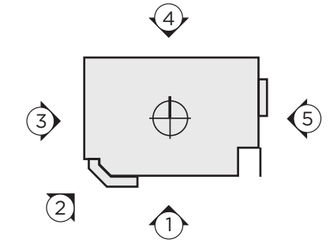
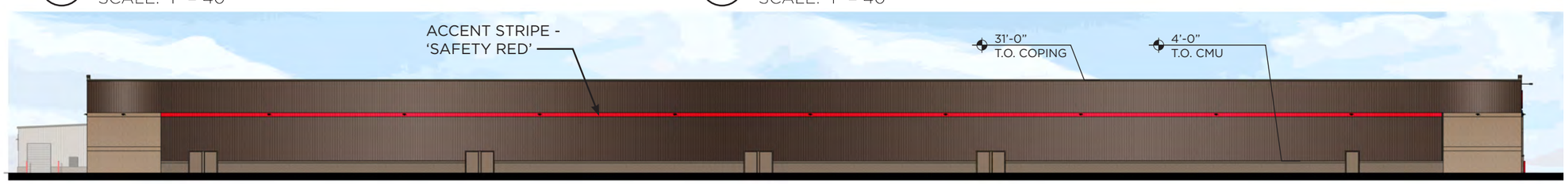


1 SOUTH ELEVATION
SCALE: 1" = 40'



2 ENTRY ELEVATION
SCALE: 1" = 40'

3 WEST ELEVATION
SCALE: 1" = 40'



4 NORTH ELEVATION
SCALE: 1" = 40'

5 EAST ELEVATION
SCALE: 1" = 40'

SIGNAGE AREA TABULATION (WALL SIGNS)				
QTY	SIGN	SIZE	AREA (SF) EA	TOTAL SF
1	COSTCO WHOLESALE	7'-0" "C"	381 SF	381 SF
2	COSTCO WHOLESALE	6'-0" "C"	280 SF	560 SF
1	COSTCO WHOLESALE	4'-6" "C"	158 SF	158 SF
1	TIRE CENTER	17'-4" X 1'-9"	31 SF	31 SF
			TOTAL SIGNAGE AREA	1,130 SF

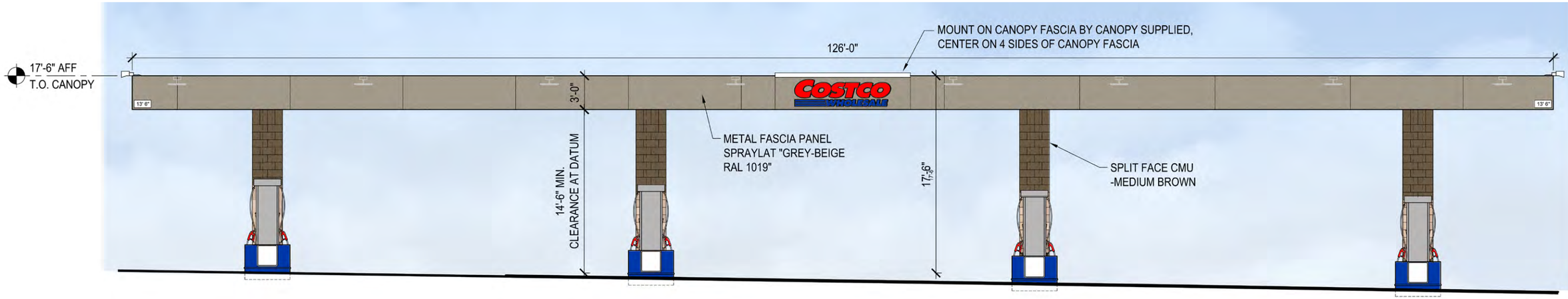
6 SIGNAGE
SCALE: NTS

MG2

AUGUST 31ST, 2016
13-0369-01 V. 1.8
TRAVERSE CITY, MI

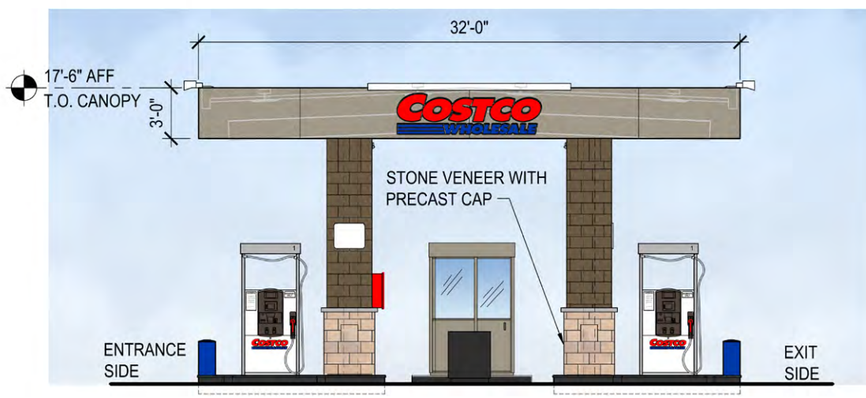
CONCEPT BUILDING ELEVATIONS

COSTCO WHOLESALE



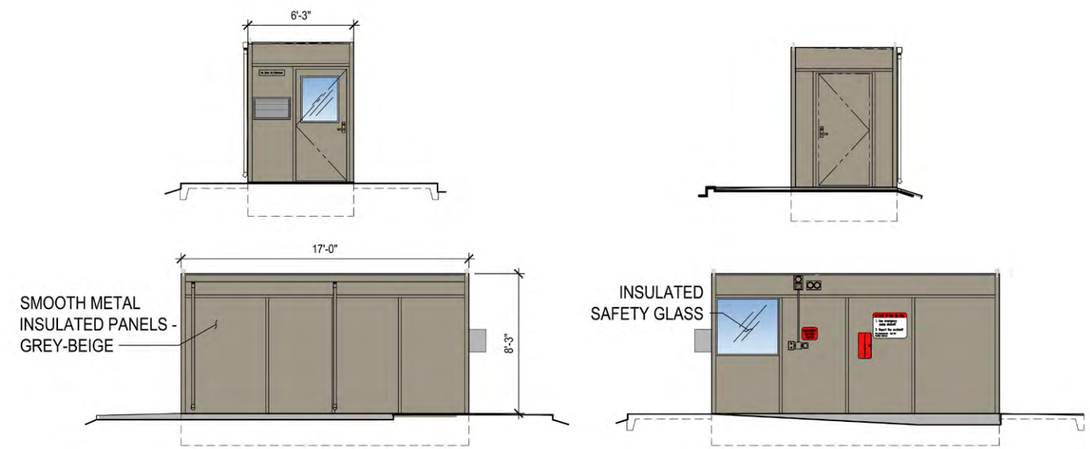
1 EAST/WEST ELEVATIONS

SCALE: 1/4" = 1'-0"



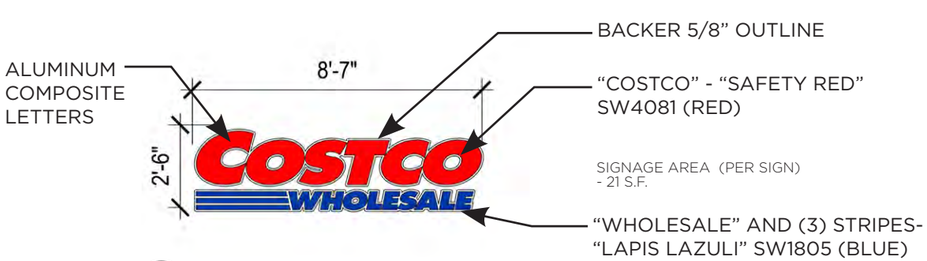
2 NORTH/SOUTH ELEVATIONS

SCALE: NTS



3 CONTROLLER ENCLOSURE

SCALE: NTS

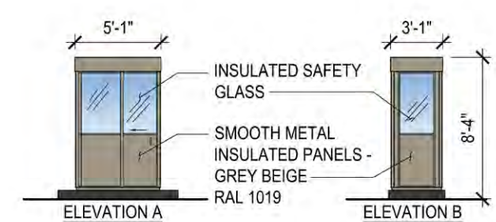


4 FUEL ELEVATION SIGNAGE

SCALE: 1/2" = 1'-0"

SIGNAGE AREA TABULATION (WALL SIGNS)

QTY	SIGN	SIZE	AREA (SF) EA	TOTAL SF
4	COSTCO WHOLESALE	2'-6"	21 SF	84 SF
			TOTAL SIGNAGE AREA	84 SF



5 WARMING HUT

SCALE: NTS

MG2

AUGUST 18TH, 2016
13-0369-01 V. 1.8
TRAVERSE CITY, MI

CONCEPT FUEL ELEVATIONS

COSTCO WHOLESALE

MG2

AUGUST 18TH, 2016
13-0369-01 V. 1.8
TRAVERSE CITY, MI

ENTRY CANOPY PERSPECTIVE

COSTCO WHOLESALE

MG2

AUGUST 18TH, 2016
13-0369-01 V. 1.8
TRAVERSE CITY, MI

SOUTHEAST PERSPECTIVE

COSTCO WHOLESALE

MG2

AUGUST 18TH, 2016
13-0369-01 V. 1.8
TRAVERSE CITY, MI

NORTHWEST PERSPECTIVE

COSTCO WHOLESALE

Northwestern Regional Airport Commission

Traverse City, MI
Cherry Capital Airport - TVC

September 26, 2016

Mr. Russ Soyring
City Planner
City of Traverse City
400 Boardman Avenue
Traverse City, MI 49684

Dear Mr. Soyring:

On October 4, 1971, the City of Traverse City, Grand Traverse County, and Leelanau County jointly entered into an agreement creating the Northwestern Regional Airport Commission which was formed pursuant to Section 134 of Chapter 7 of the Michigan Aeronautics Code. In 1972, the City entered into a lease agreement with the Airport Commission which transferred the premises of the Cherry Capital Airport to the Airport Commission for the purpose of operating a public Airport. In 1990, the City of Traverse City withdrew from the Airport Commission and transferred the property to Grand Traverse County and Leelanau County which continued to operate the Northwestern Regional Airport Commission. In 1999, the two counties affirmed that the Northwestern Regional Airport Commission continue for a period of 50 years from the adoption of the resolutions from 1990. The two counties reconfirmed that the Northwestern Regional Airport Commission is designated as the governmental entity to continue the operations of Cherry Capital Airport.

When the City withdrew from the Airport Commission, the Counties agreed that the property is subject to the zoning ordinance of the City of Traverse City. In the spring of 2016, the City recreated the T – Transportation District for the purpose of accommodating special areas for the moving of goods and people, and supporting aeronautical and non-aeronautical uses that benefit the operation of Cherry Capital Airport as approved by the Northwestern Regional Airport Commission and in compliance with the Airport Zoning Act, Ac No. 23 of the Public Acts of 1950.

The Northwestern Regional Airport Commission delegated authority to its Building and Grounds Committee to review and approve the submittal by Costco Wholesale Corporation. On June 2, 2016 the Building and Grounds Committee, in an open meeting, met to discuss the first submittal and provided comments back to Costco. On June 15, 2016, Costco met with City staff to review the first submittal and Airport comments. Costco responded with updated information and a new submittal was reviewed at the September 7, 2016 Building and Grounds public meeting. Costco provided answers to questions that had been previously submitted by both the Airport and City staff at this meeting through revised plans and correspondence. The information provided was reviewed at length with the following City staff:

Marty Colburn, City Manager; Tim Lodge, City Engineer; Dave Weston Zoning Administrator; Russ Soyring, City Planner. Also, in attendance were Jean Derenzy, Grand Traverse County, Deputy Director of Planning and Development; Bob Nelesen, Airport Engineer (Prein and Newhof); Karrie Zeits, Airport Attorney (Smith Haughey Rice Roegge); and myself.

The minutes of the meeting are attached for reference. The Building and Grounds Committee unanimously approved the Costco submittal currently before the City Planning Commission. The Airport Commission appreciates the collaboration of City staff to ensure the success of this project. As illustrated at the meeting, it is everyone's intention to promote success of this project through communication and flexibility in order to take advantage of circumstances that will provide financial support for the airport and the community. As presented last spring by the Airport, the property tax generated by this development should provide a minimum of $110,000, with no investment required by the City or County for this project. The Airport will invest nearly $900,000 for the development of this project, earning a lease rate of nearly $170,000 per year. This project allows for everyone to win.

Cherry Capital Airport does not receive local tax dollars. Projects like Costco are highly desirable at airports across the country, and meet the needs of new revenue for self-sufficiency directed in the Federal Grant Assurances issued by the FAA.

As outlined in the 1990 transition documents from the City to the Counties, the Airport Commission and the City of Traverse City remain partners through the Grant Assurances our leaders have guaranteed to the Federal Government; most importantly to make the Airport self-sufficient. Since 2009, self-sufficiency has become a challenge for airports across the country as the airlines have cut nearly 30% of all flights. Since 1978, the industry has seen more than 320 airlines go bankrupt leaving just a handful operating today. It has become apparent that airports, to meet the Federal Grant Assurance to be self-sufficient, must be creative in ways to generate new revenue. A heavy focus on non-aeronautical land use has become a priority for the FAA and airports across the country. Land uses where the airport creates the demand, such as hotels, restaurants, warehouses, shipping agencies, aircraft-related industries, and industries that benefit from the access to an airport, are promoted uses. The recent zoning amendments to the Transportation District reflect this awareness.

This project is accountable to many jurisdictions: the Federal Government, the Federal Aviation Administration; State of Michigan Department of Transportation Office of Aeronautics; Grand Traverse County; Leelanau County; the Northwestern Regional Airport Commission; and the City of Traverse City. The Grand Traverse County Road Commission, Garfield Township and East Bay Township all have been a part of the Costco project public process since it was presented to City staff November of 2015.

Costco has demonstrated that they are willing to meet and exceed the Planning Commission's requirements by meeting the priorities that were outlined when creating the T District. The goal of everyone was to maintain the entrance of the Airport with the tree line that is currently in place. Costco's site plan meets this goal by keeping the trees in place and adding additional landscaping to preserve the "up north" feel of the Airport entrance.

Additionally, and of great importance to the Airport customers, Costco's site plan addresses a valuable need by providing a fueling station conveniently located directly off Fly Don't Drive. This will greatly assist those Airport customers that rent vehicles and need to return them with a full tank of gas. This is a formula that is used in other airports with great success across the country for rental car customers.

Costco designed a sidewalk along the entire length of their leased area. Bike paths currently at the terminal will connect with this sidewalk as will the new road under development. This provides an opportunity for pedestrian connections now, as well as in the future, as future development of this corridor occurs by others.

The building has been designed to reflect the requirements of the Airport Commission by utilizing the window framing of the terminal, stone work, columns, and earth tone colors. Earth tone colors rather than the colors used for the Airport Terminal were preferred due to the challenges that the Airport has discovered in maintaining a white building as a result of the Northern Michigan climate. Specifically, we have found tree sap and pollen causes regular staining to the terminal.

The Airport has worked with Costco to utilize the site to keep all storm water within the parcel and to minimize the attraction to wildlife. Plant types and vegetation will reflect that of Northern Michigan and stay within height restrictions placed by the FAA.

Costco's lighting plan utilizes downward facing lighting to protect the night sky and avoid interference with flyers utilizing the Airport. Additionally, Costco's site plan does not exceed one foot candle at the property line. The lighting requirement in the T District is as follows: Commercial and industrial outdoor lighting shall not exceed one foot candle or cause glare onto neighboring properties. This requirement as reviewed by City staff and the Airport was intended to be one foot candle at the property line. The wording, as written, could be interpreted to require no more than one foot candle per light fixture. However, this would cause the addition of multiple lights in order to provide sufficient lighting safety for the public. City staff indicated at the September 7, 2016 Building and Grounds meeting that a text amendment to the T District to provide this clarification is necessary.

As requested by City staff, all roadways have been reduced to 32 feet or less for the public roadway connection standard. However, please continue to review the standard as it may not apply to roadways that have not been dedicated to the public such as Airport roadways. Additionally, the driveways on the western side of the project have been modified to achieve better flow of traffic off of and onto Fly Don't Drive in order to avoid conflicts.

As previously noted, with respect to compliance with Section 1348.10, Costco has initiated the required Form 7460-1 to the FAA. The FAA has not acted upon the application yet; however, the Airport's Engineer, Prein & Newhof, has reviewed the parcel as per the 7460-1 criteria and identified no issues with the proposed construction.

With respect to compliance with Section 1348.11, the Airport has reviewed the plans and has determined that the proposed construction and use would not result in the occurrence of any of the conditions listed in Section 1348.11(a)-(h).

In Summary, the Building and Grounds Committee has approved the Costco plans as submitted for the Planning Commission's review. The Building and Grounds Committee has found that the proposed plan is compatible with the Airport and Airport uses. The Northwestern Regional Airport Commission seeks your support for this project as we continue the economic and social development of our region.

If you have any question or concerns please call me at 231 947 2250.

Sincerely,

Kevin C. Klein, A.A.E.
Airport Director

Enc.

NORTHWESTERN REGIONAL AIRPORT COMMISSION
CHERRY CAPITAL AIRPORT
BUILDING & GROUNDS COMMITTEE MEETING
MINUTES
September 7, 2016
10:00 A.M.

1. Roll Call:

Present	Committee Chair	Lee Foerster
	Committee Member	Dan Ahrns, Doug DeYoung
	Airport Director	Kevin Klein
	Other	Luanne Zak, Karrie Zeits, Bob Nelesen, Dave Westin, Russ Soyring, Marty Colburn, Jean Derenzy, Tim Lodge
	Absent	None

The Chairman called the meeting to order at 10:00 a.m.

2. Public Comment: None

3. The Committee reviewed a letter from Costco with their responses to concerns raised by the Building and Grounds Committee at its meeting on June 2, 2016.

Sheet DD11-01

1. Setbacks need to conform to the intent of zoning requirements.

   Response: Will comply.

   All parties agreed with response.

2. An internal access stub road to the north property line should be added. Traverse City Zoning Ordinance (TCZO) Section 1349.09(f).

   Response: When development of the north property is proposed and approved and if the use is compatible with Costco, a stub to the north property at the northwest corner of the Costco site will be added.

   All parties agreed with response.

3. Depict bike lane on new road, similar to Fly Don't Drive (terminal loop road).

   Response: A bike lane has been depicted along the east side of New Road.

   The City indicated that the throat to the driveway needs to be narrower than what is shown; it is not a truck route. A mountable island can be used to separate and direct traffic and is not included in the total width. It was also

suggested that the road to the gas station be narrower and one-way with use of an island or something similar to direct traffic.

4. Show marked crosswalks between drawn pedestrian path and asphalt walkway on concept site plan, on south entrance drive off of South Airport, and on new road. TCZO Section 1366.04(g). Please provide a marking plan for the site.

   Response: The requested marked crosswalks have been provided.

   All parties agreed with response.

5. Fuel storage for the gas station is depicted as underground. Groundwater conditions should be considered with respect to the choice and design of underground tanks.

   Response: Tanks will be anchored with deadman, which are designed to counter the buoyant forces with a safety factor of 1.4, in a fully submerged condition. A process of dewatering and/or ballasting of the tanks with water will be applied during installation, as applicable.

   All parties agreed with response.

6. The New Connector to Fly Don't Drive shall replace the terminal loop return road. Include signage that indicates crossing traffic and/or flashing lights on signs.

   Response: Will comply.

   The City indicated that the road width is too wide. Costco can go to the zoning board of appeals for a variance or a mountable island, median or similar should be used to separate and direct traffic. The City acknowledged that a clearer definition of street and road needs to be determined to apply correct standards.

<u>Sheets L-1 and L-2</u>

1. All plant types must be suitable for a northern Michigan climate.

   Response: All plant types are hardy to Zone 4, the Plant Hardiness Zone for the project site.

   All parties agreed with response.

2. Future tree heights will be subject to the maximum 45' height restriction or the applicable aeronautical surface, whichever is lower. Select trees that will only grow no higher than 45'.

Response: Trees have been selected that grow no more than 45' tall.

All parties agrees with response. To the extent trees exceed maximum height in the future, the trees will be removed or trimmed as appropriate.

3. The two landscaping sheets indicate installation of new plantings. However, no indication of the clearing limits were found. Proposed clearing limits should be identified. Need confirmation that the preliminary landscape plan depicts retention of existing trees within the drawn 42' setback from the road to Costco property line and 41'7" setback from property line to parking lot. TCZO Section 138.04(a).

   Response: Sheet C100 "Site Tree Protection Plan" has been provided to delineate the extent of anticipated tree removal efforts. An existing tree buffer between the Costco parking lot and Airport has been provided to the maximum extent practical. The installation of asphalt sidewalk along the development frontage will require some tree removal. This sidewalk has been positioned to avoid conflicts with existing utilities (electric, gas, telephone) and future arterial expansion of South Airport Road.

   Clearing limits are now also shown on the landscape plans.

   Commissioner DeYoung asked if would be possible to put the sidewalk in when future development with other parcels occurs.

   The City indicated that they probably wouldn't approve without the sidewalk in now. It was suggested to work with the tree survey to meander the sidewalk where it meets the intersection to minimize the loss of trees. If a reconstruct to South Airport Road is imminent (1- 1 ½ years) they may agree to wait and have the sidewalk be a part of that project.

Sheet SE-1

1. The new connector between Costco and outbound Fly Don't Drive was not addressed in the lighting plan.

   Response: Lighting for the new connector has been addressed on Sheet SE-1.

   The Airport Director indicated that they will be reusing the lights currently on Fly Don't Drive.

2. Lights along the new connector should match the existing lights along Fly Don't Drive. Use of or conflicts with existing lights should be evaluated.

Response: Will coordinate with Airport to match or closely match existing lights along Fly Don't Drive. Will review use of or conflicts of existing lights with City.

The City indicated that the lighting ordinance was based on The Commons. They need to revisit the standard and make adjustments as necessary; there are strong arguments for them to revise it. The City indicated the project meets the lighting ordinance with the caveat that the City needs to fix the ordinance to clarify 1 ft. candle at the perimeter.

Sheet C200

1. The existing dry pond appears to be utilized for about 75% of the drainage from the gas station area without expansion. Costco shall confirm the dry pond is capable of handling the additional flows.

   Response: The existing dry pond is no longer utilized.

   All parties agreed with response.

2. Drainage to the existing dry pond includes the fuel storage/transfer area. Costco must confirm spill containment is sufficient to meet regulatory standards.

   Response: The existing dry pond is no longer utilized.

   All parties agreed with response.

3. Curb and gutter must follow terminal program as curb and gutter is not necessary along new road in all places. Most of the other airport roads freely drain from the edge into turf areas. We recommend maintaining consistency unless there is a specific purpose for the curb and gutter and storm sewer.

   Response: Curb and gutter along New Road offers the primary conveyance mechanism to ensure that all storm water flow within project limits is directed to a proposed basin. This storm water flow attenuates within the basins to conform with City of Traverse City requirements.

   The City encourages the use of curbs and gutters; they can be added later. The Airport Director would like to see curb and gutter plan be consistent with other Airport roads.

   The City would like to see the islands used as part of the project's storm water management.

   The City also indicated that the project does not have enough handicap parking spaces.

Sheet C400

1. Water main depicted is for the Costco site only. We recommend a looped system for the Costco site and the new road with at least two connections to the City of Traverse City public water system.

   Response: Please refer to Sheet C500 "Overall Utility Plan" for proposed water main connections at Fly Don't Drive and the airfield.

   All parties agreed with response.

2. The water main in the new road stops at the north entrance to Costco's site from the new road. Costco must verify that the distance from the north entrance to South Airport Road complies with City of Traverse City requirements for hydrant separation. Extending the water main south will provide better service capability and enhance fire protection for the site as a whole.

   Response: The water main has been extended south as noted.

   All parties agreed with response.

3. Water main and sanitary sewer are shown under the new road. We recommend moving the utilities outside of the pavement area to facilitate future access and maintenance.

   Response: There are elements of the proposed sanitary sewer and water main that are public in nature. The City of Traverse City requires easements and paved access to the public utilities.

   All parties agreed with response.

4. The airport requests the extension of the public sewer further south to better serve the site.

   Response: Public sanitary sewer (gravity provision) has been extended from the airfield into the site for a distance of approximately 200 linear feet. Cover constraints prevent a further extension south.

   All parties agreed with response.

5. Costco appears to be utilizing gas and communications facilities along South Airport Road. Electric service is fed from both South Airport Road and the

new road. The intent should be to have all private utilities (gas, communications, electricity, etc.) installed along the new road.

Response: Will comply.

The City indicated that the water main should be in the maneuvering lane of the parking lot.

6. Suitability of the depicted detention basins is assumed to be based on drainage calculations.

Response: That is correct.

The City would like to review the calculations.

7. Communication line shown between warehouse and gas station on utility plan should be in conduit and constructed to meet zoning.

Response: Will comply.

All parties agreed with response.

Elevations

1. Show bike racks/bike stalls on the Southeast Elevation.

Response: Will comply.

The City would also like the internal bike storage shown.

2. The window frames shape and size should be modified to reflect the terminal building windows.

Proposed warehouse windows reflect similar shape, size and color to the terminal building windows.

The City would like clarification if these are windows or glass panels.

3. Fuel Concept Elevations: the controller enclosure building must have one of the following elements:
    a. Additional landscaping concerning Junipers not hiding control enclosure building
    or
    b. Brick bottom half of facility similar to airport's revenue control buildings in parking lots.

Response: Controller enclosure will be screened with additional evergreens. Please refer to updated landscape plan.

All parties agreed with response.

4. TCZO Section 1348.09(b) provides as follows: "Street-facing building facades shall incorporate permanent architectural elements which create shadow patterns and surface textures which, in turn, enhance visual interest." Suggestion to create interest:

   a. Exterior wall elevations were depicted with a straight, vertical fascia at the top of the wall. The airport's snow removal equipment building has protruding fascia (shaped like a number "4"). A protruding fascia or similar wall treatment to break-up the appearance of the flat roof line should be considered.

   Response: Architectural elements including cultured stone with precast concrete trim, a second architectural CMU block color and CMU massing changes have been added to the warehouse design to enhance visual interest. Cultured stone bases with precast concrete trim have been proposed at the fuel facility to provide interest, but to also better the architectural connection to the warehouse.

   All parties agreed with response.

The Committee then reviewed a letter from Costco dated September 6, 2016 containing responses to comments made by Russ Soyring, Planning Director.

1. The drawings are not to scale. We need to have drawings that are to scale.

   Response: Will comply.

   All parties agreed with response.

2. The driveway at Fly Don't Drive and the east driveway accessing the new road need to be reduced to a width of 32 feet.

   Response: Driveway widths have been reduced and bike lanes introduced providing connectivity to the existing bike path along Fly Don't Drive and the proposed bike path along New Road.

   See discussion above regarding driveway and road widths.

3. The public walk along S. Airport Road needs to extend through the drive opening and be a contrasting material.

Response: Crosswalk has been striped to provide contrast at the drive opening.

All parties agreed with response.

4. The walk that connects to the walk along S. Airport Road needs to extend through the parking lot to the main entrance and be a contrasting material.

Response: Crosswalks have been striped walk to provide contrast at crossings.

The crosswalk will need to be either concrete, dyed asphalt, or treated with thermoplastic.

5. The east side of the loading dock needs to be screened with a masonry wall not less than 6 feet in height.

Response: 3.5' CMU screen wall is proposed along east edge of the loading dock. The dock slopes down toward building 4", therefore at lowest elevation, wall stands 7.5' tall (from interior of dock). Raising wall higher than 3.5' creates a condition of limited visibility for member vehicle and pedestrian traffic at east side of wall. To meet the intent of this requirement, in addition to the 3.5' CMU screen wall, a landscape screen of evergreens (minimum 6'high) is proposed at the planter directly east providing a depth of screening. Please refer to landscape plans.

All parties agreed with response.

6. Provide impervious surface calculation (buildings, driveway & parking lot) for the leased parcel (70% max).

Response: 70% impervious surface (600,677 SF)

All parties agreed with response. The City would like to review calculation.

7. Provide 15 bike racks for 30 bikes within 50 feet of the main entrance meeting the standards of Section 1374.02(c).

Response: 9 stall bike rack has been provided. Should customers submit formal complaint for lack of bicycle parking stalls and complaint is substantiated, Costco will, under the terms of the Construction Agreement with the Airport Authority, install bike racks to accommodate 6 additional bicycle parking stalls.

All parties agreed with response. Plans should also show employee bike parking inside.

8. All parking areas including drives and maneuvering lanes shall have permanent 4 inch high concrete curbs.

   Response: 4" minimum permanent concrete curbs are proposed with exception of the flush curb condition at the stalls along the south side of the building where 4" high recycled rubber wheel stops are pinned into the pavement.

   Recycled rubber wheel stops will not be accepted. It was suggested to use integrated curbs or bollards. More handicap spaces are needed.

9. Any roof top equipment shall be enclosed or screened from street level view using the same materials used for the building walls.

   Response: Will comply.

   All parties agreed with response.

10. Outdoor lighting shall not exceed one foot candle or cause glare onto neighboring properties.

    Response: Will comply, please refer to Sheet SE-1.

    All parties agreed with response; refer to discussion above regarding lighting and necessity of fixing Text Amendment.

11. The proposed signs exceed the maximum size and height requirements of the Sign Ordinance.

    Response: Sign Ordinance reads the maximum wall sign area (includes bonus) is 50 sf., without a restriction on the number of signs. For the canopy (fuel) 2 signs at max 12 sf (includes bonus). Please advise if this is interpreted correctly. If this is the case, please advise if there is a mechanism to seek additional sign area.

    The City indicated that signs are substantially larger than allowed as depicted. Total square footage of proposed signs is measured from one viewing vantage point. An exception can be sought from the Board of Zoning Appeals.

12. Extend public sewer further south (to the northern most Costco driveway).

    Response: Will comply. Costco to connect with private force main and install private lift station sufficient for Costco needs. Further tenants to provide force main and lift station separate from Costco. To maintain minimum cover requirements, grades for New Road will be raised

requiring additional import of subsoil material (quantity and costs not yet determined).

All parties agreed with response.

13. Locate Water and Sanitary under green areas of New Road.

Response: Will comply.

All parties agreed with response.

It was moved by Commissioner DeYoung and supported by Commissioner Ahrns to approve the plans with the updates discussed above and to have the Airport Director reach out to Costco to inform them of the points and changes discussed at the meeting today and to direct them to update the plans before submission to the City. MOTION PASSED.

4. Public Comment: None

5. Adjournment:

There being no further business to come before the Committee, the Chairman adjourned the meeting at 12:34 p.m.

Respectfully submitted,

Kevin C. Klein, A.A.E.
Airport Director

Missy Luick <mluick@traversecitymi.gov>

Revised Costco plans

1 message

Rick Brown <rbrown@eastbaytwp.org> Thu, Sep 15, 2016 at 9:17 AM
To: Russ Soyring <RSoyring@traversecitymi.gov>, Missy Luick <mluick@traversecitymi.gov>
Cc: Kevin Klein <kevin.klein@tvcairport.com>, Leslie Couturier <lcouturier@eastbaytwp.org>

Russ and Missy,

Thank you for forwarding the updated Costco plans to us. There are a number of improvements over what was submitted previously. In particular, we like the extension of the sidewalk/bikepath across the entire front of the property; the addition of designated bike lanes on New Road; the revised pedestrian/bicycle access from the sidewalk to the building (great idea Russ); the reduced lighting around the edges of the property; the stormwater basin shapes/designs; and the amount of landscaping.

The East Bay Charter Township Office of Planning & Zoning has a few comments and unaddressed issues it would like to note:

The entrance canopy area of the building could be adjusted in subtle ways to better resemble the airport terminal (see attachment). These would also soften the structure. Examples include:

- Adding angular treatments at the top of the pillars/windows as is evident in the attached photo of the TVC Terminal Building instead of all right angles like shown in the Costco facades.
- Stone or a reasonable facsimile materials across the base of the windows instead of brown glass, except directly under the entry canopy where the entrance/exit is located.
- Bring the stone treatments on the pillars all the way to the ground instead of onto concrete pedestals detracting from the overall appearance.
- Landscaping at the base of each non-entry window area between the pillars.
- Accent lighting and safety bollards that are not bright red. Instead, a more muted earth tone would soften the appearance.

Other thoughts include:

- Could some of the existing trees be retained for use on other parts of the site for landscaping?
- Could the gas station be moved to the southeast corner of the property so it is not the first thing people see when approaching the airport?
- Cart corrals should not have signage plastered all over them - this isn't shown but often happens after opening. A condition prohibiting signage other than "cart corral" would be helpful.
- It is hoped that the dry basins are being designed in a manner that will not require unsightly fencing around them.
- The color building elevations do not match the black and white ones.The north and west building elevations are mixed up on the black and white set. This should be corrected.
- The north building elevation is quite monotonous - granted it will not initially face anything, but some articulation should be provided to improve the view of the structure as seen from future uses to the north.

Since the Traverse City Planning Commission meeting is the same night as ours (October 4th), please forward these comments to your Planning Commission.

Thank you again,

Rick

Rick Brown, AICP, CBSP
Township Planner
East Bay Charter Township
1965 N. Three Mile Road
Traverse City, Michigan 49696

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The Watershed Center
GRAND TRAVERSE BAY
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September 29, 2016

Traverse City Planning Commission
400 Boardman Ave.
Traverse City, MI 49684
Sent via email: rsoyring@traversecitymi.gov (please distribute)

Re: Costco Site Plan Review

Dear Planning Commissioners,

On behalf of The Watershed Center Grand Traverse Bay, this letter provides comments related to the Planning Commission's upcoming Site Plan Review for the Costco site, particularly its stormwater management measures. We appreciate that City staff have provided us with this opportunity to review and comment on the draft plans.

Site Plan Review requires sufficient information for the Commission to establish that site plans conform to all applicable requirements of City ordinances, and approval may be conditioned as such. (City Ord. Secs. 1366.03(a)(14), 1366.04). Among the applicable ordinances is Chapter 1068, the *Ground-Water Protection and Storm-Water Runoff Control Ordinance*. It requires that stormwater permits must be in accordance with the "written guidelines which shall be on file in the Traverse City Engineering Department", and that a violation of the Guidelines is a violation of the Ordinance. (City Ord. Secs. 1068.06(a), 1068.13). Thus, we understand the Costco stormwater system must comply with the *Traverse City Ground-Water Protection and Storm-Water Control Ordinance Guidelines* (Sept. 2004), attached as Exhibit A.

Aspects of the stormwater system shown in the Costco site plans do not appear to meet the Guidelines. The site plans show three infiltration (dry) basins, each about 6 feet deep, with about 13.7 acres of impervious surfaces. As such, among others, the requirements in Sections (B)(5), (B)(11) and (D)(9) of the Guidelines apply. But the submitted plans do not show, *e.g.*, a two-stage basin design with a safety ledge or fence, or otherwise indicate (by notation or otherwise) how those requirements will be met.

Because this green-field site does not present many of the constraints of infill redevelopment sites common in the City, we are unaware of a basis to waive Guidelines requirements. At the same time, we are aware that the existence and applicability of the Guidelines is not necessarily apparent to interested parties. Therefore, it appears appropriate for the Commission to specifically condition approval of Costco's site plans on compliance with, among other requirements, the Guidelines, and we concur with City staff in recommending that approach here.

We look forward to the opportunity to discuss our comments with you. As always, please let me know any questions you may have related to these comments, and thank you in advance for your consideration.

Sincerely,

Christine Crissman
Executive Director

Exhibit A

TRAVERSE CITY GROUND-WATER PROTECTION AND STORM-WATER CONTROL ORDINANCE GUIDELINES

PREAMBLE

The guidelines were developed to be used in conjunction with the Traverse City Ground-Water Protection and Storm-Water Runoff Control Ordinance. These guidelines will be updated as needed to reflect the new technology and best management practices available to deal with ground-water protection and storm-water runoff on sites within the City of Traverse City.

A. GROUND-WATER PROTECTION

1. General-purpose floor drains shall be allowed only if they are connected to: an on-site holding tank; to the public sanitary sewer system with approved oil separator system or; a system authorized through a State ground-water discharge permit.

2. Secondary containment for above-ground areas where hazardous substances and polluting materials are stored or used shall be provided. Secondary containment shall be sufficient to store the substance for the maximum anticipated period of time necessary for the recovery of any released substance.

3. Outside storage of hazardous substances and polluting materials shall be prohibited except in product-tight containers which are protected from weather, leakage, accidental damage and vandalism and are stored within a secondary containment system.

4. Out-of-service abandoned tanks shall be emptied and removed in accordance with the State of Michigan Underground Storage Tank Rules.

B. STORM-WATER RUNOFF CONTROL FACILITIES

1. Earth changes and related improvements shall be designed, constructed and maintained to minimize the extent and duration of earth disruption and to protect the natural environment.

2. On-site storm-water runoff control facilities which protect water quality and prevent unwanted flooding shall be required for all sites. Storm-water runoff control facilities may include but are not limited to detention basins, retention ponds, infiltration trenches, infiltration basins, drainage wells, grass swales, grass swales with check dams, filter strips and other facilities.

3. Storm-water control facilities shall be planned and designed to reproduce the pre-development hydrology of the site to the maximum possible extent.

4. Infiltration trenches, perforated pipe and infiltration basins shall be encouraged provided that (a) sediment is removed from storm-water runoff before runoff reaches the infiltration facility and (b) adequate provisions for facility maintenance have been made.

5. Infiltration basins shall be lined with a vegetative cover designed to slow the flow of runoff and to trap pollutants. Sediment traps, catch basins and/or sediment basins shall be provided for the purpose of collecting sediment before storm water reaches the infiltration basin or trench. Infiltration facilities shall be designed to distribute storm-water runoff volume evenly over the floor of the basin or trench and to prevent ponding or standing water.

6. Drainage wells, commonly known as dry wells, may be used as a storm-water control method if the use of storm-water retention or detention basins, either on- or off-site, is not feasible. All drainage wells must provide the following: (1) catch basins, sediment basins, silt traps or vegetative filter strips to remove sediment from storm water flowing to the drainage well, (2) an approved overflow system and (3) adequate provisions for maintenance.

7. Detention basins shall be designed as extended detention basins to detain runoff on the site for 24 hours or more to allow for maximum settling and removal of suspended solids and other pollutants. Vegetation shall be installed and maintained in the basin to help absorb pollutants.

8. When a downstream outlet (open channel or storm sewer) is unacceptable, minimum detention, retention and infiltration basins on the site shall have the storage capacity to hold the increase in runoff volume generated by the earth change. The required volume shall be calculated by comparing the undeveloped condition to the developed condition for a 25-year 24-hour frequency storm event. Provisions for overflow shall be made. In general, this paragraph shall apply to larger open areas where storm sewers do not exist.

9. If a quantity or capacity problem exists with an outlet as may be determined by the City Engineer, the peak rate of discharge from a site shall be as determined by the City Engineer. It should be assumed for design purposes, that such problems exist with almost all storm sewers within the City. However, in general, such runoff rate will normally not be less than the pre-developed rate, and required on-site storage shall not be greater than that required for a 10-year frequency storm event with 24 hour minimum detention. In general, a short hand design method of a 2½" rain over all impervious surfaces may be used. Drainage facilities for quantity purposes shall be designed to pass a 10-year frequency storm event.

10. As a minimum, all drainage control on all multi-family, commercial and industrial sites when developed shall be designed to allow infiltration or to retain in some acceptable manner all small storms or first-flush runoff which shall be the first one-half (½") inch of runoff. The City Engineer, at the written request of the Michigan Department of Environmental Quality, may reduce the minimum infiltration retention requirements if it is determined that the introduction of surface storm-water infiltration into the groundwater would increase and/or exacerbate the existing known pollution at a site.

11. A two-stage design for detention and retention basins shall be used on sites where parking lots and other impervious surfaces exceed five (5) acres in size as well as for other sites identified by the City Engineer or the Michigan Department of Environmental Quality as requiring special protection for water quality purposes. In such cases, a meeting will be set up between the property owner/developer and City Engineer to discuss details of design and requirements.

12. The use of Swirl Concentrator technology or other "new technology" systems in which the removal of a minimum of 80% of pollutants, including grit, oil, hydrocarbons and floating contaminants for on-site storm-water runoff control facilities, is encouraged. Where these "new technology" systems are designed within projects for areas where off-site receiving and conveyance facilities have adequate capacity, the City Engineer may reduce or eliminate on-site retention/detention requirements.

C. STORM-WATER CONVEYANCE FACILITIES AND RECEIVING WATERS

1. Unless otherwise approved, storm-water runoff shall be conveyed through swales, vegetated buffer strips or other approved facilities so as to decrease runoff velocity, to remove pollutants, to allow suspended sediments to settle and to encourage infiltration.

2. When storm sewers are determined to be necessary by the City Engineer, the applicant shall design the drainage system to mitigate any harmful impact on water quality by using appropriate structural devices or other best management methods.

3. Drain spouts from roofs and sump pumps from basements shall be directed to on-site swales, detention basins or other measures designed to slow the flow of storm-water runoff to non-erosive velocities whenever possible.

D. SITE CONSTRUCTION CONTROL

1. All earth changes shall be designed, constructed and maintained in such a manner as to minimize the extent and duration of earth disruption.

2. Soil erosion control facilities shall be designed to remove sediment from storm water before the storm water leaves the site of the earth-change activity.

3. Vegetative stabilization or other soil erosion control measures shall be installed and maintained throughout the development process. Critical areas exposed during construction shall be protected with temporary vegetation, mulching, filter fences or other methods of stabilization.

4. Storm-water runoff control and soil erosion control measures shall be installed before grading, filling or removal of vegetative cover is initiated.

5. Filter fences and other soil erosion control facilities installed at the perimeter of a development site shall be installed at least five (5') feet from the property boundary to allow for on-site maintenance.

6. Fill slope grades on the perimeter of the graded area adjacent to lakes, streams, wetlands and storm-water ponds, or adjoining properties shall not have a slope steeper than a 33 percent rise (3 feet horizontal to 1 foot vertical) unless approved by the City Engineer.

7. Retention and detention basins shall have an emergency overflow system. The overflow system shall be designed to accommodate flow from the 100-year storm event, or as otherwise required by the Michigan Department of Environmental Quality.

8. Side slopes of any storm-water retention or detention basin shall be no greater than 3:1 (horizontal to vertical) so as to prevent soil erosion and allow for basin maintenance.

9. Storm-water basins with depths greater than three feet shall have one or more of the following safety features: (a) Safety ledges at the basin perimeter which are at least eight feet wide for every three feet of vertical height; (b) aquatic vegetation surrounding the basin which discourages wading; or (c) fencing to prevent unauthorized access to the basin.

10. Soil erosion control measures shall be maintained throughout the duration of the earth change including the later stages of development. Maintenance activities include but are not limited to removal of accumulated sediment, structural repairs, reseeding or replacement of vegetative cover and lawn mowing.

11. Removal of natural vegetation and tree roots within twenty five (25) feet of the ordinary high water mark of any wetland, lake or stream shall be prohibited unless approved for recreational uses. A lake or stream buffer area greater than twenty five (25) feet may be required by the City Engineer if necessary for soil erosion control purposes.

12. Grading of land or other earth changes shall not be permitted in any flood plain unless approved by the Michigan Department of Environmental Quality as well as the City Engineer. Further, all approved grading of land or other earth changes within a flood plain or within the required buffer area of a lake or stream shall not reduce the storage capacity of the flood plain and shall meet the requirements of the City Zoning Ordinance.

E. DESIGN PARAMETERS FOR FACILITY CONSTRUCTION

1. Design parameters for ground-water protection, storm-water management and soil erosion facilities shall follow best management practices as identified by the City Engineer, the Grand Traverse County Soil Conservation Service and/or the Michigan Department of Environmental Quality.

2. The Michigan Department of Environmental Quality "Urban Storm-water Best Management Practices Manual" will be used as a reference along with other manuals such as "Controlling Urban Runoff" by the Metropolitan Washington Council of Governments and the Small Business Guide To Secondary Containment by the Clinton River Watershed Council.