



301 East Main Street
Lowell, Michigan 49331
Phone (616) 897-8457
Fax (616) 897-4085

**PLANNING COMMISSION-CITIZEN ADVISORY COMMITTEE
CITY OF LOWELL, MICHIGAN
AGENDA**

**FOR THE REGULAR MEETING OF
MONDAY, AUGUST 12, 2019 AT 7:00 P.M.**

**AT THE
LOWELL CITY HALL
CITY COUNCIL CHAMBERS
SECOND FLOOR
301 EAST MAIN STREET**

1. **CALL TO ORDER: PLEDGE OF ALLEGIANCE, ROLL CALL**
2. **APPROVAL OF AGENDA**
3. **APPROVAL OF THE MINUTES OF PREVIOUS MEETINGS**
 - a. **July 8, 2019 – Regular Meeting**
4. **PUBLIC COMMENTS AND COMMUNICATIONS CONCERNING ITEMS NOT ON THE AGENDA.**

IF YOU WISH TO ADDRESS AN AGENDA ITEM, PUBLIC COMMENT FOR EACH ITEM WILL OCCUR AFTER THE INITIAL INFORMATION IS SHARED ON THE MATTER AND INITIAL DELIBERATIONS BY THE PUBLIC BODY. PUBLIC COMMENT WILL OCCUR BEFORE A VOTE ON THE AGENDA ITEM OCCURS.

5. **OLD BUSINESS**
 - a. **Riverview Flats – PUD Review**
6. **NEW BUSINESS**
7. **STAFF REPORT**
8. **COMMISSIONERS REMARKS**
9. **ADJOURNMENT**

**OFFICIAL PROCEEDINGS
OF THE
PLANNING COMMISSION-CITIZEN ADVISORY COMMITTEE
CITY OF LOWELL, MICHIGAN
FOR THE REGULAR MEETING OF
MONDAY, JULY 08, 2019 AT 7:00 P.M.**

1. CALL TO ORDER: PLEDGE OF ALLEGIANCE, ROLL CALL.

The Meeting was called to order at 7:00 p.m. by Chair Bruce Barker.

Present: Commissioners Tony Ellis, Colin Plank, Michael Gadula, Marty Chambers, David Cadwallader (arrived @ 7:04) and Chair Bruce Barker.

Absent: Commissioner Amanda Schrauben.

Also Present: Andy Moore with William & Works and Lowell City Clerk Sue Ullery.

2. APPROVAL OF ABSENCES.

IT WAS MOVED BY CHAMBERS and seconded by BARKER to excuse the absence of Commissioner Amanda Schrauben.

YES: 6. NO: 0. ABSENT: 1. MOTION CARRIED.

3. APPROVAL OF AGENDA.

IT WAS MOVED BY CHAMBERS and seconded by PLANK to approve the agenda as written.

YES: 6. NO: 0. ABSENT: 1. MOTION CARRIED.

4. APPROVAL OF THE MINUTES OF THE PREVIOUS MEETINGS.

IT WAS MOVED BY BARKER and seconded by PLANK to approve the minutes of the June 10, 2019 Planning Commission regular meeting as amended.

YES: 6. NO: 0. ABSENT: 1. MOTION CARRIED.

5. PUBLIC COMMENTS AND COMMUNICATIONS CONCERNING ITEMS NOT ON THE AGENDA.

There were no comments.

6. OLD BUSINESS.

None.

7. **NEW BUSINESS.**

a. **Riverview Flats- Review**

Todd Shaal representing Unity School investors spoke briefly regarding the rezoning of the property and that they would like to make the property that has been an eye sore for 15 years' cool.

Andrew Moore with Williams & Works gave the background information stating the applicant who owns two parcels (219 and 238 High Street), however, only 219 High Street is the subject of this application. The subject property is within the Mixed Use district zoning and a portion of the subject property (219 High Street) is located within the Floodplain Overlay District. The total acreage of 219 High Street is approximately 2.0 acres. The applicant has proposed a condominium project on the subject property, which would include redevelopment of the existing Unity School building and bus garage, known as "Riverview Flats." The applicant is proposing three phases during the project.

The first phase would convert the former bus garage (on the western portion of the site) into 14 residential condominiums. In order to achieve this, the applicant has proposed an additional story to be constructed on top of the building. This first phase would also include the construction of four enclosed private garages for condominium residents. Access to these condominiums is proposed through the construction of private drives from King Street and Monroe Street. This phase is expected to take approximately one year.

Moore continued, the second phase of Riverview Flats would renovate the existing Unity School building into new condominium units. The applicant has indicated that this building will accommodate approximately 16 residential units. A parking lot for these units is proposed on the east side of the school building with access from High Street. A portion of the former Unity School building currently extends into the High Street right-of-way, which is not allowed. However, the applicant has indicated on the site plan that this portion will be removed. The project's third phase would involve the construction of residential units in new buildings on the northeastern corner of the property. There are no buildings presently on this portion of the site. These residential units would be located in two buildings and access would be provided via the private drives from Monroe Street and King Street that were constructed during Phase 1. The applicant has indicated that approximately 14 residential units will be in these buildings comprising Phase III.

Moore then went through the Riverview Flats PUD and reviewed the project in detail. Moore suggested the Planning Commission discuss with the applicant the market force for this type of development. Todd Shaal stated they did their research before they even began the project and currently they have over 30 people on a waiting list for this project in Lowell.

Eric Lundstrum who currently resides at 10300 Downes in Vergennes Township stated he and his wife are interested in moving into the potential Riverview Flats, living right on the river and in downtown Lowell. He feels this area on the Riverwalk it is the heart of Lowell.

Chair Barker requested that the open space section be covered in depth at some point in the process which Moore noted.

Commissioner Chambers suggested they add sidewalk on both sides of the Monroe entrance to the driveway coming in.

Mark Anderson representing Terra Verde spoke regarding the landscaping.

Chris Droveashier who resides at 6800 Flat River Drive in Alto explained the building materials they plan to use on the project buildings.

Kevin Roosien from Roosien & Associates spoke regarding the engineering aspect of the project.

The Planning Commissioners would like Moore to further investigate and work through the parking, floodplain details and the demands on the utilities.

Jerry Zanstra who currently resides at 216 W Main Unit #7 and is one of the Unity School Developers spoke asking to verify that the parking requirements as of right now are acceptable for this development and Moore agreed.

Chair Barker suggested no public hearing but to have Andy Moore with William & Works, bring back a detailed written update on this PUD at the August meeting to send forward to the City Council for approval.

Denise Bark who resides at 901 N. Jefferson stated if it is located in the Historic District, it needs to reflect that look.

b. CBD Oil

Andy Moore with Williams and Works provided an update to the Planning Commission regarding the CBD (Cannabidlol) Oil Sales. He explained the difference between Industrial Hemp vs. Marijuana, increased popularity, current regulations and the implications for Lowell.

8. STAFF REPORT.

There were no reports.

9. COMMISSIONERS REMARKS.

There were no remarks.

10. AJOURNMENT.

IT WAS MOVED BY CADWALLADER and seconded by CHAMBERS to adjourn at 9:02 p.m.

DATE:

APPROVED:

Bruce Barker, Chair

Susan Ullery, Lowell City Clerk

Request Number: _____

Filing Fee: _____



301 East Main Street
Lowell, Michigan 49331
Phone (616) 897-8457
Fax (616) 897-4085

APPLICATION FOR PLANNED UNIT DEVELOPMENT

- All drawings must be sealed by a licensed architect, engineer, and/or landscape architect unless waived by the Zoning Enforcement Officer.
- 10 copies and a PDF of the site plan must be submitted to the City Manager's office no later than three weeks before the Planning Commission meeting to allow adequate staff review.
- The Planning Commission meets the second Monday of the month at 7:00 p.m. where plans are approved, rejected, or modified.
- Preliminary plans may be presented for Planning Commission comment, but no final approval is given until all required conditions are met.
- After approval, public works and building permits must be secured before construction may commence.

1. Street Address and/or Location of Request: 219 High Street

2. Parcel Identification Number (Tax I.D. No.): #41-20- 02-260-003

3. Applicant's Name: Unity School Investors, LLC Phone Number 616.822.6477

Address: 216 W Main, Unit #6 Lowell MI 49331
Street City State Zip

Fax Number 616.585.0804 Email Address todd@estesgroup.com

4. Are You: ☒ Property Owner ☐ Owner's Agent ☐ Contract Purchaser ☐ Option Holder

5. Applicant is being represented by: Todd Schaal Phone Number 616.822.6477

Address: 216 W Main, Unit #7 Lowell MI 49331

6. Present Zoning of Parcel PUD - Mixed Use Present Use of Parcel Vacant

7. Description of proposed development (attached additional materials if needed):

Redevelopment of the buildings and property with uses consistent with the Mixed Use zoning.
(Please see narrative for additional information.)

The facts presented above are true and correct to the best of my knowledge.

Signature: _____ Date: _____

Type or Print Your Name Here: _____

~~Property Owner Approval: As owner I hereby authorize the submittal of this application and agree to abide by any decision made in response to it.~~

Owner

Date

The following **CHECKLIST** lists required information needed on the drawing for final plan approval (unless specifically waived by the Planning Commission). Please go over this **CHECKLIST** with the City Manager and Zoning Administrator before presenting to the Planning Commission.

1. General Information

- | | |
|--|----------|
| a. Name and firm address of the professional individual responsible for preparing site plan and his/her professional seal. | <u>X</u> |
| b. Name and address of the property owner or petitioner. | <u>X</u> |
| c. Scale, north arrow, and date | <u>X</u> |
| d. Acreage (gross and net) | <u>X</u> |
| e. Zoning of adjacent properties | <u>X</u> |
| f. Legal property description | <u>X</u> |
| g. Existing Site Conditions: | |
| 1) Boundary survey lines and setbacks. | <u>X</u> |
| 2) Location sketch showing site, adjacent streets and properties within 200 feet or as directed by the city. | <u>X</u> |
| 3) Location, width, and purpose of all existing easements and lease areas, including cross-access. | <u>X</u> |
| 4) Abutting street right(s)-of-way and width. | <u>X</u> |
| 5) Topography with contour intervals of no more than two (2) feet. | <u>X</u> |
| 6) Natural features such as wooded areas, surface water feature, floodplains or floodways, wetlands, slopes exceeding 15%, lakes, rivers, creeks, county drains, and other significant site features, including the area of such features. | <u>X</u> |
| 7) Existing buildings, structures, paved surfaces and areas, installed landscaping, and other significant physical infrastructure. | <u>X</u> |
| 8) Size and location of existing utilities and status, where applicable. | <u>X</u> |
| h. Proposed Development: | |
| 1) Layout of proposed buildings, structures, driveways, parking lots, streets, landscaped areas, and other physical infrastructure, as applicable, including the area of these improvements. | <u>X</u> |
| 2) Recreation areas, common use areas, dedicated open space, and areas to be conveyed for public use. | <u>X</u> |
| 3) Layout of sidewalks and/or pathways, both internal to the development and along the main road frontage. | <u>X</u> |
| 4) Layout and typical dimensions of building envelopes, proposed parcels, and lots. | <u>X</u> |
| 5) Parking, stacking, and loading calculations, if applicable. | <u>X</u> |
| 6) Phasing plan, if applicable. | <u>X</u> |
| 7) Conceptual plan for provision of public water and public sanitary sewer services. | <u>X</u> |
| 8) Conceptual grading plan. | <u>X</u> |
| 9) Conceptual stormwater plan. | <u>X</u> |
| 10) Conceptual plan for provision of public water and public sanitary sewer services. | <u>X</u> |
| i. Additional Information: | |
| 1) A narrative, which shall describe the proposed PUD, the proposed timeframe of development, the zoning district(s) in which it will be located, the overall residential | |

density of the project, and documentation indicating how the qualifying conditions in Section 15.02 and the standards of 15.10 are met.

X

- 2) A table detailing all requested deviations identified in the PUD Plan compared to the requirements of the zoning district in which the proposed PUD is located. This table shall clearly identify the requirement in comparison to the requested deviation.

X

- 3) The Planning Commission may require additional information from the applicant to better assist in the determination of PUD qualification such as, but not limited to, market studies, fiscal impact analysis, traffic impact studies, and environmental impact assessments.

Standards for Approval. Prior to approval of a planned unit development application, the planning commission and city council shall ensure that the standards specified in Chapter 15 of the City of Lowell Zoning Ordinance are satisfied by the completion of the planned unit development under consideration. Section 15.10 lists the following standards for approval. Please respond to each, illustrating why the proposal would meet each standard.

- A. The proposed PUD complies with the purpose and qualifying conditions of sections 15.01 and 15.02.

See attached PUD Development Narrative.

- B. The uses conducted within the proposed PUD, the PUD's impact on the community, and other aspects of the PUD are consistent with, and further implement the policies of, the adopted master plan.

See attached PUD Development Narrative.

- C. The proposed PUD shall be designed, constructed, operated, and maintained in a manner harmonious with the character of adjacent property, the surrounding uses of land, the natural environment, and the capacity of public services and facilities affected by the development.

See attached PUD Development Narrative.

- D. The proposed PUD shall not be hazardous to adjacent property or involve uses, activities, materials, or equipment that will be detrimental to the health, safety, or welfare of persons or property through the excessive production of traffic, noise, smoke, fumes, or glare.

See attached PUD Development Narrative.

-
- E. The proposed PUD shall not place demands on public services and facilities more than current or anticipated future capacity.

See attached PUD Development Narrative.

- F. The proposed PUD shall satisfy all applicable local, state, and federal laws, rules, and regulations.

See attached PUD Development Narrative.

RiverView Flats

Condominium Project PUD Development Narrative

April 26, 2019

May 2019 - Updated as noted

REQUIRED SUBMITTALS:

- Preliminary Development Plans
 - C2.0 – Proposed Site Plan
 - C1.0 – Existing Conditions, Removals & Preliminary SE/SC Plan
 - C3.0 – Grading & Stormwater Management Plan
 - C3.1 – Grading & Stormwater Management Plan (Cross Sections & Details)
 - C5.0 – Preliminary Site Details
 - C5.1 – Preliminary Drive Details
 - Architectural Renderings & Floor Plans
- Completed Zoning Application (*information copied onto PUD Application form*)
- Fee payment of \$1,100
 - Application fee of \$100
 - Escrow of \$1,000 (*additional \$4,000 escrow payment made to City*)

SUMMARY OF INTENT:

The proposed RiverView Flats condominium project is the redevelopment of the buildings and site commonly known as the former Unity School.

The project will consist of three Phases. The first Phase is the addition of another story to the former bus garage building with the bus garage building being converted into 14-residential condominiums. There will also be the construction of enclosed garages for said condominiums.

The second Phase will be the renovation of the school building into condominiums.

The third Phase will be the construction of condominiums or apartments on the vacant property at the northeast corner of the property.

The first Phase is expected to take approximately one year at a cost of approximately \$2.1-million. The timing of the other Phases will be dependent on market demand.

The current zoning of the property is Mixed Use which was written for the property a few years ago.

To the east and north of the property is residential in an urban environment and with urban density, to the west is the Flat River and to the south is a vacant parcel, a library and then commercial buildings and uses.

The size, location, character and compatibility are consistent with the goals of the City's Master Plan adopted in November of 2007. "New Development in the City will be encouraged to be located in and around the downtown area..." as taken from page 33 of the Goals and Objectives Chapter of the Master Plan. Further the Master Plan encourages and promotes the rehabilitation of existing buildings and facades and the development of residential uses in the downtown area.

Section 15.02

15.01 – The project will protect the cultural and historic history of the property by preserving the former Unity School buildings of which many Lowell residents attended.

15.02 – Past developers that considered development of the property proposed the demolition of the existing buildings and concluded new construction wasn't feasible. Through creative thinking, the developers have figured out a way to utilize and preserve the existing buildings.

15.03 – There is a market driven need for housing in the downtown area.

- 15.04 – The project will generate new real estate tax revenue for the City as well new economic benefits for local businesses with the redevelopment of multiple buildings.
- 15.05 – The project is located along the river front park and walkway as well as bordered by two City sidewalks. It will be unusually friendly and conducive to the neighborhood and pedestrian traffic.
- 15.06 – The project will re-use significant and historic buildings.
- 15.07 – The project will allow phased development.
- 15.08 – The proposed PUD allows flexibility to utilize existing buildings as well as the future construction of new buildings.
- 15.09 – The proposed PUD allows the efficient use of the land and buildings.
- 15.10 – The proposed PUD will have no adverse impacts and will promote efficient pedestrian access and circulation.
- 15.11 – The PUD provides for the redevelopment of the site and buildings which have fallen into disrepair.
- 15.12 – The exteriors of the existing buildings are consistent with each other and new materials will coordinate and compliment architectural styles and building forms within the PUD.
- 15.13 – The quality of construction will meet or exceed that of other buildings in and around the City.

The proposed PUD meets the Qualifying Conditions of:

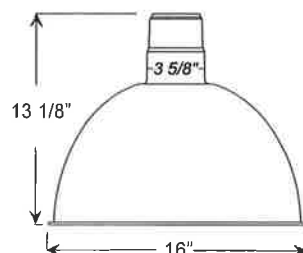
- 1. Ownership – The property is under one ownership.
- 2. d – The project will constitute the significant redevelopment of an under utilized and vacant property where conventional development is not feasible.

Section 15.10 (*These responses correlate to pages 3 and 4 of the PUD application*)

- 15.10 A. As demonstrated above, the proposed PUD complies with the purposes and qualifying conditions of Section 15.01 and 15.02.
- 15.10 B. – The uses within the proposed PUD are consistent with the policies of the Master Plan. Additionally, the uses further and promote the objectives of the Master Plan including the rehabilitation of cultural and historic buildings. The promotion of pedestrian friendly environments. Increasing downtown housing and bringing economic benefits to the City.
- 15.10 C. – The proposed PUD is residential in nature and complimentary to the residential uses adjacent to it. It will be constructed and maintained in a manner harmonious with those uses and within the capacity of the City's services.
- 15.10 D. – As stated, the proposed PUD is residential and will not be hazardous to the adjacent uses of the property nor will any of the adverse conditions referenced in 15.10 D exist.
- 15.10 E. – The proposed uses within the PUD will not place demands on the City's public services greater than their current and contemplated future ability to handle.
- 15.10 F. – The proposed PUD will satisfy all local, state and federal rules and regulations.

Requested Deviations from Underlying Zoning

Zoning: Mixed Use - PUD	No deviation requested. Proposed front setbacks: 0-feet minimum; 10-foot maximum
Parking: 67-spaces proposed on site. Additional 103-spaces within 400-feet of project.	Request deviation to allow parking in the front yard for Phase 2.
Site Access: Proposed private drives from King Street and Monroe Street.	No deviation requested.
Public Utilities: Proposed public water, sewer and storm management connections and private utility service connections (gas, phone, electric, cable, etc.)	No deviation requested.
Site Lighting: Site lighting will be in accordance with the City's ordinance.	No deviation requested.
Signage: Proposed signage will be in accordance with the City Zoning Ordinance.	No deviation requested.



Weight: 1.5 lbs

D616

LED

Project: _____

Fixture Type: _____ Quantity: _____

Customer: _____

Specifications**Material:**

RLM shades are constructed of heavy duty spun aluminum. Wall back plate and driver housing are cast aluminum. All fasteners are stainless steel. Inside of shade is reflective white finish for all colors except galvanized paint finish. Screw hardware may not match paint.

Electrical:

GU24 socket, 120V only.
Universal voltage 120-277 is standard.
0-10V, TRIAC and ELV dimming protocols are standard for LED modules. (12w is TRIAC dimming & 120v only)

See page 2 table for LED module and driver specs, voltage and dimming protocols.

Certifications:

Cord mounts are UL Listed for dry locations.
Arm mount, stem mount and wall mount are UL Listed for wet locations.

**Finish:**

A polyester powder coat high quality finish is electro-statically applied and baked at 430° for exceptional durability and color retention. Products undergo an intensive five-step cleansing and pretreatment process for maximum paint adhesion.

Marine grade finish provides superior salt, humidity and UV protection. This coating withstands up to 3000 hours of continuous salt spray, comes with a 5-year warranty and is available in either a textured or gloss surface.

Modifications:

Consult factory for custom or modified luminaires.

Catalog Logic

D616	M016LD	D	W	40K	RTC	UNV	E6	SWL	41
RLM Style	Light Source & Wattage	Dimming	Distribution	CCT	Driver Housing	Voltage	Mounting	Accessories	Finish

Catalog Number

1	2	3	4	5	6	7	8	9
D616	M016LD	D	W	40K	RTC	UNV	E6	

1 LIGHT SOURCE & WATTAGES

GU24	(GU24 Socket Only, 120V only)
M012LD	(12w, 750 lumen, Cree module, integral driver, 120V, TRIAC dimming & narrow distribution only)
M009LD	(9w, 850 lumen, Cree module)
M010LD	(10w, 1250 lumen, Cree module)
M013LD	(13w, 1250 lumen, Cree module)
M016LD	(16w, 2000 lumen, Cree module)

2 DIMMING

D (Dimming)

See page 2 table for LED engine and driver specs, voltage and dimming protocols.

3 DISTRIBUTION

W (T5 Wide Distribution with Dome LED Lens)

N* (T5 Narrow Distribution with Flat LED Lens)

*12w is narrow only, select "N".

4 COLOR TEMPERATURE (CCT)

27K	(2700K)
30K	(3000K) (Not Sunset Dim)
35K	(3500K) (Not Sunset Dim)
40K	(4000K) (Not Sunset Dim)

5 DRIVER HOUSING

RTC (Driver Canopy)

RTNC (Over Canopy No Spill Cover)

NA (Housing not required for 12w)

6 VOLTAGE

UNV (120-277)

7 MOUNTING SOURCES

Arm Mounts (Cast back plate included (CB))

E3	E4	E6	E8	E9
E10	E11	E12	E13	E15
E18	E25			

(See Step 3 for Driver Housing Options)

Wall Mounts

WM40
WM54
WM74
WM317
WM84

Post Mounts
(Postline driver only, 4" OD/ 125 pole required)

PM10
PM20
PM30
PM40
PM50
PM319

Cord Mounts

BLC (6 black cord with 1" x 5/8" canopy)

WHC (6 white cord with 1" x 5/8" canopy)

Stem Mounts

1" (13/16" OD) Rigid Stems with STC Flat Canopy

2ST6 2ST12 2ST18 2ST24 2ST36 2ST48

2ST60 2ST72 2ST96

3" (1" OD) Rigid Stems with STC Flat Canopy

3ST6 3ST12 3ST18 3ST24 3ST36 3ST48

3ST60 3ST72 3ST96

(See Step 3 for Driver Housing Options)

8 ACCESSORIES

CBC (Cast back plate Spun Alum Cover)

GR16 (16" Wire Grill)

PC (Button Photo Cell) Remote Only

SC (Scroll for Arms)

SLC (Sloped Ceiling Mount, 20° Max)

SQ (Square Back Plate)

SWL (Swivel)

TBK (Turn Buckle Kit)

9 FINISHES

Standard Grade	Marine Grade	Standard Grade	Marine Grade
40	NA Raw Unfinished	53	100 Copper Clay
41	101 Black	56	109 Silver
42	102 Forest Green	61	106 Black Verde
43	114 Bright Red	70	118 Painted Chrome
44	107 White	71	105 Painted Copper
45	112 Bright Blue	72	108 Textured Black
46	123 Sunny Yellow	73	126 Matte Black
47	120 Aqua Green	76	121 Textured Architectural Bronze
49	NA Galvanized	77	127 Textured White
50	111 Navy	78	124 Textured Silver
51	103 Architectural Bronze	10	130 Aspen Green
52	104 Patina Verde	11	131 Cantaloupe
12	133 Lilac	13	132 Putty

Premium Grade	Marine Grade	Premium Grade	Marine Grade
81	129 Extreme Chrome	64	116 Candy Apple Red
80	117 Textured Desert Stone	65	122 Cobalt Blue
67	119 Butterscotch	82	128 Graystone
66	115 Caramel	69	113 Gunmetal Gray
68	126 Black Silver	83	134 Oil Rubbed Bronze

Consult factory for additional paint charges and availability

Project: _____

Fixture Type: _____ Quantity: _____

Customer: _____

LED PERFORMANCE**MODULE**

LED Wattage	CCT	Typical Luminous Flux	System Wattage	Typical Efficacy
9W	2700K	850	11W	97
	3000K	850	11W	97
	3500K	850	11W	97
	4000K	850	11W	97
10W	2700K	1250	12W	125
	3000K	1250	12W	125
	3500K	1250	12W	125
	4000K	1250	12W	125
12W	2700K	750	12W	65
	3000K	750	12W	65
	3500K	750	12W	65
	4000K	750	12W	65
16W	2700K	2000	19W	125
	3000K	2000	19W	125
	3500K	2000	19W	125
	4000K	2000	19W	125

MODULE SPECIFICATION

- Efficacy 65-125 lumens per watt
- Dimmable down to 1%
- Life: L70 50,000 hours
- Color temp: 2700K, 3000K, 3500K and 4000K
- CRI: >90

MODULE DRIVER SPECIFICATION

- Input Voltage: 120-277 Volts; 50/60Hz
- 0-10V, TRIAC and ELV dimming protocols are standard. (24w is 0-10v only)
- Output Current: Constant Current: 440mA to 940mA (model dependent)
- Driver Efficiency > 80%; Power Factor > 0.9
- Integral Surge Protection in conformance to ANSI C62.41 Category A

MODULE LISTINGS

- Fully compliant with the RoHS Directive
- Certifications: CE/UL

WARRANTY

See www.anplighting.com for complete fixture warranty.

LED warranty information

- 5 year limited warranty*

*Limited Warranty: A typical year is defined as 4380 hours of operation.

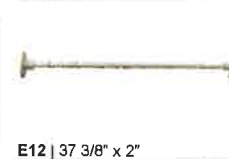
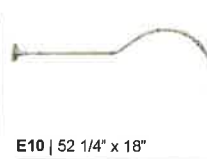
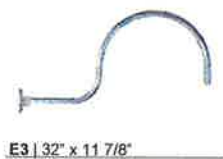
Project: _____

Fixture Type: _____ Quantity: _____

Customer: _____

ARM MOUNTS | Dimensions are Projection x Height | CB included with all arms**Driver Housing**

	RTC
	RTCNC

**WALL MOUNTS** | Dimensions are Projection x Height | **POST MOUNTS** | Dimensions are Projection x Height**ACCESSORIES**

DESCRIPTION

The patented Lumark Crosstour™ LED Wall Pack Series of luminaires provides an architectural style with super bright, energy efficient LEDs. The low-profile, rugged die-cast aluminum construction, universal back box, stainless steel hardware along with a sealed and gasketed optical compartment make the Crosstour impervious to contaminants. The Crosstour wall luminaire is ideal for wall/surface, inverted mount for façade/canopy illumination, post/bollard, site lighting, floodlight and low level pathway illumination including stairs. Typical applications include building entrances, multi-use facilities, apartment buildings, institutions, schools, stairways and loading docks test.

SPECIFICATION FEATURES

Construction

Slim, low-profile LED design with rugged one-piece, die-cast aluminum hinged removable door and back box. Matching housing styles incorporate both a small and medium design. The small housing is available in 12W, 18W and 26W. The medium housing is available in the 38W model. Patented secure lock hinge feature allows for safe and easy tool-less electrical connections with the supplied push-in connectors. Back box includes three half-inch, NPT threaded conduit entry points. The universal back box supports both the small and medium forms and mounts to standard 3-1/2" to 4" round and octagonal, 4" square, single gang and masonry junction boxes. Key hole gasket allows for adaptation to junction box or wall. External fin design extracts heat from the fixture surface. One-piece silicone gasket seals door and back box. Minimum 5" wide pole for site lighting application. Not recommended for car wash applications.

Optical

Silicone sealed optical LED chamber incorporates a custom engineered mirrored anodized reflector providing high-efficiency illumination. Optical assembly includes impact-resistant tempered glass and meets IESNA requirements for full cutoff compliance. Available in seven lumen packages; 5000K and 4000K CCT.

Electrical

LED driver is mounted to the die-cast housing for optimal heat sinking. LED thermal management system incorporates both conduction and natural convection to transfer heat rapidly away from the LED source. 12W, 18W, 26W and 38W series operate in -40°C to 40°C [-40°F to 104°F]. High ambient 50°C models available. Crosstour luminaires maintain greater than 89% of initial light output after 72,000 hours of operation. Three half-inch NPT threaded conduit entry points allow for thru-branch wiring. Back box is an authorized

electrical wiring compartment. Integral LED electronic driver incorporates surge protection. 120-277V 50/60Hz or 347V 60Hz models.

Finish

Crosstour is protected with a Super durable TGIC carbon bronze or summit white polyester powder coat paint. Super durable TGIC powder coat paint finishes withstand extreme climate conditions while providing optimal color and gloss retention of the installed life.

Warranty

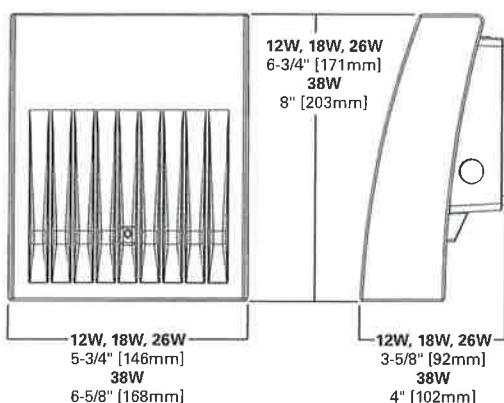
Five-year warranty.



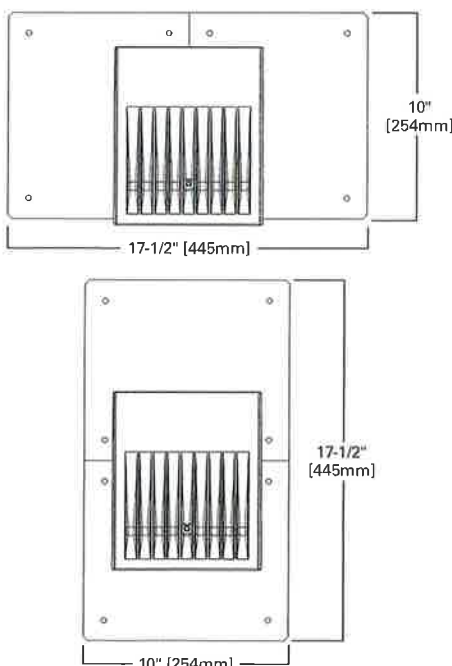
XTOR CROSTOUR LED

APPLICATIONS:
WALL / SURFACE
POST / BOLLARD
LOW LEVEL
FLOODLIGHT
INVERTED
SITE LIGHTING

DIMENSIONS



ESCUTCHEON PLATES



CERTIFICATION DATA

UL/cUL Wet Location Listed
LM79 / LM80 Compliant
ROHS Compliant
ADA Compliant
NOM Compliant Models
IP66 Ingressed Protection Rated
Title 24 Compliant
DesignLights Consortium™ Qualified*

TECHNICAL DATA

40°C Maximum Ambient Temperature
External Supply Wiring 90°C Minimum

EPA

Effective Projected Area (Sq. Ft.):
XTOR1B, XTOR2B, XTOR3B=0.34
XTOR4B=0.45

SHIPPING DATA:

Approximate Net Weight:
3.7 – 5.25 lbs. [1.7 – 2.4 kgs.]

LUMENS - CRI/CCT TABLE

LED Information	XTOR1B	XTOR1B-W	XTOR2B	XTOR2B-W	XTOR3B	XTOR3B-W	XTOR4B	XTOR4B-W
Delivered Lumens (Wall Mount)	1,418	1,396	2,135	2,103	2,751	2,710	4,269	4,205
Delivered Lumens (With Flood Accessory Kit) ¹	1,005	990	1,495	1,472	2,099	2,068	3,168	3,121
B.U.G. Rating ²	B1-U0-G0	B1-U0-G0	B1-U0-G0	B1-U0-G0	B1-U0-G0	B1-U0-G0	B2-U0-G0	B2-U0-G0
CCT (Kelvin)	5,000	4,000	5,000	4,000	5,000	4,000	5,000	4,000
CRI (Color Rendering Index)	70	70	70	70	70	70	70	70
Power Consumption (Watts)	12W	12W	18W	18W	26W	26W	38W	38W

NOTES: 1 Includes shield and visor, 2 B.U.G. Rating does not apply to floodlighting.

CURRENT DRAW

Voltage	Model Series			
	XTOR1B	XTOR2B	XTOR3B	XTOR4B
120V	0.103A	0.15A	0.22A	0.34A
208V	0.060A	0.09A	0.13A	0.17A
240V	0.053A	0.08A	0.11A	0.17A
277V	0.048A	0.07A	0.10A	0.15A
347V	0.039A	0.06A	0.082A	0.12A

ORDERING INFORMATION

Sample Number: XTOR2B-W-WT-PC1

Series	LED Kelvin Color	Housing Color	Options (Add as Suffix)	Accessories (Order Separately)
XTOR1B=Small Door, 12W XTOR2B=Small Door, 18W XTOR3B=Small Door, 26W XTOR4B=Medium Door, 38W	[Blank]=Bright White (Standard), 5000K W=Neutral White, 4000K	[Blank]=Carbon Bronze (Standard) WT=Summit White BK=Black BZ=Bronze AP=Grey GM=Graphite Metallic DP=Dark Platinum	PC1=Photocontrol 120V ¹ PC2=Photocontrol 208-277V ^{1,2} 347V=347V ³ HA=50°C High Ambient ³	WG/XTOR=Wire Guard ⁴ XTORFLD-KNC=Knuckle Floodlight Kit ⁵ XTORFLD-TRN=Trunnion Floodlight Kit ⁵ XTORFLD-KNC-WT=Knuckle Floodlight Kit, Summit White ⁵ XTORFLD-TRN-WT=Trunnion Floodlight Kit, Summit White ⁵ EWP/XTOR=Escutcheon Wall Plate, Carbon Bronze EWP/XTOR-WT=Escutcheon Wall Plate, Summit White

NOTES:

1. Photocontrols are factory installed.
2. Order PC2 for 347V models.
3. Thru-branch wiring not available with HA option or with 347V. Not available with XTOR3B and XTOR4B.
4. Wire guard for wall/surface mount. Not for use with floodlight kit accessory.
5. Floodlight kit accessory supplied with knuckle (KNC) or trunnion (TRN) base, small and large top visors and small and large impact shields.

STOCK ORDERING INFORMATION

12W Series	18W Series	26W Series	38W Series
XTOR1B=7W, 5000K, Carbon Bronze	XTOR2B=18W, 5000K, Carbon Bronze	XTOR3B=26W, 5000K, Carbon Bronze	XTOR4B=38W, 5000K, Carbon Bronze
XTOR1B-WT=12W, 5000K, Summit White	XTOR2B-W=18W, 4000K, Carbon Bronze	XTOR3B-W=26W, 4000K, Carbon Bronze	XTOR4B-W=38W, 4000K, Carbon Bronze
XTOR1B-PC1=12W, 5000K, 120V PC, Carbon Bronze	XTOR2B-WT=18W, 5000K, Summit White	XTOR3B-WT=26W, 5000K, Summit White	XTOR4B-WT=38W, 5000K, Summit White
XTOR1B-W=12W, 4000K, Carbon Bronze	XTOR2B-PC1=18W, 5000K, 120V PC, Carbon Bronze	XTOR3B-PC1=26W, 5000K, 120V PC, Carbon Bronze	XTOR4B-PC1=38W, 5000K, 120V PC, Carbon Bronze
XTOR1B-W-PC1=12W, 4000K, 120V PC, Carbon Bronze	XTOR2B-W-PC1=18W, 4000K, 120V PC, Carbon Bronze		XTOR4B-W-PC1=38W, 4000K, 120V PC, Carbon Bronze

LUMEN MAINTENANCE

Ambient Temperature	TM-21 Lumen Maintenance (72,000 Hours)	Theoretical L70 (Hours)
XTOR1B Model		
25°C	> 90%	255,000
40°C	> 89%	234,000
50°C	> 88%	215,000
XTOR2B Model		
25°C	> 89%	240,000
40°C	> 88%	212,000
50°C	> 87%	196,000
XTOR3B Model		
25°C	> 89%	240,000
40°C	> 88%	212,000
50°C	> 87%	196,000
XTOR4B Model		
25°C	> 89%	222,000
40°C	> 87%	198,000
50°C	> 87%	184,000

DESCRIPTION

The Prevail LED area, site luminaire combines optical performance, energy efficiency and long term reliability in an advanced, patent pending modern design. Utilizing the latest LED technology, the Prevail luminaire delivers unparalleled uniformity resulting in greater pole spacing. A versatile mount standard arm facilitates ease of installation for both retrofit and new installations. With energy savings greater than 62%, the Prevail fixture replaces 150-400W metal halide fixtures in general area lighting applications such as parking lots, walkways, roadways and building areas.

SPECIFICATION FEATURES

Construction

Construction is comprised of a heavy-duty, single-piece die-cast aluminum housing. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. The die-cast aluminum door is tethered to provide easy access to the driver if replacement is required. A one-piece silicone gasket seals the door to the fixture housing. The optics is mounted on a versatile, aluminum plate that dissipates heat from the LEDs resulting in longer life of the fixture. The fixture is IP66 and 3G vibration rated (ANSI C136.31) to insure strength of construction and longevity in the selected application.

Optics

Precision molded, high efficiency optics are precisely designed to shape the distribution, maximizing efficiency and application spacing. Available in Type II, III, IV and V distributions with lumen packages ranging from 6,100 to 18,900 nominal lumens. Light engine configurations consist of 1 or 2 high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L92/60,000 hours at 25°C) per IESNA TM-21. For the ultimate level of spill light control, an optional house side shield accessory can be field or factory installed.

Electrical

LED drivers are mounted to the fixture for optimal heat sinking and ease of maintenance. Thermal management incorporates both conduction and convection to transfer heat rapidly away from the LED source for optimal efficiency and light output. Class 1 electronic drivers have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Available in 120-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation. 480V is compatible for use with 480V Wye systems only. 10kV/10 kA surge protection standard. 0-10V dimming driver is standard with leads external to the fixture to accommodate controls capability such as dimming and occupancy. Suitable for ambient temperatures from -40°C to 40°C. Optional 50°C HA (high ambient) available. Standard NEMA 3-PIN twistlock photocontrol receptacle and NEMA 7-PIN twistlock photocontrol receptacles are available as options.

Controls

The Prevail LED luminaire control options are designed to be simple and cost-effective ASHRAE and California Title 24 compliant solutions. The ANSI C136.41 compliant NEMA 7-PIN receptacle enables wireless dimming when used with compatible photocontrol. An integrated dimming and occupancy sensor is a standalone control option available in on/off (MSP) and bi-level dimming

(MSP/DIM) operation. The optional LumaWatt system is best described as a peer-to-peer wireless network of luminaire-integral sensors that operate in accordance with programmable profiles. Each sensor is capable of motion and photo sensing, metering power consumption and wireless communication.

Mounting

Standard pole mount arm is bolted directly to the pole and the fixture slides onto the arm and locks in place with a bolt facilitating quick and easy installation. The versatile, patent pending, standard mount arm accommodates multiple drill patterns ranging from 1-1/2" to 4-7/8". Removal of the door on the standard mounting arm enables wiring of the fixture without having to access the driver compartment. A knock-out on the standard mounting arm enables round pole mounting. Wall mount and mast arm mounting options are available. Mast arm adapter fits 2-3/8" O.D. tenon.

Finish

Housing and cast parts finished in five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard color is bronze. Additional colors available in white, grey, black, dark platinum and graphite metallic.

Warranty

Five-year warranty.



PRV PREVAIL

LED

AREA / SITE / ROADWAY
LUMINAIRE



CERTIFICATION DATA

UL and cUL Wet Location Listed
IP66-Rated
3G Vibration Rated
ISO 9001
DesignLights Consortium™ Qualified*

ENERGY DATA

Electronic LED Driver
0.9 Power Factor
<20% Total Harmonic Distortion
120-277V/50 and 60Hz,
347V/60Hz, 480V/60Hz
-40°C Minimum Temperature Rating
+40°C Ambient Temperature Rating

EPA

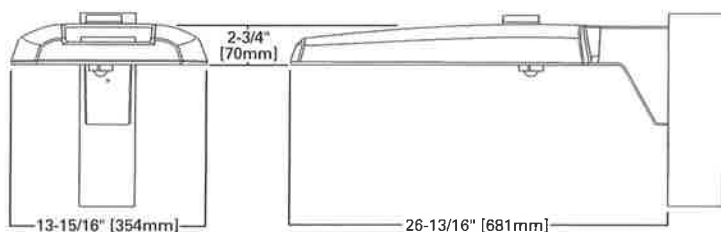
Effective Projected Area (Sq. Ft.): 0.75

SHIPPING DATA

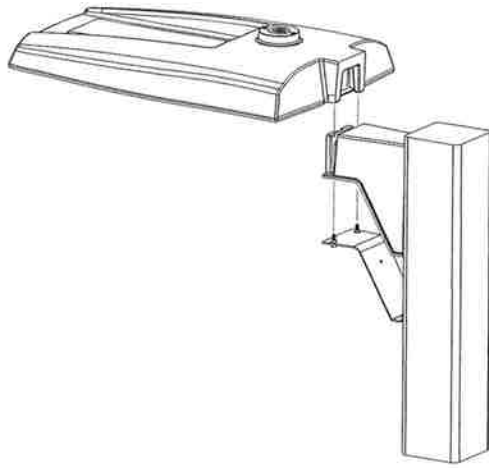
Approximate Net Weight:
20 lbs. (9.09 kgs.)



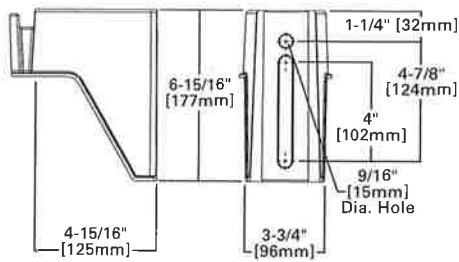
DIMENSIONS



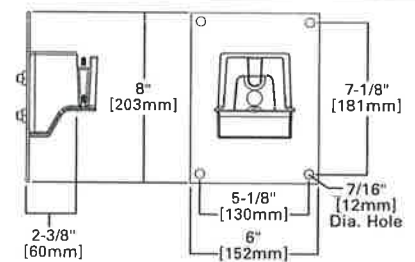
VERSATILE MOUNT SYSTEM



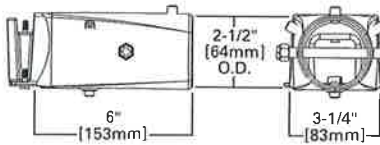
POLE MOUNT ARM



WALL MOUNT

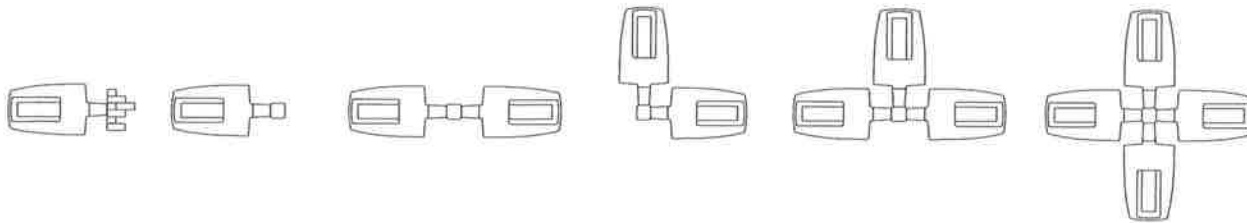


MAST ARM MOUNT



MOUNTING CONFIGURATIONS AND EPAS

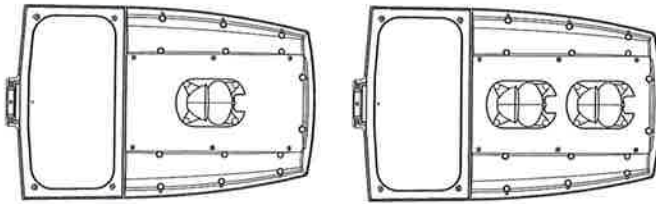
Wall Mount

Arm Mount Single
EPA 0.75Arm Mount 2 @ 180°
EPA 1.50Arm Mount 2 @ 90°
EPA 1.50Arm Mount 3 @ 90°
EPA 2.25Arm Mount 4 @ 90°
EPA 3.00

OPTICAL CONFIGURATIONS

A15 (6,100 Nominal Lumens)

A25/A40/A60 (10,200/15,100/18,900 Nominal Lumens)



POWER AND LUMENS

Light Engine		A15	A25	A40	A60
Nominal Power (Watts)		57W	87W	143W	163W
Input Current @ 120V (A)		0.49	0.76	1.23	1.34
Input Current @ 277V (A)		0.22	0.35	0.54	0.60
Input Current @ 347V (A)		0.18	0.28	0.45	0.49
Input Current @ 480V (A)		0.13	0.21	0.33	0.35
Type II	Lumens	6,139	10,204	15,073	18,830
	BUG Rating	B1-U0-G1	B2-U0-G2	B3-U0-G3	B3-U0-G3
Type III	Lumens	6,192	10,292	15,203	18,992
	BUG Rating	B1-U0-G2	B2-U0-G3	B2-U0-G3	B3-U0-G4
Type IV	Lumens	6,173	10,261	15,157	18,935
	BUG Rating	B1-U0-G3	B2-U0-G3	B2-U0-G4	B2-U0-G5
Type V	Lumens	6,393	10,627	15,697	19,610
	BUG Rating	B3-U0-G3	B4-U0-G3	B4-U0-G4	B5-U0-G4

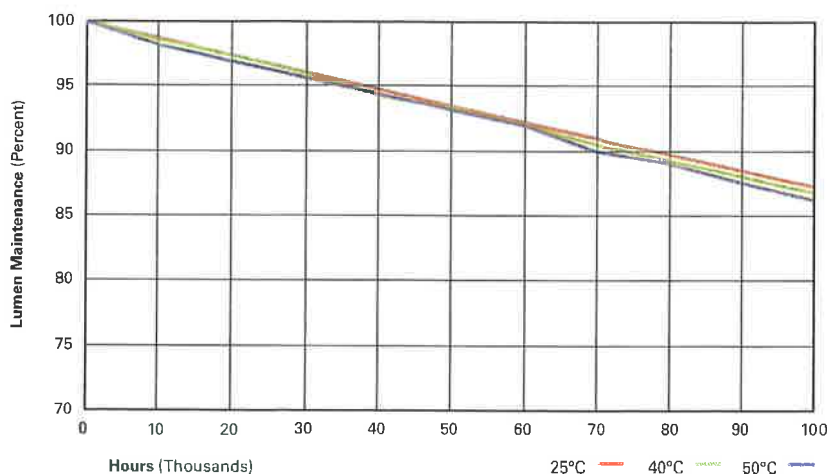
NOTE: Lumen output for standard bronze fixture color. Different housing colors impact lumen output.
IES files for the non-standard colors are available upon request.

LUMEN MAINTENANCE

Ambient Temperature	25,000 Hours*	50,000 Hours*	60,000 Hours*	Theoretical 100,000 Hours	Theoretical L70 (Hours)*
25°C	> 96%	> 93%	> 92%	> 87%	> 260,000
40°C	> 96%	> 93%	> 92%	> 87%	> 255,000
50°C	> 95%	> 92%	> 91%	> 86%	> 250,000

LUMEN MULTIPLIER

Ambient Temperature	Lumen Multiplier
10°C	1.02
15°C	1.01
25°C	1.00
40°C	0.99



ORDERING INFORMATION

Sample Number: PRV-A25-D-UNV-T3-SA-BZ

Product Family ^{1,2}	Light Engine ³	Driver ⁴	Voltage	Distribution	Mounting	Color ⁵
PRV=Prevail	A15=(1 LED) 6,100 Nominal Lumens A25=(2 LEDs) 10,200 Nominal Lumens A40=(2 LEDs) 15,100 Nominal Lumens A60=(2 LEDs) 18,900 Nominal Lumens	D=Dimming (0-10V)	UNV=Universal (120-277V) 347=347V 480=480V ⁶	T2=Type II T3=Type III T4=Type IV T5=Type V	SA=Standard Versatile Arm MA=Mast Arm WM=Wall Mount Arm	AP=Grey BZ=Bronze (Standard) BK=Black DP=Dark Platinum GM=Graphite Metallic WH=White
Options (Add as Suffix)				Accessories (Order Separately) ¹¹		
7030=70 CRI / 3000K CCT ⁷ 7050=70 CRI / 5000K CCT ⁷ 10K=10kV/10kA UL 1449 Fused Surge Protective Device DIMRF-LW=LumaWatt Wireless Sensor, Wide Lens for 8' - 16' Mounting Height ^{8,9} DIMRF-LN=LumaWatt Wireless Sensor, Narrow Lens for 16' - 40' Mounting Height ^{8,9} MSP/DIM-L12=Integrated Sensor for Dimming Operation, 8' - 12' Mounting Height MSP/DIM-L30=Integrated Sensor for Dimming Operation, 12' - 30' Mounting Height MSP-L12=Integrated Sensor for ON/OFF Operation, 8' - 12' Mounting Height MSP-L30=Integrated Sensor for ON/OFF Operation, 12' - 30' Mounting Height PER=NEMA 3-PIN Twistlock Photocontrol Receptacle ¹⁰ PER7=NEMA 7-PIN Twistlock Photocontrol Receptacle ¹⁰ HSS=House Side Shield HA=50°C High Ambient Temperature				PRVWM-XX=Wall Mount Kit PRVMA-XX=Mast Arm Mounting Kit PRVSA-XX=Standard Arm Mounting Kit HS/VERD=House Side Shield MA1010-XX=Single Tenon Adapter for 3-1/2" O.D. Tenon MA1011-XX=2@180° Tenon Adapter for 3-1/2" O.D. Tenon MA1012-XX=3@120° Tenon Adapter for 3-1/2" O.D. Tenon MA1013-XX=4@90° Tenon Adapter for 3-1/2" O.D. Tenon MA1014-XX=2@90° Tenon Adapter for 3-1/2" O.D. Tenon MA1015-XX=2@120° Tenon Adapter for 3-1/2" O.D. Tenon MA1016-XX=3@90° Tenon Adapter for 3-1/2" O.D. Tenon MA1017-XX=Single Tenon Adapter for 2-3/8" O.D. Tenon MA1018-XX=2@180° Tenon Adapter for 2-3/8" O.D. Tenon MA1019-XX=3@120° Tenon Adapter for 2-3/8" O.D. Tenon MA1045-XX=4@90° Tenon Adapter for 2-3/8" O.D. Tenon MA1048-XX=2@90° Tenon Adapter for 2-3/8" O.D. Tenon MA1049-XX=3@90° Tenon Adapter for 2-3/8" O.D. Tenon MA1191-XX=2@120° Tenon Adapter for 2-3/8" O.D. Tenon OA/RA1013=Photocontrol Shorting Cap OA/RA1014=NEMA Photocontrol - 120V OA/RA1016=NEMA Photocontrol - Multi-Tap 105-285V OA/RA1027=NEMA Photocontrol - 480V OA/RA1201=NEMA Photocontrol - 347V ISHH-01=Integrated Sensor Programming Remote		

NOTES:

- Customer is responsible for engineering analysis to confirm pole and fixture compatibility for all applications. Refer to installation instructions IB500002EN and pole white paper WP513001EN for additional support information.
- DesignLights Consortium™ Qualified and classified for both DLC Standard and DLC Premium, refer to www.designlights.org for details.
- Standard 4000K CCT and 70 CRI.
- Consult factory for driver surge protection values.
- Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems).
- Different housing colors impact lumen output. IES files for the non-standard colors are available upon request.
- Extended lead times apply. Use dedicated IES files for 3000K and 5000K when performing layouts. These files are published on the Prevail luminaire product page on the website.
- LumaWatt wireless sensors are factory installed and require network components RF-EM-1, RF-GW-1 and RF-ROUT-1 in appropriate quantities. See website for LumaWatt application information.
- LumaWatt wireless system is not available with photocontrol receptacle (Not needed).
- Not available with MSP or DIMRF options.
- Replace XX with paint color.

STOCK ORDERING INFORMATION

Stock Sample Number: PRVS-A25-UNV-T3

Product Family	Light Engine	Voltage	Distribution	Options (Add as Suffix)
PRVS=Prevail	A15=(1 LED) 6,100 Nominal Lumens A25=(2 LEDs) 10,200 Nominal Lumens A40=(2 LEDs) 15,100 Nominal Lumens A60=(2 LEDs) 18,900 Nominal Lumens	UNV=Universal (120-277V) 347=347V	T3=Type III T4=Type IV	MSP/DIM-L30=Integrated Sensor for Dimming Operation, Maximum 30' Mounting Height

NOTE: Bronze only, 4000K CCT, 120-277V, 347V, standard mounting arm, standard non-fused 10kV MOV and 0-10V dimming.



SCALE: 1" = 100'

FILE NO. 181278-PARKEHBIT

LEGEND

- - IRON STAKE - SET
- - IRON FOUND
- - WOOD STAKE
- R - RECORDED DIMENSION
- D - DEED DIMENSION
- M - MEASURED DIMENSION
- C - CENTER LINE
- x-x - FENCE LINE



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AVAILABLE PUBLIC PARKING SPACES WITHIN 400 FEET OF RIVER VIEW FLATS

PREPARED FOR:
UNITY SCHOOLS INVESTORS

DATE:
6-12-2019

CITY OF LOWELL PLANNING COMMISSION

KENT COUNTY, MI

RESOLUTION # ____

At a regular meeting of the City of Lowell Planning Commission, Kent County, Michigan, held at the Lowell City Hall on August 12, 2019 at 7:00 PM the following resolution was offered by Commissioner _____ and supported by Commissioner _____:

A RESOLUTION RECOMMENDING APPROVAL TO THE LOWELL CITY COUNCIL OF THE REQUEST FOR PLANNED UNIT DEVELOPMENT APPROVAL BY UNITY SCHOOL INVESTORS LLC FOR A CONDOMINIUM DEVELOPMENT LOCATED AT 219 HIGH STREET, CITY OF LOWELL, KENT COUNTY, MICHIGAN.

WHEREAS, Unity School Investors, LLC has submitted an application for a planned unit development (PUD) located at 219 High Street (PPN 41-20-02-260-003) for approval of a condominium project located in the Mixed Use zoning district; and

WHEREAS, the applicant has requested approval of the PUD plan and rezoning pursuant to applicable provisions in the City of Lowell Zoning Ordinance; and

WHEREAS, the Planning Commission has determined that the proposed PUD plan satisfies the requirements of the Zoning Ordinance, if certain conditions are met, as specified herein.

NOW THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. **Findings.** The Planning Commission makes the following findings with respect to the proposed PUD:
 - a. The Planning Commission finds, after careful review, and based on the memoranda by Williams & Works dated July 3, 2019 and August 6, 2019, and all other pertinent materials

on the record for this matter, that the proposed PUD satisfies the standards contained in Section 15.02 (A) of the City of Lowell Zoning Ordinance pertaining to the objectives applicable to all PUDs based on the following findings:

1. To encourage the provision and protection of open spaces, cultural/historic resources, the development of recreational amenities, and, where included in the plan, other support facilities in a generally central location within reasonable distance of all dwelling units.

Findings: The proposed development includes the redevelopment of the former Unity School building and bus garage. Preservation of these old structures aligns with the City's value of preserving historic buildings. Additionally, the applicant has included designated open space areas in the plan. This open space includes all areas that do not have structural development. Further, recreational activities may be encouraged by the development's proximity to a boat launch on High Street and other City parks, services, and the Riverwalk. The Planning Commission finds that this standard is met.

2. To encourage developers to use a more creative and imaginative approach in the development of property

Findings: The applicant has approached this development with the objective of preserving the existing buildings. In order to renovate these buildings, a creative design is required that appears to be somewhat limited through the strict application of the current Mixed Use zoning district standards, specifically the adherence to minimum building frontage standards in primary and secondary front yards and the prohibition of off-street parking in front yards. Thus, through PUD rezoning, a more creative approach is possible that may not have been otherwise feasible if the requirements of

the underlying zoning district were applied. The Planning Commission finds that this standard is met.

3. To allow for market-driven development or redevelopment in places that are most conducive to accommodating additional activity.

Findings: The proposed development site is located in downtown Lowell, along the Flat River and adjacent to residential neighborhoods, public facilities, and services. Adequate infrastructure is already in place and accessible at the subject property, so the property is well-positioned as an ideal infill site where relatively dense residential densities are appropriate. The Planning Commission finds that this standard is met.

4. To facilitate economic development through the creation of a mix of uses and/or building types.

Findings: The applicant has indicated in the project narrative that the project “will generate new real estate tax revenue for the City” as well as “new economic benefits for local businesses with the redevelopment of multiple buildings.” The combination of redevelopment and new construction appears to provide a variety of building types that could lead to a successful development. The location of the development near the downtown area can also be expected to contribute positively to economic development in the City. The Planning Commission finds that this standard is met.

5. To create walkable developments with pedestrian-oriented buildings and open space that connects to nearby destinations or neighborhoods.

Findings: The proposed development is located near the Lowell riverwalk. This walkway is already connected to sidewalks surrounding the proposed development and will facilitate pedestrian traffic between residential neighborhoods and the downtown

area. The applicant has also proposed sidewalks within the development. The Planning Commission finds that this standard is met.

6. To provide for the adaptive re-use of significant or historic buildings;

Findings: The applicant has proposed to reuse the former Unity School building and bus garage. This will retain some local cultural and historic characteristics, as many of Lowell's residents attended the school over the years prior to its closure. The Planning Commission finds that this standard is met.

7. To allow phased construction with the knowledge that subsequent phases will be approved as originally planned and approved by the city.

Findings: The applicant has proposed a phased development with a total of three phases. Each phase will be required to secure site plan approval from the Planning Commission, who will need to verify that the phase, when presented, is consistent with the original PUD rezoning approval. The Planning Commission finds that this standard is met.

8. To promote flexibility in design and to permit planned diversification in the location of structures.

Findings: The proposed development is designed so as to utilize the existing buildings on the site. Therefore, it appears that rezoning to PUD would allow for diversification in the location of structures, since the development is already somewhat limited by utilizing existing buildings. The Planning Commission finds that this standard is met.

9. To promote the efficient use of land to facilitate a more economic arrangement of buildings, circulation systems, land use, and utilities.

Findings: Because two buildings already exist on the subject property, utilities are readily available for redevelopment. Redevelopment of existing buildings also contributes to the conservation and efficient use of building materials. Therefore, the proposed development would offer an efficient arrangement of buildings and utilities. Additionally, vehicular circulation is efficiently designed to facilitate traffic between different buildings and to the City's street network. Internal sidewalks provide logical connections to existing sidewalks bordering the subject property. The Planning Commission finds that this standard is met.

10. To minimize adverse traffic impacts and to accommodate safe and efficient pedestrian access and circulation;

Findings: Internal vehicular access is proposed through a private drive with two curb cuts: one on King Street and one on Monroe Street. This design would not likely adversely impact traffic. Pedestrian circulation includes connections to existing sidewalks bordering the subject property and includes internal sidewalk connections. The Planning Commission finds that this standard is met.

11. To provide for redevelopment of sites and/or buildings that are under-developed or have fallen into disrepair;

Findings: The former Unity School building and bus garage are vacant buildings and have begun to fall into disrepair. The proposed PUD plan would redevelop these buildings and restore them to a useful state. The Planning Commission finds that this standard is met.

12. To combine and coordinate architectural styles, building forms, and building relationships within the PUD; and

Findings: The exteriors of existing buildings are consistent with each other. The applicant has indicated in the project narrative that new materials will coordinate and complement the architectural styles and building forms that currently exist. The applicant has submitted building elevations for the phase 1 development and some renderings of this phase are found on the project website, which indicate coordination between buildings. The Planning Commission finds that this standard is met.

13. To ensure a quality of construction commensurate with other developments within the city.

Findings: In the applicant's narrative, it is stated that the "quality of construction will meet or exceed that of other buildings in and around the City." Preliminary indications are that the materials would be of an acceptable quality. The Planning Commission finds that this standard is met.

- b. The Planning Commission finds, after careful review, and based on memoranda by Williams & Works dated July 3, 2019 and August 6, 2019, and all other pertinent materials on the record for this matter, that the proposed PUD satisfies the standards contained in Section 15.02 (A) of the City of Lowell Zoning Ordinance pertaining to the qualifying conditions applicable to all PUDs based on the following findings:

1. **Ownership.** The tract of land for which a PUD application is received must be either in one (1) ownership or with written approval of the owners of all affected properties.

Findings: The former Unity School building extends into the High Street right-of-way. However, the applicant has indicated on the site plan that the portion extending into the right-of-way will be removed to the property line. Therefore, there are no owners of

affected properties associated with this development and the PUD application is in one ownership. The Planning Commission finds that this standard is met.

2. **Conditions.** To be considered as a PUD, the proposed development must fulfill at least one (1) of the following conditions:

- (a) The PUD contains two (2) or more separate and distinct uses, for example, residential dwellings and office or commercial uses;
- (b) The PUD site exhibits significant natural features encompassing at least twenty-five (25) percent of the land area of the PUD which will be preserved as a result of the PUD plan.
- (c) The PUD is designed to preserve, in perpetuity, at least sixty (60) percent of the total area of the site as open space.
- (d) The PUD constitutes a significant redevelopment of an underutilized or vacant property where conventional development may not be feasible.

Findings: The PUD Plan fulfills letter (d), as it proposes to redevelop two existing buildings and construct two new buildings on a property that is presently underutilized. Conventional development that complies fully with the underlying Mixed Use zoning regulation may be infeasible unless the buildings are razed. Due to the intent to preserve their historic and cultural character, this PUD plan would constitute a significant redevelopment of the vacant property. The Planning Commission finds that this standard is met.

3. **Master Plan.** The applicant shall demonstrate that the proposed PUD is consistent with the adopted master plan.

Findings: The future land use map shows the subject property in the Mixed Use designation, which is intended to permit a mixture of residential, office, and commercial land uses. This category may include redevelopment of existing areas or new construction and should promote pedestrian accessibility. The intended development aligns well with the Plan's Mixed Use future land use category. The Planning Commission finds that this standard is met.

- c. The Planning Commission finds, after careful review, and based on the memorandums by Williams & Works dated July 3, 2019 and August 6, 2019, and all other pertinent materials on the record for this matter, that the proposed special land use satisfies the standards contained in Section 15.10 of the City of Lowell Zoning Ordinance pertaining to PUD plan and rezoning applicable to all PUDs based on the following findings:

- 1. The proposed PUD complies with the purpose and qualifying conditions of sections 15.01 and 15.02.

Findings: The proposed PUD complies with the purpose and qualifying sections of 15.01 and 15.02, as described above. The Planning Commission finds that this standard is met.

- b. The uses conducted within the proposed PUD, the PUD's impact on the community, and other aspects of the PUD are consistent with, and further implement the policies of, the adopted master plan.

Findings: The future land use map shows the subject property in the Mixed Use designation, which is intended to permit a mixture of residential, office, and commercial land uses. This category may include redevelopment of existing areas or new construction and should promote pedestrian accessibility. The intended

development aligns well with the Mixed Use category. The Master Plan does not consider PUDs on the future land use map.

The PUD plan is also supported through the Master Plan's goals and objectives. The Master Plan's goal for Community Image promotes Lowell's image as a historic community with natural resources such as the Flat River. Objectives include measures to improve access and views to the Flat River and restoration of buildings to their original style. Encouraging river access and views may include "demolition of view blocking buildings and structures, building of paths, construction of view overlooks, and others." The proposed PUD plan does not propose additional buildings along the riverfront and the residential units in the former bus garage would allow those owners to have river views.

The Community Image goal also includes an objective to encourage the restoration of building fronts to their original style. By preserving the existing buildings on the site, the applicant may retain their original style. Based on building elevations for phase 1, the new construction would not significantly diminish the original historic character of the site.

The Master Plan also lists a Land Use goal to "promote a walkable community with stable neighborhoods, and conveniently located public, commercial, and service uses." Objectives include improved pedestrian access to the Flat River, a land use pattern to facilitate walking to and within the downtown area safer and easier, and encouragement of new development in and around the downtown area. The PUD plan aligns well with the objective for encouraging new development in and around the downtown area. The

placement of residential units at this location supports this objective of building off of the downtown as the heart of Lowell.

Lastly, the Master Plan defines Housing goals, desiring a variety of housing opportunities on a range of lot sizes to provide affordable housing. The primary housing types in the surrounding area are single-family residential homes, and some residential-over-retail dwellings along Main Street. The presence of attached condo units may provide diversity in the housing market through different types of units and lot size, as there are few attached condos in the City at present.

The Planning Commission finds that this standard is met.

3. The proposed PUD shall be designed, constructed, operated, and maintained in a manner harmonious with the character of adjacent property, the surrounding uses of land, the natural environment, and the capacity of public services and facilities affected by the development.

Findings: The proposed PUD is residential in nature and the surrounding uses are predominately residential or public areas. The PUD plan depicts a higher density than that allowed in the neighboring residential uses. However, because the subject property is also adjacent to the Public Facilities district and the riverfront walkway, the increased density is more compatible and appropriate at this site, and offers a transition between the lower-intensity neighborhoods to the north and the more intense uses in downtown Lowell.

The subject property contains minimal natural features and adequate public services and facilities. The landscape plan submitted by the applicant indicates an increase in overall vegetative density on the site as a result of the development. Because this site

was the former location of Unity School, public facilities and services are already available for use and the capacity of public services and facilities will support the intended development. Therefore, the PUD development would remain harmonious in relation to natural features and the capacity of public services and facilities. The Planning Commission finds that this standard is met.

4. The proposed PUD shall not be hazardous to adjacent property or involve uses, activities, materials, or equipment that will be detrimental to the health, safety, or welfare of persons or property through the excessive production of traffic, noise, smoke, fumes, or glare.

Findings: The proposed PUD is residential in nature and therefore not expected to involve uses, activities, materials, or equipment that will be detrimental to the health, safety, or welfare of persons or property through excessive production of traffic, noise, smoke, fumes, or glare. The development is likely to have some impact on traffic in the area, as 44 new housing units would eventually be created. Because the development can be accessed via King Street, Monroe Street, and High Street, traffic will be distributed throughout the surrounding streets so as not to overload one particular area. Further, many of the future residents may walk to destinations in downtown Lowell, reducing the number of vehicle trips needed. The Planning Commission finds that this standard is met.

5. The proposed PUD shall not place demands on public services and facilities more than current or anticipated future capacity.

Findings: The proposed PUD proposes a total of 44 dwelling units. The proposed use will not likely generate demands on public facilities that are more than current or anticipated future capacity. The Planning Commission finds that this standard is met.

6. The proposed PUD shall satisfy all applicable local, state, and federal laws, rules and, regulations.

Findings: This is addressed as a condition of approval.

- d. The Planning Commission finds, after careful review, and based on the memoranda by Williams & Works dated July 3, 2019 and August 6, 2019, and all other pertinent materials on the record for this matter, that the proposed site plan satisfies the standards contained in Section 14.04 of the City of Lowell Zoning Ordinance pertaining to the floodplain overlay district standards based on the following findings:

1. Development, including the erection of structures and placement of manufactured homes, within the floodplain overlay district shall not occur except in accordance with the requirements of this ordinance and the following standards:

- (a) The requirements of this chapter shall be met.

Findings: This is addressed as a condition of approval.

- (b) The requirements of the underlying zoning district and applicable general provisions of this ordinance shall be met;

Findings: The applicant's conformance to the applicable standards for PUD approval fulfill the requirements of this standard.

- (c) All necessary permits shall have been issued by the appropriate local, state, and federal authorities, including a floodplain permit, or letter of no authority from the Michigan Department of Natural Resources under authority of Act 451, of

the Public Acts of 1994, as amended. Where a permit cannot be issued prior to the issuance of zoning compliance permit, a letter from the issuing agency indicating intent to issue contingent only upon proof of zoning compliance shall be acceptable.

Findings: The proposed project may require a Part 31 permit from the Michigan Department of Environmental Quality (DEQ). This is addressed as a condition of approval.

- (d) The proposed use and/or structure(s) shall be so designed as not to reduce the water impoundment capacity of the floodplain or significantly change the volume or speed of the flow of water.

Findings: Portions of the site are within the 100-year floodplain, and these areas contain existing buildings that would be renovated to accommodate the proposed condominiums. Additions are not planned within the 100-year floodplains, and those portions of the site that are proposed for new construction are not within the 100-year floodplain. The Planning Commission finds that this standard is met.

- (e) Utilities, streets, off-street parking, railroads, structures, and buildings for public or recreational uses shall be designed so as not to increase the possibility of flood or be otherwise detrimental to the public health, safety, and welfare.

Findings: The buildings proposed to be constructed during Phase III are completely within the 100-year floodplain, as is a portion of the former bus garage. Additions are not planned within the 100-year floodplains, and those

portions of the site that are proposed for new construction are not within the 100-year floodplain.

2. Specific base flood elevation standards:

- (a) On the basis of the most recent available base flood elevation data all new construction and substantial improvements shall have the lowest floor, including basements, elevated at least one (1) foot above the flood level; or for nonresidential structures, be constructed such that at or below base flood level, together with attendant utility and sanitary facilities, the structure is watertight with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy. A registered professional engineer or architect shall certify that these standards are met and that the floodproofing methods employed are adequate to withstand the flood depths, pressures, velocities, impact, and uplift forces and other factors associated with the base flood in the location of the structure. Such certification shall be submitted as provided in this ordinance and shall indicate the elevation to which the structure is floodproofed.

Findings: This is addressed as a condition of approval.

- (b) The most recent flood elevation data received from the Federal Insurance and Mitigation Administration (FIMA) shall take precedence over data from other sources.

Findings: This is addressed as a condition of approval.

- e. **Conditions of Approval.** This PUD plan and rezoning approval is subject to the following conditions and regulations:
- a. Prior to issuance of any City permits, the applicant shall have paid all application, permit, reimbursable escrow, and other fees related to the request.
 - b. The proposed PUD shall satisfy all applicable local, state, and federal laws, rules and, regulations.
 - c. The applicant shall comply with any requirements from the City's Department of Public Works, City Engineer, Fire Department, Board of Light and Power, and other City officials.
 - d. All necessary permits shall have been issued by the appropriate local, state, and federal authorities, including a floodplain permit, or letter of no authority from the Michigan Department of Natural Resources under authority of Act 451, of the Public Acts of 1994, as amended. Where a permit cannot be issued prior to the issuance of zoning compliance permit, a letter from the issuing agency indicating intent to issue contingent only upon proof of zoning compliance shall be acceptable.
 - e. The most recent flood elevation data received from the Federal Insurance and Mitigation Administration (FIMA) shall take precedence over data from other sources.
 - f. The applicant shall submit evidence that the requirements of Chapter 14, Floodplain Overlay District are or will be satisfied.
 - g. Consistent with Note 9 or Sheet C 2.0 stating that "as the site is riparian and within a floodplain, stormwater management goals of the project focus on providing stormwater quality improvements and maintaining onsite grading characteristics to

provide storage for impending flood conditions.” Since the site has a direct discharge to the Flat River, the applicant shall submit evidence to the City Engineer’s satisfaction that demonstrates specific stormwater quality Best Management Practices (BMP’s).

h. _____

YEAS: _____

NAYS: _____

ABSENT/ABSTAIN: _____

RESOLUTION DECLARED ADOPTED.

Bruce Barker, Planning Commission Chairman

williams&works

engineers | surveyors | planners

MEMORANDUM

To: City of Lowell Planning Commission
Date: August 6, 2019
From: Andy Moore, AICP
Whitney Newberry
RE: Riverview Flats – Parking Review

At the July 8, 2019, Planning Commission meeting, an application for PUD approval was reviewed for a project called “Riverview Flats,” located at 219 High Street. At the meeting, some members of the Planning Commission expressed concern regarding the amount of available parking proposed in the PUD plan, and the commission requested that we provide additional information regarding parking for this project. Therefore, the purpose of this memorandum is to outline the current situation and potential options that may be considered on the site relative to parking.

Background

The PUD is proposed to contain a total of 44 dwelling units in three phases, and the applicant to serve these units with 49 parking spaces on the property. Section 19.07 of the Zoning Ordinance requires two parking spaces for each residential unit in a multiple-family use, for a total requirement of 88 parking spaces. Thus, the applicant is short of the minimum requirement by 39 spaces.

Parking for the site is provided as follows:

Phase	#Units	Parking Required	Parking Provided	Difference
1	14	28	22	-6
2	~16	32	10	-22
3	~14	28	17	-11
ALL	44	88	49	-39

The applicant's property is located within the MU Mixed Use district. Section 19.02(B) allows on-street or off-street public parking within 400 feet of the property to be counted toward the required minimum parking. The applicant has submitted a review of available parking within 400 feet of the proposed development, and has indicated that 103 spaces are within 400 feet, and that the parking requirements of the Zoning Ordinance are met.

In addition to the table above, the following parking options exist for the project:

- While not part of this PUD, 238 High Street is owned by the applicant and contains 18 parking spaces. If those 18 spaces were included in this PUD, it would reduce the number of additional public spaces needed to 21. Although this property is not proposed

to be part of the PUD, the Planning Commission could count these spaces toward the required minimum, provided that a deed restriction (or similar instrument) that requires these 18 spaces be used for Riverview Flats parking only.

- The City lot on the NE corner of Monroe and Avery contains 48 spaces, and is within 400 feet of the property.
- 56 spaces are located at the library, and this is also within 400 feet of the subject property.

In summary, although there are not sufficient parking spaces on the property to meet the standards of the Zoning Ordinance, this standard can be satisfied by counting public parking lots within 400 feet and the parking at 238 High Street (even if the library spaces are not included.)

It should be noted that these public spaces are used (and intended by used) by the public, including Lowell residents, employees, and visitors. There is also a perception that parking downtown is scarce, and for allowing a private developer to utilize public parking for future residents may, for some, be a cause for concern.

Urban vs. Suburban Parking Requirements

When reviewing and analyzing parking demand, it is important to review the zoning requirements and the applicant's proposal in light of actual expected demand. Currently, the Zoning Ordinance requires two parking spaces for single, two-family, and multiple-family residential uses. This is a common standard found in most Michigan zoning ordinances. This provision is easy for an applicant to satisfy and simple for local governments to administer. However, the type of residential land use and the context in which it is located impacts how many spaces are actually needed.

For example, single-family dwellings are a prevalent land use found throughout every Michigan community. In many instances, single-family neighborhoods are occupied by working adults, often with children. These neighborhoods are often somewhat isolated from common destinations, so as a practical matter, ownership of multiple vehicles is necessary for daily life. This obviously results in single-family dwellings often requiring larger numbers of parking spaces per dwelling. Similarly, single-family dwellings tend to generate the most daily vehicle trips compared to two-family and multi-family dwellings.

However, two-family and multi-family dwellings accommodate higher densities, are frequently located in more urban areas, and are often closer to common destinations. Compared to suburban or rural areas, urban areas also usually accommodate additional modes of transportation, such as walking, bicycling, and public transit, and many people choose to live in urban areas because of these additional options. Further, recent trends indicate that many people, particularly young adults and seniors, are moving to city centers for several reasons, one of which is a reduced dependency on the private automobile for daily living. When viewed in aggregate, this tends to result in fewer parking spaces needed per dwelling for multi-family dwellings in an urban context.

The City of Lowell Zoning Ordinance requires the same amount of parking (2 per dwelling) for all residential uses (single, two-family, and multi-family) and it does not distinguish between urban and suburban areas, so it is possible that these standards may require more parking for than is necessary for urban multi-family projects. Using suburban design standards for urban areas often reduces that area's density, walkability, and vitality because an inordinate amount of real estate is devoted to parking instead of buildings containing productive uses that contribute to the community.

To illustrate the disparity between land uses and context, we reviewed standards from the 4th Edition Institute of Traffic Engineers (ITE) Parking Generation Rates. Parking rates for single-family homes, and those uses we consider similar to the proposed Riverview Flats PUD, are listed in the table below:

Table 1. Comparison of parking generation rates.

Land Use	Vehicle Parking Generation Rates (per dwelling unit)	
	Average Weekday	Average Saturday
Single-family detached housing	1.83	NA
Low/mid-rise apartment, suburban	1.23	1.13
Low/mid-rise apartment, urban	1.20	1.03
Residential condominium/townhouse, suburban	1.38	NA
Residential condominium/townhouse, urban	NA	0.85

Two of the land uses shown above (low/mid-rise apartment, residential condominium townhouse) are generally similar to Riverview Flats, and it is worth noting that for all types of residential land uses, single-family dwellings have the highest parking generation rates. It is also worth noting that throughout the manual urban locations have lower parking generation rates than suburban locations. Table 1 above also illustrates the increased need for parking in more suburban areas compared to urban areas. This is likely correlated to the fact that urban locations offer more transportation options and are closer to services and destinations, so many trips can be made without a car.

It should also be noted that the ITE recommends fewer spaces for higher-density developments than what is currently required in the City of Lowell Zoning Ordinance. For a development with 44 dwelling units, as the applicant has proposed, Table 2 outlines the total number of parking places that would be occupied at peak periods:

Table 2. Comparison total parking places occupied during peak periods for 44 dwelling units.

ITE Code	Total Parking Places Occupied in Peak Period (44 dwelling units)	
	Average Weekday	Average Saturday
Low/Mid-Rise Apartment, Suburban	54.1	49.7
Low/Mid-Rise Apartment, Urban	52.8	45.3
Residential Condominium/Townhouse, Suburban	60.7	NA
Residential Condominium/Townhouse, Urban	NA	37.4

Based on the figures in Table 2, the total number of parking spaces for higher-density developments is expected to be lower than what is currently required in the Zoning Ordinance for a multiple-family use. We consider the proposed PUD to be in an urban environment, given its neighborhood context, the availability of sidewalks and trails, and its proximity to downtown Lowell. Although these values are estimates and the City must consider its own specific needs when generating parking standards, it is possible that the current requirement of 88 spaces is simply too high. Table 2 above suggests that Riverview Flats will require between 50-60 parking spaces, as opposed to the 88 required by the Zoning Ordinance.

Conclusion

The applicant has proposed 49 parking spaces on the site (not including the 18 spaces shown on 238 High Street which is not part of the PUD) and the data above suggests that the development's total parking demand be between 50-60 spaces. Based on the data above, public parking that could end up devoted to the proposed PUD would likely be around ten spaces or fewer.

However, due to the unique placement of the applicant's development near the library, city hall, and other destinations downtown, the Planning Commission has brought up a valid concern regarding the proposed use and downtown public parking. In considering this situation, several options may be considered:

1. The Planning Commission may choose to permit the current parking arrangement as currently proposed on the site plan, due to the fact that the applicant is permitted to

count public parking within 400 feet of the development, which when included, meets the minimum parking standards of the zoning ordinance.

2. There may be options for additional parking near the site that could be developed in a cooperative effort with between the City and the applicant, either on-street or off-street. For example, the City and applicant could work to establish some on-street parallel parking along the north side of High Street, adjacent to the former school building. Some of this space is presently used as parking and (lightly) striped, so this may not be that significant of an adjustment.
3. The applicant could approach the library about a portion of their parking lot located at the northeast corner of the library property, adjacent to Monroe Street and the High Street right of way. For example, the applicant could lease 5-10 spaces from the library to serve as visitor or "overflow" parking for Riverview Flats.
4. Any arrangement that is not specifically included as part of the PUD will need to be memorialized prior to the PUD's final approval (if granted) by the City. For example, if the 18 spaces on 238 High Street are to be used for parking, then a deed restriction or similar instrument will need to be prepared and recorded that ensures that 238 High Street will serve as parking for Riverview Flats in perpetuity. If other spaces are to be dedicated for Riverview Flats and suggested in item 3 above, an agreement would need to be worked out and presented to the City prior to PUD approval by the City Council.

Further Considerations

While discussing the parking requirement at this location, the Planning Commission should consider the following factors:

1. Section 19.02 (B)(1) of the Zoning Ordinance states that the applicant is not required to have any parking on the site, as there are about 100 spaces of public parking within 400 feet of the development (about half of which belong to the library). The applicant has proposed 49 spaces on the PUD property, which equates to one space per unit, with five left over.
2. The Planning Commission may request that the applicant accommodate additional parking spaces on the site with a slightly modified design or through a cooperative effort with the City and/or library.
3. Should the Planning Commission request additional parking spaces on-site, the trade-off will likely be greenspace in the PUD. The applicant's design does contain some greenspace that could be occupied by parking; therefore, the expansion of parking spaces could reduce the amount of greenspace in the development. The Planning Commission will need to determine if such a trade-off is worthwhile.
4. The existing concrete area west of the former Unity School building would be the only potential space that is not currently greenspace on the subject property. However, the applicant has proposed to install an urban natural area at this location during Phase I. The Planning Commission should carefully consider any potential adjustments, and find

the appropriate balance between accommodating parking and facilitating the development of an inviting, livable, and walkable project.

We trust that this memorandum is useful as you continue to consider the proposed PUD. As always, please feel free to contact us if there are further questions.

williams&works

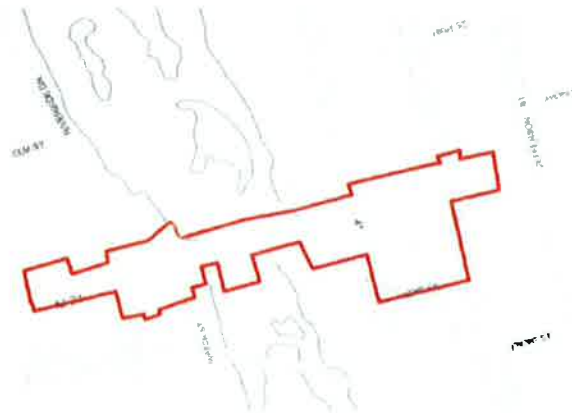
engineers | surveyors | planners

MEMORANDUM

To: City of Lowell Planning Commission
Date: August 6, 2019
From: Andy Moore, AICP
RE: Riverview Flats – Parking Review

At the previous Planning Commission meeting, the Commission reviewed the proposed “Riverview Flats” PUD located at 219 High Street. The Commission opted not to hold a public hearing and tabled the application, pending the resolution of a few items and questions. The status of those items is as follows:

- Site Plan Revisions: The Commission asked the applicant to update the site plan to show desired pedestrian connections. This was provided by the applicant shortly after the meeting and is included with your packets.
- Historic District: The project is not within Lowell’s Historic District. (see map below)



- Review by Township Engineer: Dave Austin, PE of our office reviewed the plans and offers the following comments for your consideration:
 - Water – The development will connect to an existing 6-inch line on King Street and an existing 4-inch line on Monroe Street. The 4-inch line is programmed for replacement with an 8-inch line in the future, along with street improvements on Monroe. This is not yet scheduled, but the developer should coordinate with the City before finalizing plans to connect to the 4-inch line in order to plan ahead for the transition to the new line.
 - Sanitary Sewer – The proposed connection is by gravity to the existing 12-inch line in Monroe. No new sewer work is planned for this area. The proposed connection should be acceptable.

- Storm Sewer – On Sheet C2.0, Note 9 states, “As the site is riparian and within a floodplain, stormwater management goals of the project focus on providing stormwater quality improvements and maintaining onsite grading characteristics to provide storage for impending flood conditions.” Since the site has a direct discharge to the Flat River, we concur with the stated intent, but do not see anything on the plans that shows specific stormwater quality Best Management Practices (BMPs). These should be presented for review by the City. The City typically uses the Kent County standards for stormwater management.
- Parking Review: We have provided a separate memorandum dated August 6, 2019 for your review that examines the parking issues associated with this project.
- Draft of Written Recommendation: Included with your packets is a draft resolution recommending approval to the City Council. If the Commission feels that the proposed PUD has satisfied the requirements of the zoning ordinance, it may adopt this resolution.

Next Steps. If the Commission recommends approval of the proposed PUD, the resolution along with the site plan, narrative, and related pertinent materials will be sent to the City Council for its review. The City Council must hold a public hearing on the proposed PUD prior to approval.

If the City Council approves the proposed PUD, the applicant will be required to prepare a final site plan and related materials for review by City staff and consultants prior to commencing construction activity on the site.

As always, please contact me with any questions.

2019					
Open Date	Close Date	Address	Name/Business	Subject	
01/30/2019	02/05/2019	911 Grindle	Robert & Janet Arbogast	Finish Basement	
03/05/2019		901 Bowes	Compass Rose Developments, LLC	New Home	
02/06/2019		1400 W. Main	Burger King-Roger Franz with Net Lease Development	Restaurant	
03/15/2019	03/15/2019	180 S. Center	Sara Beach	Property improvement- Updating siding on garage, replacing boards on deck and fence	
03/18/2019	03/18/2019	268 Elizabeth Dean	Lou Ann Cole- Nephew doing work John Arnst	New garage	
04/04/2019	04/04/2019	1401 Sibley St	Andrea Catapano	Updating fence, adding gate, cement & 7x7 rubbermaid shed	
04/08/2019		830 N. Washington	Brandon Gessler	Shed	
04/04/2019	04/15/2019	2111 W. Main	Fit Body Boot Camp	Sign	
04/12/2019	04/12/2019	292 Donna Drive	Donna Tyler	Shed	
04/16/2019	04/16/2019	329 N Jefferson	Michael & Jessica Chessen	Fence	
04/12/2019	05/01/2019	206 N. Jackson	Tony Ellis	Pole Barn	
04/29/2019		219 & 238 High Street	Unity School Investors, LLC	Redevelopment of buildings and property	
05/03/2019	05/07/2019	199 Smith Street	Optec Inc.	Fence	
05/15.2019		1219 Laurie Gail	Sarah Kelly-Hometown Builders	Fence	
05/14/2019	05/20/2019	1371 Highland Hill	Rochel Gridley	Deck	
05/14/2019	05/20/2019	1410 W. Main	Midwest Sign-C. Cleaner	Sign	

05/20/2019	05/21/2019	2111 W. main	Inside Renovation	Retail
05/22/2019	05/22/2019	177 S. West	Allen Reynolds	Inside Renovation
5/24/2019	05/28/2019	723 Lincoln Lake SE	Cory Brown	Fence
6/10/2019	06/03/2019	942 Sibley	Jarrold Cardis /Crystal Null	Fence
6/13/2019	06/12/2019	604 Lafayette	Sarah Kelly-Hometown Builders	Fence
6/14/2019		517 Lincoln Lake	Kris Luttermoser	Garage
6/14/2019		1400 W Main	Burger King	Sign
6/24/2019	06/24/2019	230 S Hudson	Ashley Stone	Fence
06/14/2019	06/25/2019	400 N. Washington	Brian Elias	Siding
07/08/2019	07/08/2019	268 Elizabeth Dean	John Austin	Deck
07/16/2019	07/16/2019	219 High	Unity School	Fence
07/22/2019	08/01/2019	429 N. Jefferson	Heidi Lynne	Fence
07/24/2019	07/25/2019	2531 W. Main		Demo
07/29/2019	07/31/2019	823 High	Home Repair Services/Lorna Franks	Access Ramp
07/24/2019	08/01/2019	2111 W. Main	Icon Sign/Mel Trotter Thrift	Sign
08/06/2019	08/06/2019	2420 Gee Drive	Lori Gerard	Freestanding Carport