



LEGEND

- 1 SITE ENTRANCE
- 2 PROPOSED DETENTION POND
- 3 SINGLE FAMILY LOT TYP.
- 4 4-UNIT TOWNHOME TYP.
- 5 THIRTY FOUR UNIT STACKED CONDO
- 6 CLUB HOUSE
- 7 EXISTING WETLANDS
- 8 EXISTING UTILITY EASEMENT
- 9 GUEST PARKING
- 10 EXISTING TREE CANOPY TYP.
- 11 EXISTING EVERGREEN TREE BUFFER TO REMAIN
- 12 PROPOSED BIKE PATH
- 13 POSSIBLE FUTURE PUBLIC USE -BY OTHERS (OR TOWNHOMES IF PUBLIC USE NOT USED)

NOTES

Site Location:	2770 Zylman Ave Portage, MI 49002
Site Area	= 125.36 ac.
Total Number of Proposed Units	= 612 Units
Single Family Lots	= 174 Units
Townhomes	= 64 Units
(16) Four-Unit Bldgs	
Stacked Condominiums	= 374 Units
(11) Thirty Four-Unit Bldgs	
Commercial Outlots	= 3 lots

AUSTIN LANDINGS
ILLUSTRATIVE SITE PLAN
project number: 18440461





www.nederveld.com
 800.222.1868
GRAND RAPIDS
 217 Grandville Ave., Suite 102
 Grand Rapids, MI 49503
 Phone 616.450.2190
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 CHICAGO
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 HOLLAND
 INDIANAPOLIS
 ST. LOUIS

PREPARED FOR:
 Zyman Avenue Ventures, LLC
 Dale Kratzer
 3115 Railway Dr.
 Byron Center, MI 49315
 Phone 616.450.9487

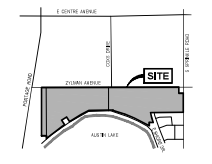
REVISIONS:
 Title: PD Summary
 Drawn By: Checked: RP Date: 10/20/17



LEGAL DESCRIPTION

WEST PARCEL DESCRIPTION
 Part of the SE 1/4 of Section 23, Town 3 South, Range 11 West, City of Portage, Kalamazoo County, Michigan, described as: Commencing at the East 1/4 corner of said Section 23, thence S89°47'48"W 150.00 feet along the East/West 1/4 line of said Section 23 to the Point of Beginning, thence S02°53'07"E 852.45 feet along the Westerly right-of-way line of Co's Drive (33 foot wide right-of-way); thence S89°07'58"W 730.04 feet along the North/South right-of-way line of East Shore Drive (33 foot wide right-of-way); thence S89°49'10"W 388.88 feet; thence S89°49'42"W 348.31 feet; thence S89°08'12"W 117.85 feet (previous 3 courses being along the Northwesterly right-of-way line of East Shore Drive) to the Southeastern corner of Lot 29 of Subdivision Plat Highland View, as recorded in Lien 12 of plat, page 16, Kalamazoo County Records; thence N31°42'22"W 268.89 feet along the Eastern line of said Lot 29 and its Northwesterly extension; thence S89°07'09"W 219.87 feet to the Northwesterly extension of Westerly line of Lot 32 of said plat; thence S31°52'41"E 208.55 feet along said Northwesterly extension and the Westerly line of said Lot 32 to the Southeastern corner of said Lot 83; thence S89°10'12"W 99.52 feet; thence S52°33'17"W 686.05 feet; thence S44°15'25"W 51.62 feet (previous 3 courses being along said Northwesterly right-of-way line); thence N00°04'12"E 103.85 feet; thence N88°45'25"W 161.58 feet; thence N00°00'00"E 1782.10 feet along the North-South 1/4 line of said Section 23 to Center of said Section 23; thence N89°47'48"E 160.00 feet along the East/West 1/4 line of said Section 23; thence S00°00'00"W 666.00 feet; thence N89°47'48"E 162.00 feet; thence N00°00'00"E 666.00 feet along Center line of Highland Drive; thence N89°47'48"E 2286.81 feet along said East/West 1/4 line to the Point of Beginning. Contains 88.43 acres. Subject to highway right-of-way for Zyman Avenue over the most Northerly 33 feet thereof. Also subject to easements, restrictions and right-of-way of record.

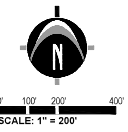
ALSO, EAST PARCEL DESCRIPTION
 Part of the SE 1/4 of Section 23 and part of the SW 1/4 of Section 24, Town 3 South, Range 11 West, City of Portage, Kalamazoo County, Michigan, described as: Beginning at the West 1/4 corner of said Section 24, thence N89°10'34"E 194.87 feet along the East/West 1/4 line of said Section 24; thence S09°32'07"E 33.00 feet along the Easterly right-of-way line of Grand Rapids and Indiana Railroad right-of-way (100 foot wide right-of-way); thence N89°18'34"E 1066.24 feet along the South right-of-way line of Zyman Avenue (66 foot wide right-of-way); thence S09°34'02"E 235.57 feet; thence N89°10'07"E 171.33 feet; thence S09°34'02"E 700.53 feet along the Westerly right-of-way line of Sprinkle Road (variable width right-of-way); thence S89°20'31"W 1215.73 feet along the North line of Lot 26 of said plat; thence S09°34'02"E 192.81 feet along said Easterly right-of-way line of Grand Rapids and Indiana Railroad right-of-way on a 192.81 foot radius curve to the left, said curve having a central angle of 11°41'39"; and a chord bearing S14°54'52"E 372.33 feet; thence S89°31'44"W 106.24 feet along the South line of the North 1/2 of the SW 1/4 of said Section 24; thence Northwesterly 137.78 feet along the Westerly right-of-way line of said Railroad right-of-way on a 192.81 foot radius curve to the right, said curve having a central angle of 08°00'00"; and a chord bearing N17°33'33"W 137.75 feet; thence S20°29'48"E 265.50 feet along the East line of the West 1/2 of the SW 1/4 of said Section 24; thence N59°30'22"W 311.25 feet; thence N64°42'27"W 318.84 feet; thence N89°49'20"W 382.88 feet; thence N73°53'07"W 246.16 feet; thence N72°24'00"W 174.68 feet; thence N05°52'57"W 27.17 feet; thence S89°07'58"W 124.67 feet (previous 7 courses being along the Northwesterly right-of-way line of East Shore Drive (33 foot wide right-of-way)); thence N05°53'07"W 65.59 feet along the Easterly right-of-way line of Co's Drive (33 foot wide right-of-way); thence N89°47'48"E 1250.00 feet along the East/West 1/4 line of said Section 23 to the Point of Beginning. Contains 83.80 acres. Subject to highway right-of-way for Zyman Avenue over the most Northerly 33 feet thereof. Also subject to easements, restrictions and right-of-way of record.



LOCATION MAP



811: Know what's below. CALL before you dig.
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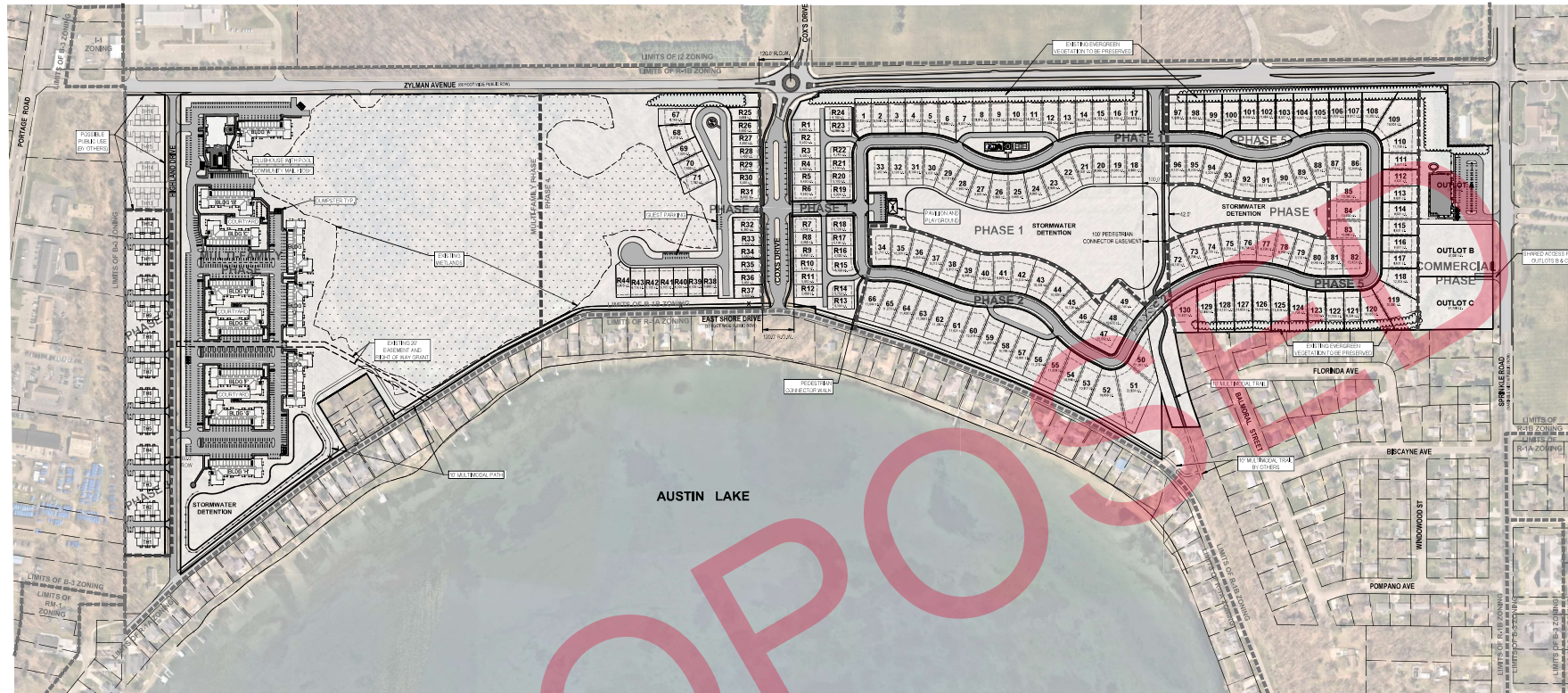


AUSTIN LANDINGS PD
 Existing Site Conditions Plan

2770 24th Ave., Portage, MI 49602
 PART OF THE NORTHERN 1/2 OF SECTION 24, T.3S., R.11W.,
 CITY OF PORTAGE, KALAMAZOO COUNTY, MICHIGAN

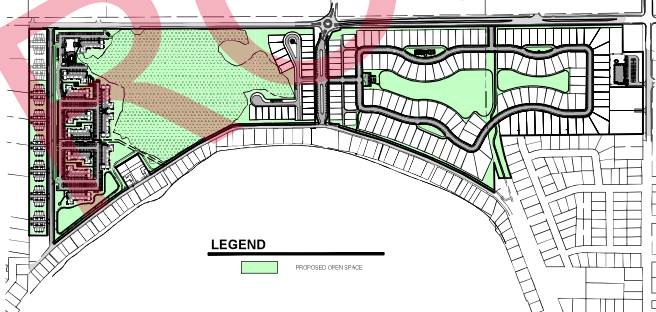
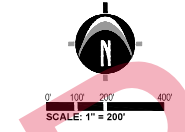
PROJECT NO:
 18400461

SHEET NO:
C-201



AUSTIN LAKE

COMMON OPEN SPACE EXHIBIT



LEGEND

- EXISTING CONCRETE
- PROPOSED CONCRETE
- EXISTING ASPHALT
- PROPOSED ASPHALT
- EXISTING SIDEWALK
- PROPOSED SIDEWALK

LEGEND

- PROPOSED OPEN SPACE

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

811 calls are made to locate underground utilities. It is the responsibility of the caller to ensure that all utilities are located and marked before any excavation work begins.

GENERAL NOTES

1. CURRENT ZONING IS RESIDENTIAL.
2. PROPOSED DEVELOPMENT IS RESIDENTIAL DEVELOPMENT.
 - A) MINIMUM LOT AREA = 5,000 SQ. FT.
 - B) MINIMUM GARAGE SPACE PER LOT AREA = 1.00 SQ. FT.
 - C) MAXIMUM ALLOWABLE HEIGHT = 7 FT. 0 IN. PER ACRE, 12 UNITS PER ACRE PER PHASE.
 - D) MINIMUM LOT WIDTH = 80 FT.
 - E) MAXIMUM NUMBER OF UNITS PER LOT = 4.00.
 - F) MAXIMUM AREA OF PERFORATED COMMERCIAL USE = 20%.
3. SUMMARY OF LAND USE:
 - A) TOTAL GARAGE = 120 CAR SPACES (120 UNITS)
 - B) TOTAL AREA OF COMMERCIAL USE (OUTLETS) = 15,177 SQ. FT. (23.26% OF TOTAL AREA)
 - C) TOTAL AREA OF RESIDENTIAL USE = 102,928 SQ. FT. (82.31% OF TOTAL AREA)
 - D) TOTAL AREA OF FUTURE DEVELOPMENT = 142 ACRES (36.62 ACRES)
 - E) TOTAL NUMBER OF CHILDREN'S USES = 412 CHILDREN'S USES (DETACHED SINGLE-FAMILY HOMES)
 - F) CHILDREN'S USES:
 - ONE (1) ATTACHED CHILDREN'S USES (412 UNITS) (114 UNITS IN PHASE 1)
 - TWO (2) DETACHED CHILDREN'S USES (824 UNITS) (114 UNITS IN PHASE 1)
 - G) ZONING OF PARCELS TO NORTH = R-2
 - H) ZONING OF PARCELS TO SOUTH = R-2
 - I) ZONING OF PARCELS TO WEST = R-2
 - J) PERFORMANCE STANDARDS (24.124 SQ. FT.)
4. SETBACKS AND ELEVATIONS:
 - A) MINIMUM LOT AREA = 5,000 SQ. FT., MAX. 20% GARAGE OVERALL LOT SIZE
 - B) MINIMUM LOT WIDTH = 80 FT., MAX. 20% GARAGE OVERALL LOT WIDTH
 - C) MINIMUM SIDEWALK WIDTH = 8 FT., OR 2.5% STRIPS
 - D) MINIMUM LOT COVERAGE = 45%
 - E) SETBACKS:
 - FRONT YARD = 25 FT.
 - REAR YARD = 10 FT.
 - SIDE YARD = 5 FT.
 - MIN. CLEARANCE TO ADJACENT PROPERTY = 5 FT.
 - F) DETACHED CHILDREN'S USES:
 - MINIMUM LOT AREA = 5,000 SQ. FT., MAX. 20% GARAGE OVERALL LOT SIZE
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5. FINISH ELEVATIONS:
 - A) ALL FINISHING FOR EXISTING LOTS WILL BE FINISHED PER EACH LOT'S BEST FINISHING.
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PHASE	STORIES	SQ. FEET	SQ. METERS
PHASE 1	2	104,000	9,600
PHASE 2	2	104,000	9,600
PHASE 3	2	104,000	9,600
PHASE 4	2	104,000	9,600
PHASE 5	2	104,000	9,600
COMMERCIAL PHASE	2	15,177	1,400

NEDERVELD
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PREPARED FOR:
 Zylman Avenue Ventures, LLC
 Cole Kraker

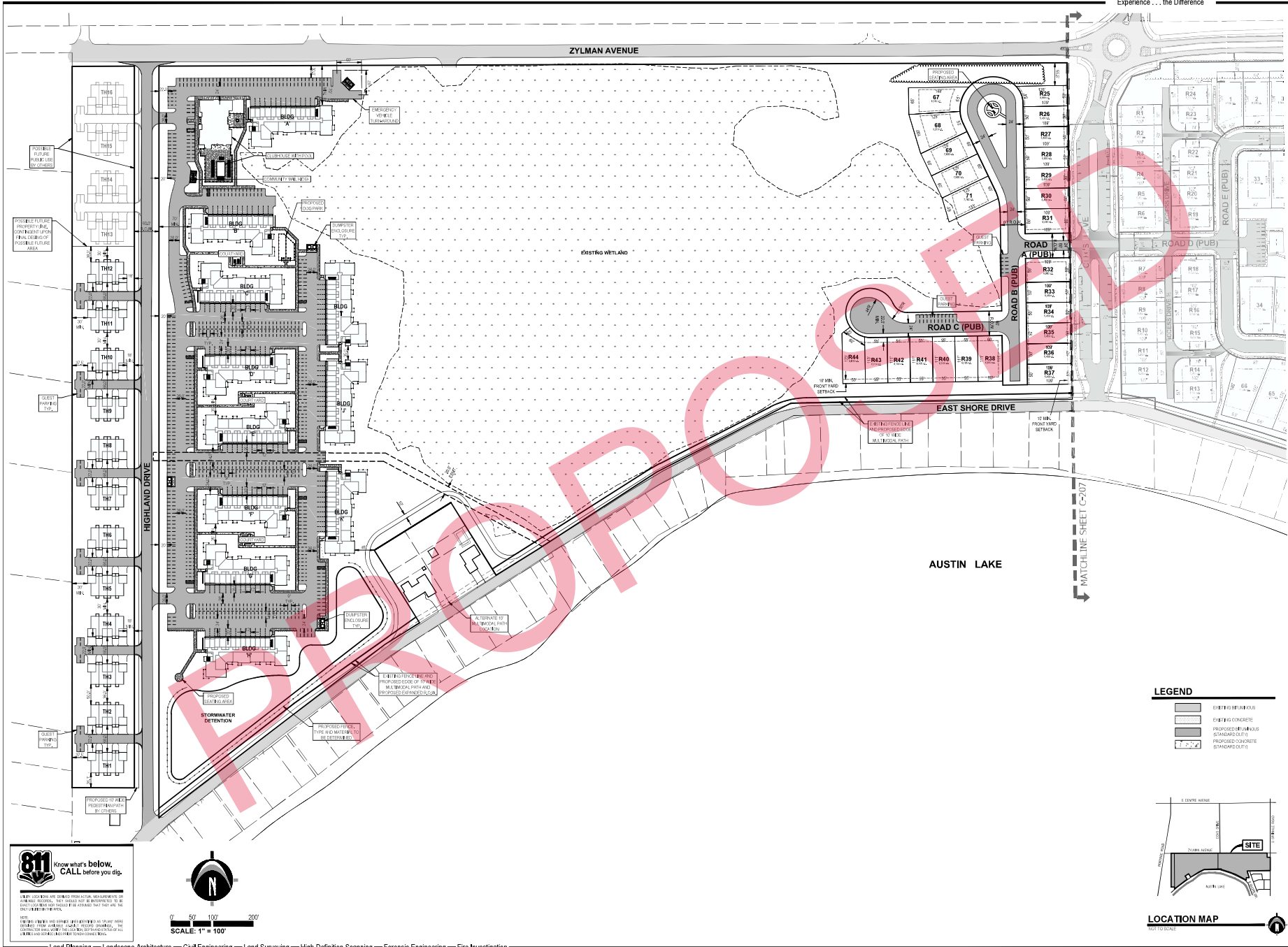
REVISIONS:
 Title: PD Submittal
 Drawn By: Checked By: Date: 10/20/2017

AUSTIN LANDINGS PD
 Overall Site Layout Plan
 2770 Zylman Ave., Portage, MI 49602
 PART OF THE NORTHERN 1/2 OF SECTION 24, T.35. R.11W.
 CITY OF PORTAGE, KALAMAZOO COUNTY, MICHIGAN

STAMP:

PROJECT NO:
18400461

SHEET NO:
C-205



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PREPARED FOR:
 Zylman Avenue Ventures, LLC
 Dale Kratzer

3115 Railway Dr.
 Byron Center, MI 49315
 Phone: 616.450.9487

REVISIONS:

Rev. No.	Checked By	Date	Description

AUSTIN LANDINGS PD
Site Layout Plan
 2770 24th Ave. N., Portage, MI 49602
 PART OF THE NORTHERN 1/2 OF SECTION 24, T.35. R.11W.,
 CITY OF PORTAGE, KALAMAZOO COUNTY, MICHIGAN

STAMP:

Richard A. Pulaski

PROJECT NO:
 18400461

SHEET NO:
C-206

LEGEND

	EXISTING BUILDING
	EXISTING CONCRETE
	PROPOSED BUILDING STANDARD CURBS
	PROPOSED CONCRETE STANDARD CURBS

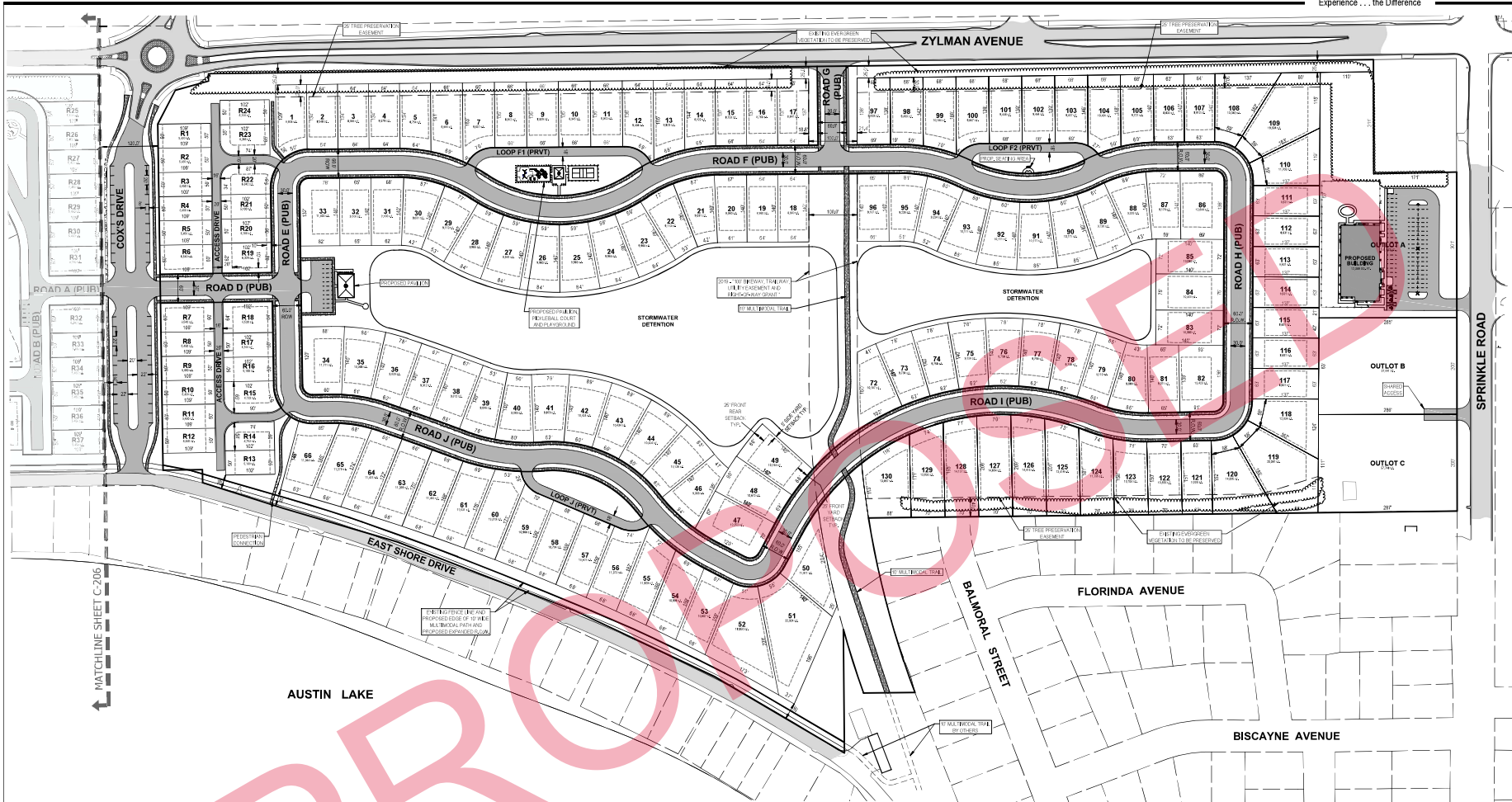


811 Know what's below. CALL before you dig.

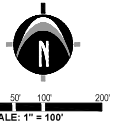
ALL LOCATIONS ARE DERIVED FROM Aerial Measurements of
 PUBLIC RECORDS. WE DO NOT GUARANTEE THE
 ACCURACY OF THE INFORMATION PROVIDED AND WE ARE
 NOT RESPONSIBLE FOR ANY DAMAGE TO PROPERTY OR PERSONS
 ARISING FROM THE USE OF THIS INFORMATION.

NOTE:
 THE INFORMATION AND DATA SET FURNISHED BY OUR CLIENT
 SHOULD BE CHECKED AGAINST LOCAL RECORDS, AVAILABLE, THE
 CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE DATA
 AND FOR OBTAINING ALL NECESSARY PERMITS.

SCALE: 1" = 100'



PROPOSED



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

811 LOCATIONS ARE DERIVED FROM Aerial Measurements or other sources. We cannot be held responsible for any damage or injury resulting from any excavation that may be made without calling 811 first.

NOTE: THE 811 SERVICE IS AVAILABLE FOR ANY AND ALL EXCAVATION WORK. IT DOES NOT COVER ANY OTHER TYPE OF EXCAVATION WORK. THE 811 SERVICE IS AVAILABLE FOR ANY AND ALL EXCAVATION WORK. IT DOES NOT COVER ANY OTHER TYPE OF EXCAVATION WORK.

LEGEND

	EXISTING STORM PONDS
	EXISTING STORMWATER DETENTION
	PROPOSED STORMWATER DETENTION
	PROPOSED STORMWATER DETENTION



NEDERVELD

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217 Grand Ave., Suite 102
Grand Rapids, MI 49503
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ST. LOUIS

PREPARED FOR:
Zylman Avenue Ventures, LLC
Dale Kratzer

3115 Railway Dr.
Byron Center, MI 49315
Phone: 616.450.9487

REVISIONS:

No.	Description	Checked By	Drawn By	Date

AUSTIN LANDINGS PD

Site Layout Plan

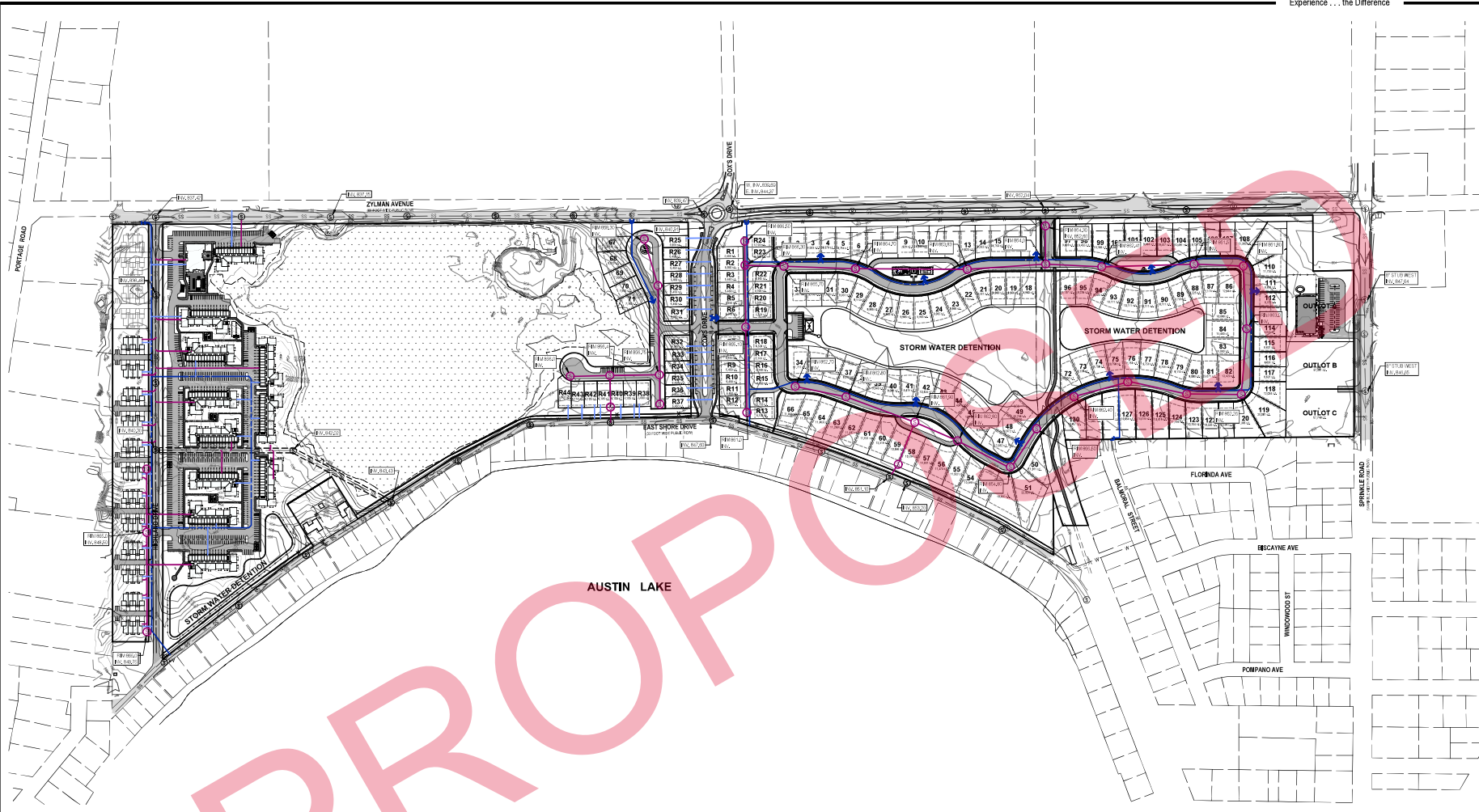
2770 Zylman Ave., Portage, MI 49602
PART OF THE NORTHERN 1/2 OF SECTION 24, T.35. R.11W.,
CITY OF PORTAGE, KALAMAZOO COUNTY, MICHIGAN

STAMP:

RICHARD A. PULASKI
ENGINEER
No. 52818
PROFESSIONAL ENGINEER

PROJECT NO:
18400461

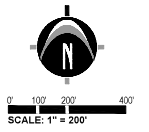
SHEET NO:
C-207



PROPOSED

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

811 is a national service that provides information on underground utilities. It is not a utility company. For more information, visit www.811.com. This information is provided for informational purposes only. It is not intended to be used as a substitute for professional engineering or other services. The user assumes all responsibility for the use of this information.



LOCATION MAP
NOT TO SCALE

- LEGEND**
- PROP. SANITARY SEWER
 - PROP. WATER MAIN
 - PROP. WATER SERVICE
 - EX. SANITARY SEWER
 - EX. WATER MAIN

NEDERVELD

www.nederveld.com
800.222.1888

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217 Grandville Ave., Suite 102
Grand Rapids, MI 49503
Phone 616.272.1190

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INDIANAPOLIS
ST. LOUIS

PREPARED FOR:
Zylman Avenue Ventures, LLC
Gale Krstic

3115 Railway Dr.
Byron Center, MI 49315
Phone 616.450.9487

REVISIONS:

DATE	BY	DESCRIPTION

AUSTIN LANDINGS PD
SCHEMATIC UTILITY STUDY
PART OF THE NORTHERN 1/2 OF SECTION 24, T.35S., R.11W.,
CITY OF PORTAGE, KALAMAZOO COUNTY, MICHIGAN

STAMP:

Richard A. Pulaski

PROJECT NO:
18400461

SHEET NO:
C-300

AUSTIN LANDINGS

CITY OF PORTAGE



PROJECT NARRATIVE

PLANNED DEVELOPMENT REVIEW

PROJECT OVERVIEW

Located just north of Austin Lake, nestled between the Portage Road commercial corridor and Ramona Park, the proposed Austin Landings PD is a dynamic housing and commercial development that features (174) single-family lots, up to (64) townhomes in (16) fourplex buildings, (374) multifamily dwellings in (11) 34-unit buildings as well as three commercial outlots. The proposed plan is a contextually-sensitive, and market-appropriate response to the community's housing needs and supports the vision for this specific area of the city, as outlined in the recently adopted City of Portage's Lake District Corridor and Placemaking Study. The proposed Austin Landings PD seeks to leverage the "flexibility in development" (see subsection 11 of the City of Portage Zoning Ordinance) afforded the Planned Development District (PD District) in order to satisfy this community-supported vision and further many of the Implementation Strategies described in the City's Comprehensive Plan.



A main tenet of the proposed plan is to seamlessly integrate needed residential housing options into the community without compromising the use or enjoyment of existing neighboring properties. The proposed Austin Landings PD does this through thoughtful transitions between uses and the preservation of natural features. Starting at the western boundary of the proposed neighborhood, attached residential units create a smooth transition from the existing commercial development (B-3 General Commercial District properties) along Portage Road. Proposed buildings in this area have been placed far back from adjacent roadways and adjacent homes and will be further buffered through the extensive planting of trees.

A large wetland expanse divides the large western parcel, separating the townhomes and multifamily residential buildings from the proposed single-family lots to the east. Special consideration was taken in the placement of proposed buildings and lots along the borders of the wetland so as to protect this ecological resource, while taking advantage of the beautiful, natural views. It has been found that the placement of single-family lots, as permitted by existing zoning regulations, that back on wetlands compromise the health of these natural resources as homeowners encroach into sensitive area with lawn mowers over time and introduce into them harmful lawn care products. The proposed plan intentionally minimizes these instances for the wellbeing of this ecosystem.

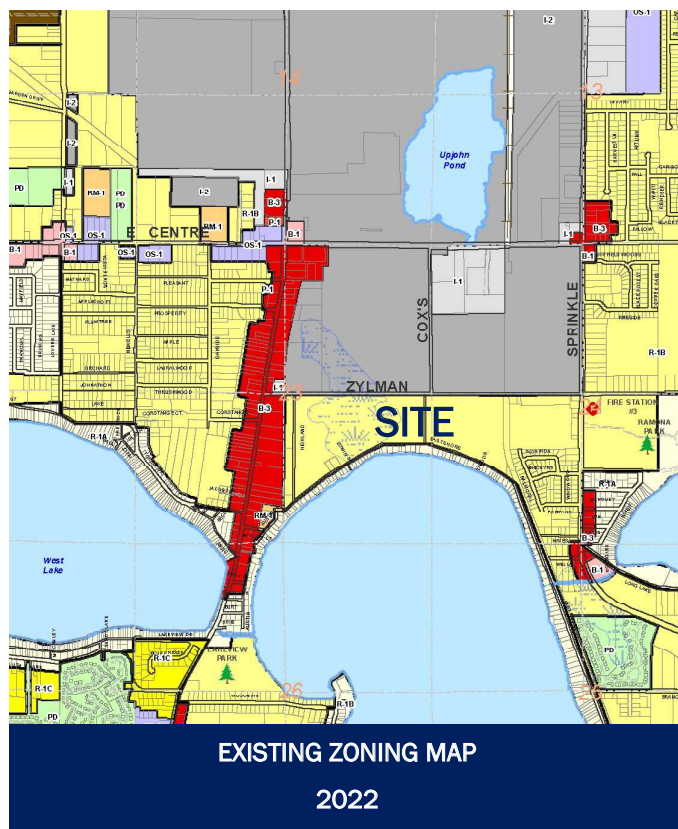
Two types of single family lots have been proposed. Alley-loaded lots (R1-R44) line the improved, pedestrian-oriented portion of Cox's Drive to create a comfortable sense of arrival into the proposed neighborhood. Street parking, sidewalks, and street trees welcome residents and visitors into the neighborhood and immediately focus their attentions on the civic space before entering into the heart of the proposed neighborhood. The eastern entrance into the single-family lot portion of the Austin Landings PD terminates into a covered pavilion and playground. This community hub has an expansive view over the neighborhood's large ponds and multimodal trail corridor. Ample sidewalks and trees will line both sides of the street as users of the space meander along the PD's winding roads. Views along these roads are charmingly interrupted by "eyebrow drives" that define unprogrammed community green spaces. These green spaces not only create a valuable communal resource to promote civic interaction but also reduce driveways along the main streets, enhancing the safety and experience of the public realm. The majority of the proposed traditional, front-loaded single-family homes (lots 1-130) will directly abut neighborhood green spaces, ponds, or the proposed community trail connector that runs along the historic railway easement. In addition to these internal design features special consideration has been taken to preserve the privacy and enjoyment of existing, adjacent residences. Large swaths of mature evergreen trees are to remain along Zylman Avenue creating a visual buffer along the road as well as along the site's southeastern border creating a dense buffer between existing homes and the proposed PD. Supplemental landscaping will be added to fill in gaps along this buffer, at the discretion of the developer.

Three outlots are proposed along Sprinkle Road. These lots would be a continuation of the existing pattern of small, neighborhood commercial uses that are just south of the project site. Although specific uses for these lots have yet to be determined, there is strong consideration of a daycare facility on the northmost outlot. With direct access to the adjacent Ramona Park and close proximity to a substantial amount of single-family residences, this potential use would be both contextually appropriate and functionally beneficial to the community at large.

UNDERSTANDING OF THE CONTEXT: CITY OF PORTAGE PLANNING REPORTS AND REGIONAL VISION

The City of Portage has been exceedingly proactive and diligent in its pursuit to define a clear path forward for its community. Several planning documents have aided in this effort and, in some instances, help to give specific insight into the potential uses for the subject site. The 2014 City of Portage Comprehensive Plan – currently being updated - is the most recent master plan for the community. Subsequent to the adoption of the Comprehensive Plan, a series of reports and District Studies have helped to understand the way in which Portage has evolved over the past eight years and offer insight into the present-day goals of the community.

The lands that comprise the Austin Landings PD project site are currently zoned R-1B (One Family Residential), a zoning district that is intended to be predominately single-family lots (see Existing Zoning Map to the right). This use type is consistent with "Low Density Residential" Future Land Use designation set forth in the 2014 Comprehensive Plan (see

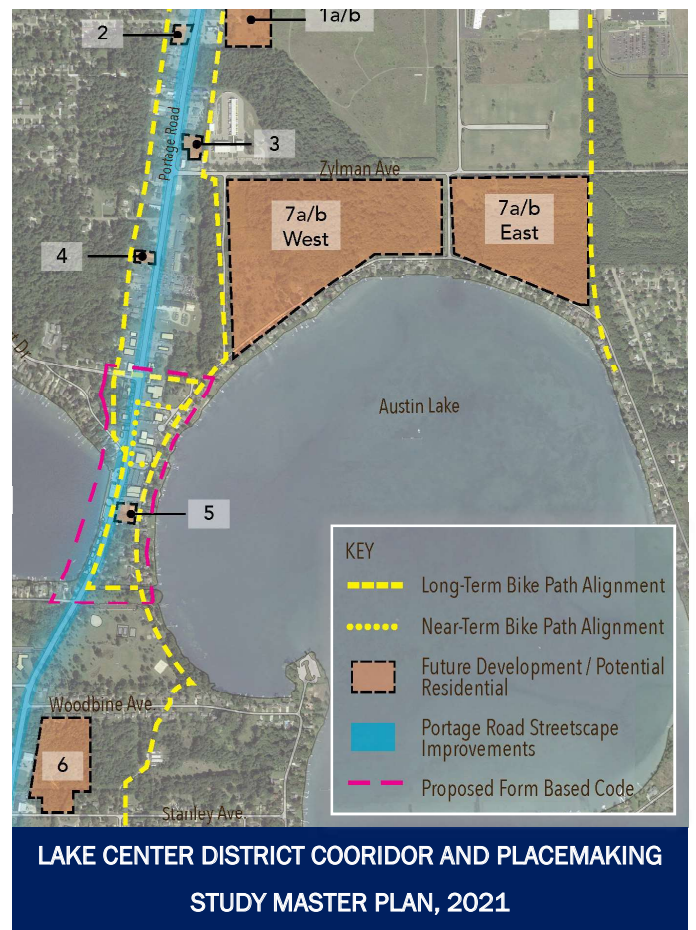
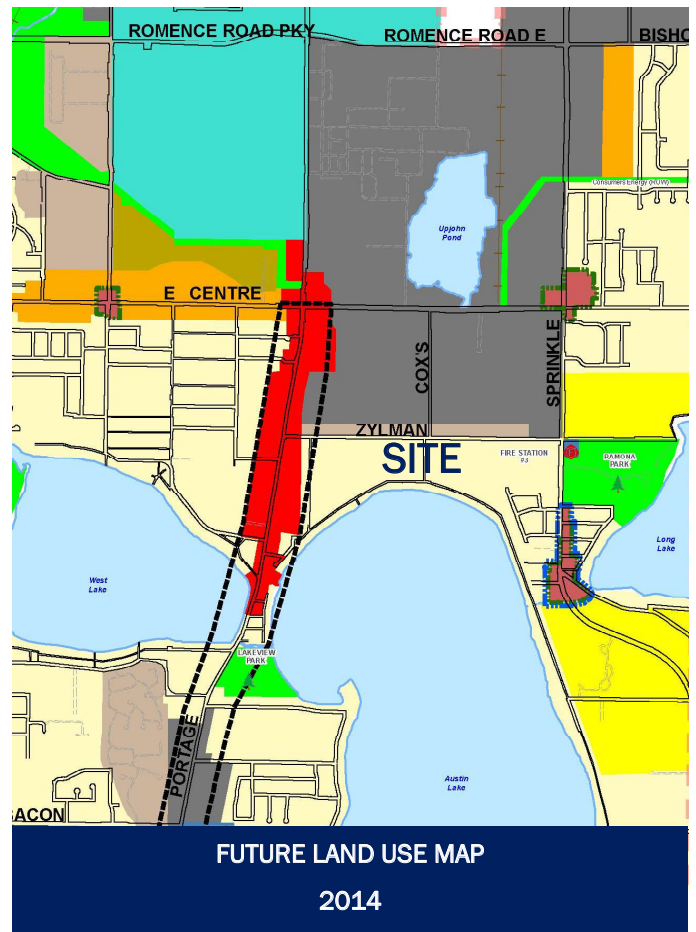


Future Land Use Map, top right). This Future Land Use designation is similarly characterized by predominately single-family home uses and recommends a density of 1 to 4 dwelling units per acre. The City of Portage has reimaged and adopted a plan for this specific area in a more recent, citizen-driven planning documents that offer an updated understanding of the community's needs.

The 2020 City of Portage Housing Study, conducted by LandUse USA, thoroughly investigated the housing needs of the City of Portage. The opening paragraph of the report's conclusion section pointedly states that "there is solid and good merit in developing a significant number of new attached housing formats for renters" (see page 6 of the report) within the City of Portage. The report goes on to assert that much of the existing housing stock within the City of Portage is in need of repair and that newly constructed housings options within the community, that increase and diversify housing types, would allow for existing homes to be rehabbed and remodeled by homeowners and investors. In this regard, the report indicates that providing newly constructed residential units would not only help satisfy Portage's housing shortage, be also lead to the revitalization of many of the city's existing homes. The report points out that this is particularly true for new attached residential units.

The market study found that "the market potential among for-lease units is nearly four times larger than that of for-sale units" and that there is a major need for newly created attached homes within the City. This need is driven by the general lack of Missing Middle housing options often sought by those seeking to age in place or by young professionals moving into the community. Among others, these demographic segments are generally underserved by the homogeny of single-family homes that is typical throughout Portage. The proposed Austin Landings PD seeks to satisfy this portion of the market by offering 374 for-lease, attached residential units on its western portion, a concept that is further supported by the 2021 Lake Center District Corridor and Placemaking Study.

In July of 2021, the Portage City Council adopted the Lake Center District Corridor and Placemaking Study. This district plan identifies the proposed Austin Landings PD site as a "Future Development / Potential Residential" area (see Corridor Master Plan bottom right)



and adds valuable, site-specific information to the findings of the aforementioned housing study. The -areas labeled “7 a/b West and 7 a/b East” on the Corridor Master Plan encompass the majority of the land of the proposed Austin Landings PD and give a useful indication of the community’s most recent vision for this area. The eastern portion of this plan calls for 100 single-family lots, while the western portion calls for a total of 800 attached single-family dwelling units (duplexes, triplexes, and fourplexes), for a total of 900 units over the cumulative land area. The proposed Austin Landings PD proposes a total of 596 dwelling units over an expanse of land larger than the cumulative area 7 a/b West and 7 a/b East (note that the Austin Landings PD plan includes lands east of the abandoned railway corridor labeled “near-term bike path alignment” on the Corridor Master Plan).

The proposed Austin Landings PD helps realize this vision by providing market-responsive housing products that are substantively consistent with the plan’s suggested housing types and their relative locations within the community – attached single-family west of Coxs Drive and single-family lots to its east. The eastern portion of the proposed plan very closely follows the Corridor Master Plan by providing a mix of alley-loaded and traditional, front-loaded homes. The density envisioned for the western portion of the site, however, was found to be unfeasible with the recommended duplex, triplex, and fourplex housing types. The proposed Austin Landings PD was able to come closer to the community development goal outlined in the Corridor Master Plan by providing attached housing options (up to (64) townhomes in (16) four-plex buildings and (374) apartments in (11) 34-unit buildings), that the Housing Study illustrated a need for. In this way the Austin Landings PD found common ground to advance the goal/needs of both plans within the confines of the site’s constrains.

The proposed Austin Landings PD is an important step in reaching the community’s housing needs and supports the goals outlined in the various, empirically based planning efforts the City has conducted since the 2014 Comprehensive Vision. In this regard, it is clear that the more contemporary visions for this area give a more accurate representation of the community’s needs and desires than the Current Zoning Map (2022) and Future Land Use Map (2014). As previously stated, this plan seeks to leverage the flexibility in design afforded the PD District to help achieve the community’s goals.

REVIEW AND RESPONSE OF SUBSECTION 11—PLANNED DEVELOPMENT DISTRICT

[Sec. 42-370: Intent]

The city, confronted with increasing urbanization, changes in the technology of land development, and a growing demand for housing, has developed this planned development district with the intent to encourage:

- A. The variety and flexibility in land development that is necessary to meet those changes in technology and demand and that will be consistent with the best interests of the city; and**

The proposed Austin Landings PD leverages the flexibility afforded the PD District to create a much more dynamic plan that is able to appropriately address the long-term vision of the community and its identified housing needs compared to a plan that adheres to the existing R-1B regulations. As outlined in the Lake Center District Corridor and Placemaking Study, the City of Portage is in need of attached housing options to address a shortage of available housing as well as open up rehab opportunities for those seeking to invest in the community. This plan helps to meet this need on a site that is specifically identified as suitable for the proposed uses and densities.

- B. The more efficient use of those public facilities required in connection with the residential development.**

In comparison to a conventional neighborhood plan allowed by the R-1B District regulations, the PD District allows for a more efficient use of land by allowing for the option to clustering development. The proposed Austin Landings PD strategically clusters housing types throughout the proposed neighborhood as a means to provide ecologically sensitive buffers along existing wetlands, meaningful communal open spaces, and important pedestrian connections to neighboring properties.

[Sec. 42-371: Definitions]

No response necessary to this section.

[Sec. 42-372: Applicability of Subdivision]

This subdivision applies to any tract of land proposed to be developed, which tract is under single ownership, for which an application for a planned development is made as provided in this subdivision.

All lands that comprise the proposed Zylman PUD is under the sole ownership of Zylman Avenue Ventures, LLC.

[Sec. 42-373: Principal Permitted Uses]

Uses permitted in a PD planned development district are limited to:

- A. Dwelling units in detached, semidetached, attached or multi-storied structures, or any combination thereof.**

The proposed Austin Landings PD is a dynamic housing development that features a market-responsive mix of (174) single-family lots, up to (64) townhomes in (16) fourplex buildings, and (374) multifamily dwellings in (11) 34-unit buildings.

- B. Nonresidential uses of a religious, cultural, recreational, office or commercial character, the extent of which shall not exceed the amounts specified in section 42-374 [“a maximum of 20 of the total area may be nonresidential uses”].**

Three commercial outlot are being proposed along the eastern boundary of the proposed Austin Landings PD. These three outlots account have a cumulative area of 5.17 acres (excluding right-of-ways) which is approximately 3.8% of the total site.

[Sec. 42-374: Site Development Requirements]

- A. Design Standards:**

- 1. Housing Types: The plan may provide for a variety of housing types.**

The proposed Austin Landings PD is a dynamic housing development that features (174)

single-family lots, up to (64) townhomes in (16) fourplex buildings, and (374) multifamily dwellings in (11) 34-unit buildings. These housing types and proposed number of units support the housing needs identified in the Lake Center District Corridor and Placemaking Study, adopted by the City of Portage.

2. Nonresidential uses. A maximum of 20 percent of the total area may be used for nonresidential uses, including access roads and parking associated with such nonresidential uses.

As previously stated, three commercial outlots are being proposed along the eastern boundary of the proposed Austin Landings PD. These three outlots account have a cumulative area of 5.17 acres (excluding right-of-ways) which is approximately 3.8% of the total site.

3. Compliance with subdivision regulations; water and sewer service; pedestrian ways. Each proposal for a planned development concerning the specifications for the width and surfacing of streets and highways, alleys and ways for public utilities, curbs, gutters, streetlights, public parks and playgrounds, school grounds, storm water drainage and other improvements shall be subject to the specifications established in the subdivision regulations (article 5 of this chapter.)

The proposed Austin Landings PD will comply with all applicable subdivision regulations for streetlights, public parks and playgrounds, school grounds, storm water drainage and other improvements unless specified otherwise on the provided plan set or in this project narrative.

Public road widths (measured back of curb to back of curb) have been proposed at a width of 30 ft. within a 60 ft. public right-of-way. Access drives serving rear-loaded lots (lots R1-R44) are proposed at an overall pavement width of 16 ft. with a 20 ft. easement. Private loop drives serving various front-loaded lots (lots 7-12, 56-59, and 100-103) will have an overall pavement width of 18 ft. Townhomes will be serviced by access drives with a 22 ft. overall pavement width. Please refer to sheets C-206 and C-207 of the provided plan set for specific locations of these proposed improvements.

B. Specific requirements of a planned development are as follows:

1. Water supply and sewage collection. The planned development shall be served by the city water supply system and sewage collection system.

All proposed dwellings and commercial outlots proposed will be served by public (City) water and sewer. Please refer to C-300 of the provided plan set for schematic utility layout for the entire proposed development.

2. Pedestrian circulation. The pedestrian circulation system and its related walkways shall be insulated as completely and as reasonably as possible from the vehicular street system in order to provide separation of pedestrian and vehicular movement. This shall include, when deemed to be necessary, a pedestrian underpass or overpass in the vicinity of schools, playgrounds, local shopping areas, nonresidential areas and other neighborhood uses which generate a considerable amount of pedestrian traffic.

The proposed Austin Landings PD is a pedestrian-oriented development that promotes safety and connectivity. The majority of the plan's winding, treelined streets (both traffic calming measures) have sidewalks on both sides that lead residents and visitors to the various site features and communal spaces throughout the development. These internal walkways not only connect pedestrians to features within the proposed neighborhood but also extend to the its borders creating connectivity to the broader community.

The Austin Landings PD is proposing substantial multimodal trailways and linkages to existing pedestrian oriented infrastructure. The City has recently constructed a section of multimodal trail along the northern side of Zylman Avenue from Cox's

Drive to Sprinkle Road. The PD plan provides significant improvements to this section of trail network by extending a ten foot multimodal central connector trail along the historic railway right-of-way through the site. This trail would eventually connect to the proposed trailway that would run along the neighborhood's entire southern boundary. An additional north-south connector trail is proposed along the western side of Highland Drive. These proposed trail network improvements not only meet the intent of, but far exceed, the vision for non-motorized transportation in this area, as depicted in the 2014 Comprehensive Plan and 2021 Lake Center District Plan.

Vehicular traffic calming tactics have been employed on the plan as well. These tactics include well-connected streets that avoid long straightaways, the use of street trees and lightings, as well as the addition of on-street parking along Cox's Drive. These parking spaces serves to separate the pedestrian from moving traffic. This sense of a "space for the people" is further reinforced in this area of the site by the placement of alley-loaded homes that establish a welcoming street presence that minimizes the presence of vehicles. This intentional incorporation of pedestrian-oriented details are all aimed to bring an appropriate sense of scale and community to this area of Portage.

C. Non-applicability of other zoning regulations; mixture of housing types: The applicant for a planned development must demonstrate that the proposed plan cannot be developed under other sections of this article or provide for a mixture of at least two of the following three housing types: one-family attached or detached, two-family or multifamily.

The proposed Austin Landings PD proposes a market-responsive mix of one-family attached townhomes, detached one-family lots, and multifamily dwelling units.

D. Density:

a. The overall density in a proposed planned development shall not exceed seven units per acre.

The lands proposed to have residential use (excludes three commercial outlots) are proposed to have an overall density of 5.03 units per acre.

$[612 \text{ proposed dwelling units} / (126.78 \text{ acres total site area} - 5.17 \text{ acres commercial use})] = 5.03 \text{ units per acre}$

b. In the event of a proposed phase development, no one phase shall exceed a density of 12 units per acre.

None of the proposed phases will exceed 12 units per acre. Please refer to the Phasing Density Summary on sheet C-205 for specific densities per phase.

c. The density of phases developed at any given time, including phases already developed, shall not exceed seven units per acre.

The proposed development phasing will comply with this standard.

d. In one-family residential areas of a planned development, the average lot size shall be not less than 6,500 square feet, with a minimum of 5,000 square feet.

The average lot size for proposed one-family residential lots is 9,000 sq.ft. All lots shall meet the minimum 5,000 sq.ft. lot size per this requirement.

E. Setbacks:

a. Perimeter setback requirements. In a planned development that abuts property and that permits developments of less intensity than permitted by the planned development, a peripheral transition area shall be incorporated in the planned development that provides development similar in density to that existing or permitted on the abutting land.

A contextually-sensitive approach was taken in the conception of the proposed Austin Landings PD. Attached one-family townhomes and multifamily buildings have been proposed on the western side of the proposed neighborhood. These

more intense residential uses directly abut the commercial uses of the Portage Road corridor and serve as suitable transition to the adjacent detached single-family lots in the area. The multifamily buildings are placed a significant distance from the two existing homes to the south. A dense evergreen screen will be planted along the property line to further buffer these uses. The large wetland just east of this area serves as a natural buffer between this and proposed detached single-family lots.

Buffers have been proposed along all exterior PD boundaries that abut existing residences. These buffers are proposed in the form of open space expanses (e.g. lots 50-66) or as existing vegetation preservation areas (e.g. lots 119-129). Special care has been taken in the planning and conceptual grading of the site so as to preserve as many perimeter trees as feasible. As shown on the provided plans, large swaths of evergreens are proposed to remain in the rear yards of lots backing up onto Zylman Avenue as well as those directly abutting existing residences in the southeast corner of the site. These vegetative screens will serve as effective buffers between the proposed lots and adjacent existing homes. For specific proposed setback information per use, please refer to the General Notes provided on C-205 of the PD plan set included in this submittal package.

b. Internal setbacks for multifamily residential structures. Internal setbacks for multifamily residential structures shall adhere to the requirements set forth in division 4, subdivision 10.

According to the Division 4, Subdivision 10, Sec. 42-350.B.(8) “in an RM-1, RM-2 or R-1T attached residential district, front, side or rear yards need not refer to spacing between buildings for a planned development for two or more buildings on the same parcel. In such cases, the minimum distance between two buildings shall be regulated according to the length and height of each such building, and in no instance shall such distance be less than 30 feet, as provided in the formula in this subsection. ”

We are proposing that minimum building to building separations for buildings housing multifamily attached dwellings be 35 feet minimum and 30 feet minimum for attached townhome units and that the formula of this subsection not apply. For specific proposed setback information per use, please refer to the General Notes provided on C-205 of the PD plan set included in this submittal package.

c. Internal setbacks for duplex and one-family residential structures. Internal setbacks for duplex and one-family residential structures shall be based on the provision of adequate light, ventilation and parking.

Attached one-family townhome buildings (buildings 1-16) are proposed to have a 22 feet minimum setback from the pavement edges of adjacent access drives. This distance allows for vehicles to be comfortably parked within driveways in addition to the parking proposed within provided garages. It is anticipated that exterior townhome units will have two-stall garages while interior units will have one-stall garages for a total of six interior spaces and six exterior driveway spaces per buildings.

Similarly, the proposed homes to be built upon single-family lots (lots 1-174) will have a minimum front yard setback of 25 feet. This too will allow for both driveway and garage parking. Although building styles will vary to create a more interesting and inviting design vernacular, it is anticipated that these homes will be a mix of two and three-stall garages with additional driveway parking.

Both types of proposed one-family residential structures will be adequately lit and ventilated with adequate building to building separations of 30 feet for one-family

townhome buildings and 10 feet minimum (two, five foot side yard setbacks) for homes on single-family lots.

F. Height of buildings: The height of particular buildings shall not be a basis for approval or denial of a plan, provided that any structure in excess of 45 feet shall be designed to be consistent with the reasonable enjoyment of neighboring property, the entire planned development and the efficiency of existing public services.

Detached single-family lots (lots 1-174) and attached one-family townhomes (buildings 1-16) are proposed to be limited to a maximum height of 35 feet or 2.5 stories, whichever is less. The proposed multifamily buildings (buildings A-L) are to be limited to a maximum height of 45 feet or 3.5 stories, whichever is less. The taller, multifamily buildings are generously setback from lot lines and adjacent street right-of-ways so as to eliminate the perception of imposing building heights on surrounding elements. The multifamily buildings of the proposed Austin Landings PD take advantage of the building massings by creating three comfortable, pedestrian-scaled courtyards with mirrored building configurations. These areas focus users into communal spaces, while the remaining units overlook expanses of open space.

G. Off-street parking: Parking shall be conveniently accessible to all dwelling units and other uses, and shall be provided pursuant to the minimum requirements of division 6, subdivision 1. Screening of parking and service areas is required through ample use of trees, shrubs, earth berms, hedges and screening walls.

Per Division 6, Subdivision 1, Sec. 42-523, all types of residential units (one-family and multi-family) are to have a minimum of two spaces per dwelling unit. As previously mentioned, homes on single-family lots and attached one-family townhomes will be provided a minimum of two spaces per dwelling unit as a mix of interior garage spaces and exterior driveway spaces. Guest spaces have also been added throughout these areas to provide additional parking opportunities.

The multifamily area of the proposed Austin Landings PD will also provide a mix of garage and surface parking spaces. Each of the (11) proposed multi-family buildings will have 13 interior spaces. In addition to these 143 total garage spaces, 623 surface parking spaces have been provided for a total of 766 spaces in this area for an average of 2.05 spaces per unit.

The three proposed commercial lots shall comply with the regulations of the off-street parking section of the City of Portage ordinance as applicable to the final proposed use.

H. Screening: When nonresidential uses or structures in a planned development abut residential structures, appropriate screening of all parking and loading areas shall be provided as follows:

- a. A solid masonry or stockade fence with a maximum height of six feet; or
- b. Densely planted mature shrubbery having a minimum height, at the time of planting, of six feet.

Although specific uses for the three proposed commercial outlots have not been selected at this time, the applicant is fully dedicated to the properly screening all parking and loading zones proposed on these lots in accordance with the requirement above.

I. Common open space: The amount and location of common open space shall be consistent with the declared function of the common open space as set forth in the application for the planned development, and there shall be such provisions for the ownership and maintenance of the common open space as are reasonable to ensure its continuity and conservation.

The proposed Austin Landings PD provides a variety of functional common open spaces in

the form of courtyards, pocket parks, active areas around the proposed clubhouse, a large preserve of wetland, as well as a pedestrian trail corridor that runs between two of the site's ponds. These common open spaces serve to promote the civic health and preserve the natural beauty of this site in a manner that serve all residents in this community enhancement project. All open spaces delineated on the open space exhibit (see sheet C-205 of the provided plan set) will be dedicated as common elements in the master deed and maintained by the home owners association(s).

J. Accessory structures: Accessory structures, buildings and uses shall be subject to the regulations contained in section 42-121.

All proposed accessory buildings shall comply with the regulations contained in Sec. 42-121.

[Sec. 42-375: Plan Review and Approval (PD, Planned Development)]

C. Contents of application for approval of tentative plan: Application for approval of a tentative plan shall include the following:

1) A statement of purpose and objectives;

The purpose and objectives of the project have been described in this narrative.

2) A general plan of development, including a designation of proposed land uses by relative intensity and proportion of land area intended for each land use;

Proposed land uses, their relative intensities and proportion of land areas have been describe in both this narrative (see Understanding the Context section) as well as the General Notes of the provided plan set (sheet C-205)

3) A program of development outlining the proposed stages of development;

See phasing plan

4) The time schedule;

Each phase will take approximately 12-24 months to complete. The commencement of each phase will be contingent on mark demand.

5) A statement demonstrating the independence of each stage and the integration of the proposed development into the proposed or existing development pattern;

Each phase will be integrated into the overall development, and will be served by all necessary utilities, sidewalks, etc.

6) The general location and size of the area involved and the nature of the landowner's interest in the land proposed to be developed;

The applicant is the landowner of the entire PD.

7) The density of land use to be allocated to parts of the area to be developed;

Densities for each phase of the development are provided on sheet C-205 of the provided PD plan set.

8) The location, function, ownership and manner of maintenance of common open space;

Condominium/Home Owners Association will maintain all common areas.

9) The use, approximate height, bulk and location of buildings and other structures;

Proposed site improvements including building locations are shown on the Site Layout Plans (sheets C-C-205, C-206, & C-207) of the provided plan set. Further information regarding building heights can be found in the General Notes located on sheet C-205 and the provided architectural documents in this submittal package.

10) The feasibility of proposals for the disposition of sanitary waste and storm water;

All proposed dwellings will be served by public sanitary service, as shown on sheet C-300 of the provided plan set. Proposed sanitary sewer routes will be connected to existing lines in Zylman Avenue, Sprinkle Road, East Shore Drive, and Highland Drive.

All on-site stormwater will be collected in catch basins and diverted to the stormwater detention areas shown on sheets C-205, C-206, and C-207. All stormwater management measures shall be provided per City of Portage requirements.

11) The substance of covenants, grants of easements or other restrictions to be imposed upon the use of the land, buildings and structures, including proposed easements for public utilities;

Easements for public utilities will be granted per City of Portage requirements. Restrictions imposed on the land are as depicted within the PD submittal.

12) The provisions for parking vehicles, the location and width of proposed streets and public ways, and the relationship of proposed streets and other public facilities in proximity to the proposed planned development;

Proposed vehicle parking facilities are best described in the response to Sec. 42-374.G of this narrative. Please refer to that section for this information. Locations and dimensions of existing and proposed public and private streets are shown on the sheets C-201, C-205, C-206, and C-207 of the provided plan set.

13) The required modifications in the regulations otherwise applicable to the subject property;

Proposed modifications to the zoning regulations of the subject property are provided in the provided Zoning Regulations

14) In the case of plans which call for development over a period of years, a schedule showing the time within which application for final approval of all parts of the planned development are intended to be filed;

Each phase will take approximately 12-24 months to complete. The commencement of each phase will be contingent on market demand.

15) The proposed conditions and form of performance bonds or irrevocable bank letters of credit to ensure the proper implementation of the plan;

If required, Zylman Avenue Ventures, LLC will provide performance bonds on a phase by phase basis.

ZONING REGULATION MODIFICATIONS

In compliance with Sec. 42-375.C.13. the following summarizes the modifications to the existing R-1B zoning regulations requested as part of the process to rezone the Austin Landings project area to the PD Planned Development District. These proposed site regulating standards (see proposed requirement on the chart below) will establish a framework for the development of the proposed Austin Landings PD.

Ordinance	Current Requirement	Proposed Requirement	Requested Departure
Sec. 42-181 – Principal Permitted Use	For residential uses, R-1B allows only one-family detached dwellings.	<p>Proposed residential areas of the PD to allow all permitted uses in the RM-2 District (one-family detached dwellings, multi-family dwellings, and one-family attached dwellings (townhomes)).</p> <p>Proposed commercial areas (Outlots A-C) to allow all permitted uses in the B-3 District as well as non-residential uses permitted in the RM-2 District (e.g.day care centers)</p>	<p>Addition of proposed uses including two-family dwellings, one-family attached units, multiple-family residential units, swimming pool clubs, private noncommercial recreation areas, and all others listed in 42-221 of the City of Portage Zoning Ordinance</p> <p>Addition of permitted uses in the B-3 and non-residential uses in the RM-2 District on Outlots A, B, and C.</p>
Sec. 42-350 – Schedule of Regulations [R-1B]			
Minimum Lot Area per Dwelling Unit (with water and sewer)	9,600 sq.ft.	<p>Lots (1-130 & R1-R44): 5,000 sq.ft</p> <p>Attached One-Family Dwellings (TH1- TH16): No lot required. See Site Regulating Standards on sheet C-205.</p> <p>Multiple Family Dwellings (Bldgs A -K): No lot required. See Site Regulating Standards on sheet C-205.</p>	<p>Lots (1-130 & R1-R44): A decrease of 4,600 sq.ft.</p> <p>Not applicable to attached one-family dwellings and multi-family dwellings.</p>
Minimum Lot Width	80 ft.	<p>Front-Loaded Lots (Lots 1-130): 50 ft. wide measured at the front yard setback</p> <p>Rear-Loaded Lots (R1-R44): 50 ft. wide measured at the rear yard setback</p>	<p>Front-Loaded Lots (Lots 1-130): a decrease of 30 ft.</p> <p>Rear-Loaded Lots (R1-R44): 50 ft. measured at the rear yard setback</p>

		Attached One-Family Dwellings (TH1- TH16): No lot required Multi-Family Dwellings (Bldgs A -K): No lot required	Not applicable to attached one-family dwellings and multi-family dwellings.
Maximum Building Height	Shall not exceed 3 stories / 40 ft. on lots with a width of 80 ft. or greater	Multi-Family Dwellings (Bldgs A -K): 3.5 stories or 50 ft.	Multi-Family Dwellings (Bldgs A -K): An increase of 0.5 stories and 10 ft. in maximum height
Front Yard Setback	30 ft.	Front-Loaded Lots (Lots 1-130): 25 ft. Rear-Loaded Lots (R1-R44): 10 ft. Attached One-Family Dwellings (TH1- TH16): No lot required. See Site Regulating Standards on sheet C-205. Multi-Family Dwellings (Bldgs A -K): No lot required. See Site Regulating Standards on sheet C-205.	Front-Loaded Lots (Lots 1-130): A decrease of 5 ft. Rear-Loaded Lots (R1-R44): A decrease of 20 ft. Attached One-Family Dwellings (TH1- TH16): A decrease of 30 ft. Multi-Family Dwellings (Bldgs A -K): A decrease of 30 ft.
Side Yard Setback	10 ft.	Front-Loaded Lots (Lots 1-130): 5 ft., 10 ft. both Rear-Loaded Lots (R1-R44): 0 ft., 12 ft. both Attached One-Family Dwellings (TH1- TH16): No lot required. See Site Regulating Standards on sheet C-205.	Front-Loaded Lots (Lots 1-130): A decrease of 5 ft. Rear-Loaded Lots (R1-R44): A decrease of up to 10 ft. Attached One-Family Dwellings (TH1- TH16): A decrease of 10 ft.
Rear Yard Setback	40 ft.	Front-Loaded Lots (Lots 1-130): 25 ft. Rear-Loaded Lots (R1-R44): Rear yard setback to be to be 22 ft. from edge of pavement. See Site Regulating Standards on sheet C-205. Attached One-Family Dwellings (TH1- TH16): No lot required. See Site Regulating Standards on sheet C-205.	Front-Loaded Lots (Lots 1-130): A decrease of 15 ft. Rear-Loaded Lots (R1-R44): A decrease of 18 ft. and to be measured from edge of pavement Attached One-Family Dwellings (TH1- TH16): A decrease of 40 ft.
Maximum Lot Coverage	30%	50%	An increase of 20%

Subdivision 11 – PD Planned Development District

<p>Sec. 42-374.E.b. referring to Division 4, Subdivision 10 Sec. 42-350.B(8)</p>	<p>Building separation for attached one-family residential buildings and multiple-family buildings in a PD to be regulated according to the equation of this provision ($S = L A + L B + 2(H + H B)/6$)</p>	<p>Minimum attached one-family residential building separation = 30 ft. (foundation wall to foundation wall) Minimum multiple family residential building separation = 45 ft. (foundation wall to foundation wall)</p>	<p>Required building separations to be based on specific use type and as depicted on the PD plan et, rather than the equation ($S = L A + L B + 2(H + H B)/6$)</p>
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COMMERCIAL DEVELOPMENT APPLICATION

Department of Community Development
7900 South Westnedge Avenue – Portage, Michigan 49002 – (269) 329-4477

Applicant must complete all items in sections 1-9 (if applicable).

Please note: Separate applications must be submitted for Plumbing, Mechanical and Electrical Work Permits

No Work is to Start Prior to the Issuance of Building Permit

1) PROJECT INFORMATION

Project Description Austin Landings	Address 2770 Zylman Avenue, Portage, MI 49002
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2) IDENTIFICATION (OWNER)

Name Zylman Avenue Ventures LLC	Address 1777 RW Berends Drive SW		
City Wyoming	State MI	Zip 49519	Phone MCL 15.243 Sec.

3) ARCHITECT OR ENGINEER

Name Nederveld, Inc.	Address 217 Cesar E Chavez; Ste 302	City Grand Rapids
State MI	Zip 49503	Phone MCL 15.243 Sec.
License Number Rick Pulaski, PE #6201052618	Expiration Date 07/25/2023	Email MCL 15.243 Sec. 13(1)a -

4) BUILDING CONTRACTOR

Company name TBD	Address	City
State	Zip	Phone
Email	Federal Employer ID	
Builder License Number	Expiration Date	
Workers Comp Insurance Carrier	MESC Employer Number	

5) TYPE OF DEVELOPMENT PROJECT

- Site Plan
 Building Plan
 Final Plan in Planned Development
 Subdivision
 Condominium
 Land Division Requiring Public Improvements
 Landscape Plans
 Public Water Main
 Public Sanitary Sewer Main

Other: Tentative Plan PD

(Note: Please provide a Portable Document Format (PDF) of the plans for the project at time of document submittal. The submitted format shall be CD/DVD or USB. If a PDF is not submitted, an additional \$25 fee plus \$1 for each plan sheet after 20 sheets will apply.)

6) TYPE OF IMPROVEMENT

- New Building
 Alteration
 Addition
 Repair
 Demolition
 Foundation Only
 Relocation
 Special Inspection
 Solar
 Other: see site plan

7) DESCRIPTION OF WORK

A) Mixed-use & mixed residential type Planned Development

B) Valuation of Project: \$ _____

C) Any known soil and/or groundwater contamination? Yes No

N/A

8) CHARACTERISTICS OF THE BUILDING

A) Water Meter Size

- 5/8"
 3/4"
 1"
 1 1/2"
- Other _____
 Irrigation Size _____
 Fire Sprinkler Size _____

N/A

B) Electric Service Size

- 200 AMP
 400 AMP
 600 AMP
 800 AMP
 1000 AMP
 Other _____

N/A

C) Type of Mechanical

Air Conditioning? Yes No
 Fire Suppression? Yes No
 Hood System? Yes No

9) CONSTRUCTION PLANS SUBMITTED

Required submittals for plan review:

- Plans shall be signed and sealed when required in accordance with State of Michigan Act No.299 of Public Acts of 1980.
- All plans shall be drawn on uniform sheets no greater than 30"X42".
- All plans shall be drawn to an architectural scale.
- All plans shall be clear, legible and accurate.
- Plans shall be stapled along the left margin.

Type of Plan Submitted:

- Building
 Electrical
 Plumbing
 Mechanical
 Energy

Building Code: Site plan, foundation plan, soil bearing capacity, floor plans, building elevations, building sections, framing plan, details, roof plan, roof finish schedule, roof live and dead loads.

Electric Code: Lighting layout, circuiting, switching, conductor and raceway sizes, wattage schedule, service location and riser diagram, load calculations, and appropriate plans showing standard symbols of all electrical equipment.

Plumbing Code: Site plan, floor plans, DWV riser diagrams and water distribution system and roof plan, Show direction of flow, pipe sizes, grade of horizontal piping, elevations, drainage fixture unit loading of both stacks and drains in the DWV system, supply fixture unit load for the water system, branch supplies serving more than one plumbing fixture, appliance or hose outlet, meter locations.

Mechanical Code: Plans indicating heating equipment, air conditioning equipment, ductwork material and layout, fire dampers, ventilation of rooms and areas, location of chimneys and vents, piping layouts, kitchen equipment layout, and combustion air. (Plans for fire suppression systems may be submitted after permit issuance, but are required prior to installation.)

Energy Code: Floor plans, building sections, details, average annual degree days, exterior envelope components materials, "U" values of elements, "R" values of insulating materials, size and type of apparatus and equipment, energy calculations.

Note: Additional plan review fee(s) required of all non-concurrent plan submittals

APPLICANT INFORMATION

Applicant is responsible for the payment of all fees and charges applicable to this application and must provide the following information:

Name	Zylman Avenue Ventures LLC; Dale Kraker	Phone	MCL 15.243 Sec
Address	1777 RW Berends Drive SW	City	Wyoming
State	Michigan	Zip	49519

I hereby certify that the proposed work is authorized by the owner of record and that I have been authorized by the owner to make this application as his/her authorized agent, and I agree to conform to all applicable laws of the State of Michigan and ordinances of the City of Portage. All information submitted on the application is accurate to the best of my knowledge.

Signature of Applicant:  Date: 03/03/2023

FOR DEPARTMENTAL USE ONLY

- | | | |
|---|--|--|
| <input type="checkbox"/> Vacant | <input type="checkbox"/> F-2: Factory (Low Hazard) | <input type="checkbox"/> I-4: Institutional (Day Cares, ETC.) |
| <input type="checkbox"/> A-1: Assembly (Theaters) | <input type="checkbox"/> H-1: High Hazard (Detonation) | <input type="checkbox"/> M: Mercantile |
| <input type="checkbox"/> A-2: Assembly (Restaurants) | <input type="checkbox"/> H-2: High Hazard (Deflagration) | <input type="checkbox"/> R-1: Residential (Hotels, Motels, ETC.) |
| <input type="checkbox"/> A-3: Assembly (Library, ETC.) | <input type="checkbox"/> H-3: High Hazard (Physical) | <input type="checkbox"/> R-2: Residential (Multi Family, ETC.) |
| <input type="checkbox"/> A-4: Assembly (Indoor Sports) | <input type="checkbox"/> H-4: High Hazard (Health) | <input type="checkbox"/> R-3: Residential (1 & 2 Fam. Townhomes) |
| <input type="checkbox"/> A-5: Assembly (Outdoor Sports) | <input type="checkbox"/> H-5: High Hazard (HPM) | <input type="checkbox"/> R-4: Residential (Assisted living) |
| <input type="checkbox"/> B: Business | <input type="checkbox"/> I-1: Institutional (Supervised) | <input type="checkbox"/> S-1: Storage (Moderate hazard) |
| <input type="checkbox"/> E: Educational | <input type="checkbox"/> I-2: Institutional (Hospital) | <input type="checkbox"/> S-2: Storage (Low hazard) |
| <input type="checkbox"/> F-1: Factory (Moderate hazard) | <input type="checkbox"/> I-3: institutional (Prisons) | <input type="checkbox"/> U: Utility (Garage, Shed) |

CHARACTERISTICS OF BUILDING

Frame:

- Masonry Wood Frame Structural Steel Reinforced Concrete Other

Heating System:

- Gas Electricity Solar Other _____

New Sewer Connection:

- Yes No

New Water Connection:

- Yes No

Type of Mechanical:

- (Y) Air Conditioning (Y) Fire Suppression

DIMENSIONS / DATA

Number of Stories _____ Use groups _____ Construction Type _____

Number of Occupants _____

Floor Area	Existing	Alterations	New
Basement			
1 st Floor			
2 nd Floor			
3 rd Floor			
4 th Floor			
5 th Floor			
Total			

Public Records Exemptions

Enclosed please find a copy of the response documents for your public records request. The following information is provided to explain the process employed to review and produce the response documents.

Reason	Description	Pages
MCL 15.243 Sec. 13(1)a - Privacy	Information of a personal nature where the public disclosure of the information would constitute a clearly unwarranted invasion of an individual's privacy: telephone number(s); address(es); date(s) of birth; physical characteristics; driver license number(s); other.	1

APPLICATION FOR ZONING AMENDMENT

Application number _____

Date March 17, 2023

APPLICATION INFORMATION:

Meetings of the Portage Planning Commission are held on the first and third Thursday of each month at 7:00 p.m. in the Council Chambers of Portage City Hall, 7900 South Westnedge Avenue, Portage, Michigan. All zoning amendment applications must be properly filled out and submitted to the Department of Community Development and the zoning amendment fee paid at least 15 working days prior to the meeting at which the public hearing is held. The applicant will be notified in writing of all such public hearing/meetings. *Please note: City Staff and/or Planning Commissioners may visit the subject property while the application is under review.*

For more detailed information about the zoning amendment process, please refer to Portage Land Development Regulations, Article 4, Division 8, Subdivision 2.

TO THE PLANNING COMMISSION:

I (WE), the undersigned, do hereby respectfully make application and petition the Portage Planning Commission to amend the Zoning Ordinance and/or change the Zoning Map as hereinafter requested. In support of this application, the following is submitted:

ZONING MAP AMENDMENT

1. a. Platted Land:

The property is part of the recorded plat: The property sought to be rezoned is located at _____ between _____ Street and _____ Street on the _____ side of the street, and is known as Lot Number(s) _____ of _____ Plat (Subdivision). It has a frontage of _____ feet and a depth of _____ feet.

b. Unplatted Land:

The property is in acreage, and is not therefore a part of a recorded plat. The property sought to be rezoned is located and described as follows: (Indicate total acreage and parcel number).

10-05280-001-O	10-00024-170-O	10-00023-390-A	Approx. 124 Acres
10-05280-006-O	10-00024-199-A	10-00023-395-O	
10-05280-015-R	10-00024-100-O		

2. a. Do you own the property to be rezoned? Yes X No _____

b. Name of the owner of the property to be rezoned: Zylman Avenue Ventures LLC

Address 1777 RW Berends Drive SW, Wyoming, MI 49519

3. My (our) interest in the property and purpose for submitting the proposed Zoning Amendment: proposed mixed-use development

4. CURRENT ZONING: R-1A PROPOSED ZONING: PD

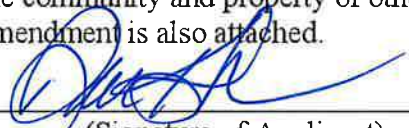
ZONING TEXT AMENDMENT

1. The proposed language to be considered is (attach additional sheets as necessary):

2. The Zoning Code Chapter and Section wherein the proposed text would be modified/inserted.

3. My (our) interest in and purpose for submitting the proposed Zoning Ordinance Amendment.

We attach a statement hereto indicating why, in our opinion, the change requested is necessary for the preservation and enjoyment of substantial property rights, and why such amendment will advance the public health, safety and welfare. An assessment of the impact of the proposal on the community and property of other persons in the vicinity of the amendment or affected by the amendment is also attached.


(Signature of Applicant)

(Signature of Applicant)

1777 RW Berends Drive SW, Wyoming, MI 49519

(Address)

(Address)

MCL 15.243 Sec.

(Phone)

(Phone)

A copy of all actions taken regarding this application shall be attached and shall be considered a part of this application.

Public Records Exemptions

Enclosed please find a copy of the response documents for your public records request. The following information is provided to explain the process employed to review and produce the response documents.

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MCL 15.243 Sec. 13(1)a - Privacy	Information of a personal nature where the public disclosure of the information would constitute a clearly unwarranted invasion of an individual's privacy: telephone number(s); address(es); date(s) of birth; physical characteristics; driver license number(s); other.	2