CITY OF
PORTAGE
A Place for Opportunities to Grow

PLANNING COMMISSION

September 16, 2010

CITY OF PORTAGE PLANNING COMMISSION

A G E N D A

September 16, 2010
(7:00 p.m.)

Portage City Hall Council Chambers

PLEDGE OF ALLEGIANCE

APPROVAL OF MINUTES:

* September 2, 2010

SITE/FINAL PLANS:

PUBLIC HEARINGS:

PLATS/RESIDENTIAL CONDOS:

OLD BUSINESS:

1. Valley Family Church-Kalamazoo, 2500 Vincent Drive – background information

NEW BUSINESS:

STATEMENT OF CITIZENS:

ADJOURNMENT:

MATERIALS TRANSMITTED

August 9, 2010 Zoning Board of Appeals meeting minutes
August 24, 2010 City Council meeting minutes

Star (*) indicates printed material within the agenda packet.

PLANNING COMMISSION

September 2, 2010

The City of Portage Planning Commission meeting of September 2, 2010 was called to order by Chairman Cheesebro at 7:00 p.m. in Council Chambers of Portage City Hall, 7900 South Westnedge Avenue. Seven citizens were in attendance.

MEMBERS PRESENT:

Cory Bailes, Mark Siegfried, Paul Welch, Rick Bosch, Jim Pearson, Wayne Stoffer, Miko Dargitz, Bill Patterson, and Chairman James Cheesebro.

MEMBERS ABSENT:

None.

MEMBERS EXCUSED:

None.

IN ATTENDANCE:

Michael West, Assistant City Planner and Randall Brown, City Attorney.

PLEDGE OF ALLEGIANCE:

The Planning Commission, staff and the audience recited the Pledge of Allegiance.

APPROVAL OF MINUTES:

Chairman Cheesebro referred the Commission to the August 19, 2010 meeting minutes. A motion was made by Commissioner Welch, seconded by Commissioner Bailes, to approve the minutes as submitted. The minutes were unanimously approved.

PUBLIC HEARINGS:

1. Special Land Use Permit: The Bark Park, 6604 Lovers Lane. Mr. West summarized the staff report dated August 27, 2010 regarding the request by Ms. Meg Forrest to establish an outdoor dog park and dog day care facility (The Bark Park) at 6604 Lovers Lane. Mr. West reviewed the development proposal and applicable Zoning Code sections and indicated staff was recommending approval of the application subject to the five conditions listed in the staff report. Mr. West discussed the public notification that was completed for the application and referred the Commission to a letter of support received from Mr. John Carnago of Roe-Comm, Inc. at 1400 Ramona Avenue. Commissioner Dargitz asked for an explanation of how the proposed dog park/dog day care facility is different from a commercial kennel as defined in the Zoning Code. Mr. West provided a brief history of past actions by the Zoning Board of Appeals (ZBA), Planning Commission and City Council regarding commercial kennels and the functional/operational differences between a dog park, dog day care and commercial kennel. Commissioner Pearson stated he was on the ZBA in 2001 when a use variance application was received to establish a commercial kennel in an industrial park (Portage Industrial Drive).

Ms. Meg Forrest (owner, The Bark Park) and Ms. Bruce Vander Weele (engineer) were present to support the application and explain the proposed development. Ms. Forrest described the dog park/dog day care business and confirmed that no outdoor lighting within the outdoor fenced areas was proposed at this time. Ms. Forrest indicated she had reviewed the staff recommended conditions of approval and all five were acceptable. Chairman

Cheesebro opened the public hearing. No citizens spoke in regard to the proposed dog park/dog day care project. A motion was then made by Commissioner Welch, seconded by Commissioner Bailes, to close the public hearing. The motion was unanimously approved. After a brief discussion, a motion was made by Commissioner Welch, seconded by Commissioner Patterson, to approve the Special Land Use Permit for The Bark Park, 6604 Lovers Lane, subject to the following conditions: 1) No boarding of dogs; 2) Hours of operation for the dog park be restricted to dawn-dusk, and hours of operation of the dog day care be restricted to 7:00am-6:30pm; 3) No outdoor lighting within the dog park or dog day care areas; 4) All necessary approvals/permits from the MDNRE be obtained prior to installation of any fencing within designated wetland areas; and 5) Compliance with all applicable City of Portage Code of Ordinance requirements including Community Quality (Chapter 24) related to operation of this use including noise, odors, sanitation and health. The motion was unanimously approved.

SITE/FINAL PLANS:

1. Site Plan: The Bark Park, 6604 Lovers Lane. Mr. West summarized the staff report dated August 27, 2010 involving a site plan submitted by Ms. Meg Forrest to construct The Bark Park, dog park and dog daycare, at 6604 Lovers Lane. Mr. West indicated the development project includes conversion of the existing single family residence and attached garage to an office and indoor dog daycare facility with an attached outdoor fenced play area, additional fencing of the outdoor dog park and construction of a parking lot and associated storm water system. In conjunction with the site plan, Mr. West stated the applicant was also requesting a sidewalk waiver along the Lovers Lane frontage citing the presence of an existing multi-use path along the east side of Lovers Lane and the absence of sidewalk along the west side of the Lovers Lane.

Ms. Meg Forrest (owner, The Bark Park) and Mr. Bruce Vander Weele (engineer) were again present to support the site plan. The Commission decided to address the site plan and sidewalk waiver as two separate motions. After a brief discussion, a motion was made by Commissioner Pearson, seconded by Commissioner Bosch, to approve the Site Plan for The Bark Park, 6604 Lovers Lane. The motion was unanimously approved.

The Commission next discussed the requested sidewalk waiver. Ms. Forrest stated she was requesting the waiver since no sidewalks were present along the west side of Lovers Lane and a multi-use path was present along the east side of Lovers Lane. Commissioner Pearson discussed the presence of sidewalk at the self-storage facility located at 6800 Lovers Lane and stated it appeared out of place. Mr. West and the Commission next discussed the previous sidewalk waivers that were granted for Tulgetske Dental Labs at 6242 Lovers Lane and Portage Pharmacy at 7966 Lovers Lane. After additional discussion, a motion was made by Commissioner Pearson, seconded by Commissioner Welch, to grant a Temporary Sidewalk Waiver for The Bark Park, 6604 Lovers Lane, until such time that any parcel located between 6020 Lovers Lane and 6742 Lovers Lane installs sidewalk. The motion was unanimously approved.

PUBLIC HEARINGS:

1. Special Land Use Permit: CrossFit Health & Fitness Center, 1176 Gernaat Court. Mr. West summarized the staff report dated August 27, 2010 regarding the request by AZO Fitness LLC to establish a health and fitness center (CrossFit) within a portion of the existing building located at 1176 Gernaat Court. Mr. West indicated the use was proposed within a 2,400 square foot suite (Unit B) of the larger 16,000 square foot building

Attorney Chris Lalone and Ms. Erin Carlson (CrossFit) were present to support the application and discuss the proposed project. Ms. Carlson discussed the nature of the health and fitness center with no open gym and small group and personal training classes. Chairman Cheesebro opened the public hearing. No citizens spoke in regard to the health and fitness center. A motion was then made by Commissioner Bailes, seconded by Commissioner Welch, to close the public hearing. The motion was unanimously approved.

After additional discussion, a motion was made by Commissioner Bailes, seconded by Commissioner Bosch, to approve the Special Land Use Permit for CrossFit Health & Fitness, 1176 Gernaat Court. The motion was unanimously approved.

PLATS/RESIDENTIAL CONDOS:

None.

OLD BUSINESS:

1. Election of Officers. Chairman Cheesebro summarized recent efforts to elect a Vice-Chairperson and Secretary and asked first for nominations for the position of Vice-Chairperson. Commissioner Pearson and Commissioner Welch both expressed interest in the Vice-Chairperson position. Upon a secret ballot vote, Commissioner Pearson received the majority of the votes. Chairman Cheesebro next asked for nominations for the position of Secretary. Commissioner Welch expressed interest in the Secretary position. Since no other nominations were received, the Commission voted unanimously to elect Commissioner Welch as Secretary.

2. Planning Commission Rules of Procedure. Mr. West summarized the August 27, 2010 staff report and referred the Commission to the revised Planning Commission Rules of Procedure, as prepared by staff and the City Attorney. Mr. West also referred the Commission to the September 2, 2010 email communication from Commissioner Pearson with suggested changes to Article II, Section 7 (c) involving conflict of interest. Attorney Brown and the Commission next discussed the proposed changes. Attorney Brown suggested alternative language for consideration. After additional discussion, a motion was made by Commissioner Bosch, seconded by Commissioner Stoffer, to adopt the 2010 Planning Commission Rules of Procedure with the following rewording of Article II, Section 7 (c) as suggested by Attorney Brown, "Other Commissioners may vote on whether there is a reasonable conflict that disqualifies a Commissioner from voting and may also vote to disqualify a member from participating, reviewing or voting on a matter if the interested member neglects or fails to disqualify him or herself." The motion was unanimously approved.

NEW BUSINESS:

None.

STATEMENT OF CITIZENS:

None.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 8:15 p.m.

Respectfully submitted,

Michael K. West, AICP
Assistant City Planner

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CITY OF
PORTAGE
A Place for Opportunities to Grow

Department of Community Development

TO: Planning Commission **DATE:** September 10, 2010

FROM: Jeffrey M. Erickson, Director of Community Development

SUBJECT: Special Land Use Permit (review): Valley Family Church - Kalamazoo, 2500 Vincent Avenue – Information Only

On May 1, 2008, the Planning Commission approved a Special Land Use Permit for Valley Family Church – Kalamazoo (VFC-K), 2500 Vincent Avenue, which permitted construction of the new church facility. Several conditions were attached to the Planning Commission approval including a review of the Special Land Use Permit that would occur one year from the granting of the Certificate of Occupancy, but no later than October 2010. The review is for the purposes of surveying bi-monthly attendance reports, ensuring conformance with the conditions of approval and any applicable Zoning Code and Code Of Ordinances provisions, examining the traffic report that is being prepared by the City of Portage Department of Transportation and Utilities and considering other relevant information to determine if any improvements are necessary to ensure traffic safety.

The City Administration is in the process of preparing the traffic report and the review of the Special Land Use Permit is scheduled for the October 21, 2010 Planning Commission meeting.

In preparation for the upcoming review of the Special Land Use Permit, attached is background information for Planning Commission consideration. For the six more recently appointed Planning Commissioners, this background is new. For the three continuing members, this background can serve as a refresher of the application, discussions and approval. Copies of staff reports, traffic study/review and various correspondence that were included with the May 1, 2008 Planning Commission agenda materials are attached. Additionally, a copy of the May 1, 2008 Planning Commission meeting minutes and motion of approval (with conditions) is also attached. Additional information including the traffic report that is being prepared by the City Administration and bi-monthly attendance reports from VFC-K and will subsequently be provided to the Commission for the October 21, 2010 review.

The Planning Commission is advised to review this background information for the September 16, 2010 meeting. Staff and the City Attorney are prepared to discuss the information and to answer Commission questions at the upcoming meeting.

Attachments:
May 1, 2008 Planning Commission meeting minutes
Planning Commission actions involving Valley Family Church (motions approved on May 1, 2008)
April 28, 2008 Department of Community Development final staff report with attachments
April 11, 2008 Department of Community Development preliminary staff report with attachments

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PLANNING COMMISSION

May 1, 2008

The City of Portage Planning Commission meeting of May 1, 2008 was called to order by Chairman Fox at 7:00 p.m. in Council Chambers of Portage City Hall, 7900 South Westnedge Avenue. Approximately 200 people were in attendance.

MEMBERS PRESENT:

James Cheesebro, Kerry Hettinger, Paul Welch, Bruce Dean, Nancy Vander Roest, James Pearson, James Hoppe, Richard Yonke and Chairman Thomas Fox.

MEMBERS ABSENT:

None.

MEMBERS EXCUSED:

None.

IN ATTENDANCE:

Christopher Forth, Deputy Director of Planning and Development Services; Michael West, Assistant City Planner; Muhammad Arif, Traffic Engineer and Randall Brown, City Attorney.

PLEDGE OF ALLEGIANCE:

The Planning Commission, staff and audience recited the Pledge of Allegiance.

APPROVAL OF MINUTES:

Chairman Fox referred the Commission to the April 17, 2008 meeting minutes. A motion was offered by Commissioner Cheesebro, seconded by Commissioner Vander Roest, to approve the minutes as submitted. The motion was unanimously approved.

PUBLIC HEARINGS:

1. Special Land Use Permit: Valley Family Church - Kalamazoo, 2500 Vincent Avenue. Mr. Forth summarized the staff reports dated April 11 and April 28, 2008 regarding the request by the Valley Family Church – Kalamazoo to expand the existing church facility located at 2500 Vincent Avenue. Mr. Forth reviewed background information and Zoning Code requirements and criteria for consideration of the special land use permit. Mr. Forth discussed details of the project and summarized the various traffic studies which have occurred over the past several months. Mr. Forth indicated both the City of Portage and Michigan Department of Transportation (MDOT) did not concur with the applicant's original traffic mitigation solution involving installation of a traffic signal and widening of Oakland Drive and Vincent Avenue. Mr. Forth stated the preferred traffic mitigation solution which was proposed by the applicant's consultant (Midwestern Consulting) with the most recent traffic study, and agreed upon by the City of Portage and MDOT involves 1) use of uniformed police officers at the Oakland Drive/Vincent Avenue intersection and Oakland Drive/I-94 westbound ramps; 2) extension of the right turn lane on Vincent Avenue (300-feet in length); and 3) observation and monitoring of traffic flow characteristics. Mr. Forth indicated implementation of this agreed upon traffic mitigation solution will allow for a more accurate assessment of traffic related impacts from the church and will help determine whether any additional improvements are needed at the Oakland Drive/Vincent Avenue intersection and/or Oakland Drive/I-94 interchange. Mr. Forth reviewed the six standards of review set forth in Section 42-462 of the Zoning

Code and how design elements of the church project fulfill these criteria. Mr. Forth stated staff was recommending approval of the special land use permit subject to the six conditions outlined in the Department of Community Development report dated April 28, 2008.

Mr. Robert Carson, attorney representing Valley Family Church, was present to explain and support the application. Attorney Carson reviewed the updated traffic study and stated both MDOT and the City of Portage were in agreement with the recommended mitigation strategy of uniformed police officers before and after church services and construction of a right-turn lane on Vincent Avenue. Attorney Carson stated the church would voluntarily agree to install a "No Right-Turn, Local Traffic Only" sign on their property at the western most driveway. Attorney Carson reviewed the six staff recommended conditions of approval citing no concerns with conditions 1, 3, 4 and 5. In regard to condition 2, Attorney Carson asked for clarification on whether church attendance counts should include only adults or also children. In regard to condition 6, Attorney Carson indicated that he believes the recommended 150-foot setback along the north and west property lines for portable buildings and other temporary structures was excessive and asked that the Commission consider a lesser setback distance. The Commission, staff and the applicant discussed the intent of staff recommended conditions 2 and 6.

Mr. Jim Valenta, Midwestern Consulting (traffic consultant, Valley Family Church), was present to support the application and explain the findings of the original and revised traffic studies. Mr. Valenta stated that if the church was to add a second worship service on either Saturday evening or Sunday morning, the services would be spread out an hour or more to avoid traffic congestion concerns.

Chairman Fox reconvened the public hearing and asked that citizens speak to issues that are relevant to the special land use permit and to not repeat comments. A total of eight citizens spoke regarding the proposed church expansion: 1) Nelson Karre (attorney representing approximately 45 citizens from Angling-Vincent Neighborhood); 2) Gary Cudney (3464 Whistling Lane); 3) Jonathan Crane (C & W Consultants, Rochester, Michigan); 4) Catherine Niessink (5120 Angling Road); 5) Jeannette Greslin (3022 Fleetwood Drive); 6) Dan Smith (3022 Fleetwood Drive); 7) Pablo Pastromi (2505 Sunnybrook Drive, Kalamazoo, Michigan) and 8) Evie Asken (3707 Wedgewood Drive).

Attorney Karre indicated the information does not address what happens if the church decides to provide additional worship services or other special events. Attorney Karre also discussed concerns expressed from the City of Kalamazoo regarding the revised traffic study. Attorney Karre expressed concerns with the staff recommended conditions of approval and stated the Planning Commission could deny the special land use permit with a finding that the conditions will not mitigate adverse impacts from the church project. Mr. Cudney distributed a three-page document dated May 1, 2008 to the Commission which outlined his concerns with the traffic studies performed by Midwestern Consulting and the conclusions, findings and recommendations contained in the Department of Community Development staff report dated April 28, 2008. Mr. Cudney also distributed to the Commission a copy of a May 1, 2008 e-mail from Frank Szopo, City Engineer for Kalamazoo, to Chris Forth of the City of Portage which also expressed concerns with the traffic studies. Mr. Cudney stated that he believes the City of Portage was disregarding these concerns.

Mr. Forth responded to concerns expressed by Attorney Karre and Mr. Cudney. Mr. Forth stated the e-mail from Frank Szopo of the City of Kalamazoo was received earlier this afternoon and addressed technical issues related to the traffic study. Mr. Forth indicated the e-mail was directed to him and not the Planning Commission or Mr. Cudney. Mr. Forth stated the City of Portage also has comments regarding technical aspects of the traffic study; however, the recommended traffic mitigation strategy involving the use of uniformed police officers, extension of the right-turn lane on Vincent Avenue and observation and monitoring is the agreed upon approach by the two principal agencies (City of Portage and MDOT) which have jurisdiction over the Oakland Drive/Vincent Avenue intersection and I-94 overpass. Mr. Forth also referred the Commission to the April 17, 2008 correspondence from City of Kalamazoo Interim Police Chief, Jim Mallery, which stated Kalamazoo police officers would be available to assist with traffic control at the Oakland Drive/Angling Road intersection, if needed. Mr. Forth indicated both the City of Portage

and MDOT concur that a traffic signal and widening of Oakland Drive is not warranted at this time. Mr. Forth also stated that other vacant land is present in the surrounding area which, upon development, may necessitate future roadway improvements. Mr. Arif discussed the concerns expressed by Mr. Szopo in the May 1st email and stated that recommended traffic mitigation measures along with observation and monitoring of actual traffic flow patterns associated with the church development is an appropriate traffic engineering approach. Mr. Arif stated the signal warrant study performed by Midwestern Consulting did not support the installation of a traffic signal at the Oakland Drive/Vincent Avenue intersection and associated widening of Oakland Drive. Mr. Arif indicated a traffic signal at this intersection may help alleviate peak hour traffic periods associated with church worship services, however, would also have adverse impacts on traffic flow and distribution along Oakland Drive during the remainder of the week.

Mr. Crane summarized the findings from his April 28, 2008 review of the Midwestern Consulting revised traffic study citing several concerns. Mr. Crane stated he believes significant traffic delays and congestion will occur at the Oakland Drive/Vincent Avenue intersection during Saturday evening and Sunday morning worship services. Mr. Crane indicated the existing street network cannot support the amount of church traffic anticipated and suggested a smaller sized church facility which better fits the surrounding infrastructure. Ms. Niessink, Ms. Greslin, Mr. Smith, Mr. Pastromi and Ms. Asken also expressed concerns with the proposed church expansion including traffic and safety related impacts, additional traffic on Angling Road, cost of the proposed traffic improvements, size of church expansion, future growth and expansion, size of worship services, special church events and quality of life related issues. A motion was then made by Commissioner Hoppe, seconded by Commissioner Hettinger, to close the public hearing. The motion was unanimously approved.

The Commission, staff and the applicant next discussed various aspects of the church development including communication between the City of Portage, City of Kalamazoo and MDOT, findings of the traffic studies and recommended mitigation strategies, Zoning Code requirements and criteria for consideration of special land use permits and implications of the Federal Religious Land Use and Institutionalization Persons Act (RLUIPA). Mr. Arif discussed the special traffic assessment report performed by Midwestern Consulting for the Oakland Drive/Angling Road intersection at the request of the City of Kalamazoo and the findings that concluded minimal traffic impacts. Mr. Arif also discussed the monthly meetings of the Kalamazoo Area Transportation Study (KATS) where various traffic agencies from across the county discuss traffic related issues and projects. Attorney Brown reviewed the various legal aspects of RLUIPA and stated that he believes the staff recommended six conditions of approval do not substantially burden the church with the right to exercise freedom of religion.

After significant discussion, a motion was made by Commissioner Welch, seconded by Commissioner Hoppe, to approve the Special Land Use Permit application submitted by Valley Family Church – Kalamazoo, 2500 Vincent Avenue, Portage, Michigan with a finding that the applicant has demonstrated, through expert testimony and supporting documentation, as well as evidence and testimony submitted at the public hearings held in this matter that the standards to be considered by this Planning Commission in the review of a special land use permit have been satisfied and adopts the position of the Department of Community Development report dated April 28, 2008 in this regard. The Planning Commission finds that the mitigation strategy recommended by the applicant's traffic consultant dated April 21, 2008 and supported by the Michigan Department of Transportation and City of Portage will ensure a safe and functional street system that is not hazardous or detrimental to public safety. The Planning Commission has heard, read and reviewed on many different occasions traffic studies and reports from various sources and response to these studies and reports from various sources. After considering all of these sources, the Planning Commission determines that the final Midwestern traffic study with the concurrence of MDOT traffic engineers, as well as the City of Portage traffic engineers, provide more substantial, credible and competent evidence of the traffic situation and methods of mitigation. Furthermore, no credible evidence has been submitted which contradicts or over-looms the reasonableness of the mitigation strategies contained in the Midwestern study, the MDOT concurrence or the City of

Portage report. The Commission further accepts and agrees with the April 25, 2008 Michigan Department of Transportation correspondence to the City of Portage supporting the mitigation strategy of using uniform police to manually direct traffic at the westbound I-94 ramps and intersection of Oakland and Vincent. The Commission finds that it is not necessary at this time to make substantial public improvements to the intersection without knowing the actual traffic impact. It is accepted practice in the traffic engineering field to observe and monitor the traffic flow at the intersection so that any street intersection and I-94 interchange improvements could be evaluated based on traffic conditions resulting from the new VFC-K project, actual attendance/occupancy and any future development of other land areas that may occur in this part of the community. However, this approval is subject to reasonable conditions which are related to legitimate governmental goals and objectives. By way of reference, conditions 1, 2, 3, 4, 5 and 6 contained in the Department of Community Development report dated April 28, 2008 are incorporated herein and made a part of this motion as conditions to approve.

The Commission discussed several amendments to the above motion related to the six recommended conditions of approval as outlined in the Department of Community Development staff report dated April 28, 2008. A motion was made by Chairman Fox, seconded by Commissioner Yonke, to amend condition 1 to read as follows: An executed contract or agreement with an authorized law enforcement agency be provided by VFC-Kalamazoo to the City of Portage for review by the City Attorney prior to the issuance of the Certificate of Occupancy, with provisions to provide and pay for traffic enforcement/control services before and after Saturday worship service and Sunday worship service. The contract or agreement must also provide that traffic enforcement/control services be provided for activities conducted at other times during the week, *whether sponsored by the church or other organizations*, when the capacity of the facility sanctuary exceeds 80% (1,600 people), or 681 vehicles are parked on 2500 Vincent Avenue. The contract or agreement must be in effect from the first weekend service after issuance of the Certificate of Occupancy (projected to be 2009) to October 2010, or as determined by the Planning Commission. The motion was unanimously approved.

A motion was then made by Commissioner Pearson, seconded by Commissioner Hettinger, to amend condition 4 to read as follows: A traffic report be prepared and provided by the City of Portage Department of Transportation & Utilities to the Planning Commission that documents traffic volumes and turning movements at the Oakland Drive-Vincent Avenue intersection and, if traffic data is available from the City of Kalamazoo, traffic volumes and turning movements at the Oakland Drive-Angling Road intersection. This traffic report is to also incorporate traffic volume, *traffic counts on Vincent Avenue west of the VFC* and turning movement information collected by MDOT for the Oakland Drive-I-94 interchange as traffic data is available. Any recommendations from MDOT and from the City of Portage are to be included in the traffic report. The traffic report is to be prepared and provided to the Planning Commission not later than October 2010. The motion was unanimously approved.

A motion was then made by Commissioner Pearson, seconded by Commissioner Vander Roest, to amend condition 4 again to read as follows: A traffic report be prepared and provided by the City of Portage Department of Transportation & Utilities to the Planning Commission that documents traffic volumes and turning movements at the Oakland Drive-Vincent Avenue intersection and, if traffic data is available from the City of Kalamazoo, traffic volumes and turning movements at the Oakland Drive-Angling Road intersection. This traffic report is to also incorporate traffic volume, traffic counts on Vincent Avenue west of the VFC and turning movement information collected by MDOT for the Oakland Drive-I-94 interchange as traffic data is available. Any recommendations from MDOT, *the City of Kalamazoo* and from the City of Portage are to be included in the traffic report. The traffic report is to be prepared and provided to the Planning Commission not later than October 2010. The motion was unanimously approved.

A motion was then made by Chairman Fox, seconded Commissioner Vander Roest, to amend condition 5 to read as follows: Portage City Council consider a) enacting a traffic order to prohibit on-street parking along Vincent Avenue to ensure the carrying capacity of this major street; and b) *completion*

of the extension of the Vincent Avenue right turn lane from Oakland Drive to 300 feet west by the City of Portage prior to issuance of the VFC-Kalamazoo Certificate of Occupancy. The motion was unanimously approved.

A motion was then made by Commissioner Hettinger, seconded Chairman Fox, to amend condition 6 to read as follows: Any activities or events conducted on the outside of the existing cathedral or planned addition within the 30-acre property that involves the erection of temporary buildings or structures such as tents, gazebos or other similar facilities be situated not less than 150 feet from the north property line and *north ½ of the* west property lines to further protect the adjacent residential properties when these activities or events are occurring. The Commission discussed the proposed amendment. Upon a roll call vote, Pearson (No), Welch (No), Hettinger (Yes), Dean (No), Cheesebro (No), Fox (Yes), Vander Roest (No), Hoppe (No) and Yonke (Yes), the motion failed 3-6. A motion was then made by Commissioner Welch, seconded Commissioner Hettinger, to amend condition 6 to read as follows: Any activities or events conducted on the outside of the existing cathedral or planned addition within the 30-acre property that involves the erection of temporary buildings or structures such as tents, gazebos or other similar facilities be situated not less than 150 feet from the north property line and *north ½ of the* west property lines to further protect the adjacent residential properties when these activities or events are occurring. *A reduced buffer of 50 feet from the south ½ of the west property line is allowed until such time that residential development occurs on 5201 Angling Road or 3130 Vincent Avenue, whereby the setback would be increased to 150 feet.* The motion was unanimously approved.

The Commission next voted on the original motion with the above amendments. The original motion with amendments was unanimously approved 9-0. Chairman Fox complimented the Angling Road/Vincent Avenue neighbors for their involvement and participation in the public hearing process and indicated many concessions were made by the applicant including reduction in the size of the church expansion and parking lot, increased setbacks and substantial screening to provide neighborhood protection. Chairman Fox stated most of the neighborhood concerns have been addressed and traffic will be monitored and reviewed after the church expansion is completed.

SITE/FINAL PLANS:

1. Special Land Use Permit: Valley Family Church - Kalamazoo, 2500 Vincent Avenue. Mr. Forth summarized the site plan related details of the proposed church development as outlined in the Department of Community Development staff reports dated April 28, 2008 and April 11, 2008. Mr. Robert Carson, attorney representing Valley Family Church and Mr. Jamie Dyer (Wightman-Ward, applicant's engineer) were present to support the site plan. Attorney Carson stated again that the church would voluntarily agree to install a "No Right-Turn, Local Traffic Only" sign on their property at the western most driveway. After a brief discussion, a motion was made by Commissioner Dean, seconded by Commissioner Vander Roest, to approve the Site Plan for Valley Family Church – Kalamazoo, 2500 Vincent Avenue, subject to the two recommended conditions outlined in the Department of Community Development staff report dated April 28, 2008 and the installation of a "No Right-Turn, Local Traffic Only" sign on the church property at the western driveway, as offered by the applicant. After a brief discussion, the motion was unanimously approved 9-0.

PLATS/RESIDENTIAL CONDOS:

None.

OLD BUSINESS:

None.

STATEMENT OF CITIZENS:

None.

NEW BUSINESS:

None.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 10:55 p.m.

Respectfully submitted,

Christopher Forth, AICP
Deputy Director of Planning and Development Services

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Planning Commission actions involving the Valley Family Church – Kalamazoo approved on May 1, 2008

A. Motion and conditions regarding approval of the Valley Family Church – Kalamazoo Special land Use Permit.

A motion was made by Commissioner Welch, seconded by Commissioner Hoppe, to approve the Special Land Use Permit application submitted by Valley Family Church – Kalamazoo, 2500 Vincent Avenue, Portage, Michigan with a finding that the applicant has demonstrated, through expert testimony and supporting documentation, as well as evidence and testimony submitted at the public hearings held in this matter that the standards to be considered by this Planning Commission in the review of a special land use permit have been satisfied and adopts the position of the Department of Community Development report dated April 28, 2008 in this regard. The Planning Commission finds that the mitigation strategy recommended by the applicant's traffic consultant dated April 21, 2008 and supported by the Michigan Department of Transportation and City of Portage will ensure a safe and functional street system that is not hazardous or detrimental to public safety. The Planning Commission has heard, read and reviewed on many different occasions traffic studies and reports from various sources and response to these studies and reports from various sources. After considering all of these sources, the Planning Commission determines that the final Midwestern traffic study with the concurrence of MDOT traffic engineers, as well as the City of Portage traffic engineers, provide more substantial, credible and competent evidence of the traffic situation and methods of mitigation. Furthermore, no credible evidence has been submitted which contradicts or over-looms the reasonableness of the mitigation strategies contained in the Midwestern study, the MDOT concurrence or the City of Portage report. The Commission further accepts and agrees with the April 25, 2008 Michigan Department of Transportation correspondence to the City of Portage supporting the mitigation strategy of using uniform police to manually direct traffic at the westbound I-94 ramps and intersection of Oakland and Vincent. The Commission finds that it is not necessary at this time to make substantial public improvements to the intersection without knowing the actual traffic impact. It is accepted practice in the traffic engineering field to observe and monitor the traffic flow at the intersection so that any street intersection and I-94 interchange improvements could be evaluated based on traffic conditions resulting from the new VFC-K project, actual attendance/occupancy and any future development of other land areas that may occur in this part of the community. However, this approval is subject to reasonable conditions which are related to legitimate governmental goals and objectives and include:

1. An executed contract or agreement with an authorized law enforcement agency be provided by VFC-Kalamazoo to the City of Portage for review by the City Attorney prior to the issuance of the Certificate of Occupancy, with provisions to provide and pay for traffic enforcement/control services before and after Saturday worship service and Sunday worship service. The contract or agreement must also provide that traffic enforcement/control services be provided for activities conducted at other times during the week, whether sponsored by the church or other organizations, when the capacity of the facility sanctuary exceeds 80% (1,600 people), or 681 vehicles are parked on 2500 Vincent Avenue. The contract or agreement must be in effect from the first weekend service after issuance of the Certificate of Occupancy (projected to be 2009) to October 2010, or as determined by the Planning Commission.

2. A bi-monthly report be provided by VFC-Kalamazoo to the City of Portage that tabulates attendance in the facility sanctuary at the Saturday worship service and Sunday worship service and at other activities at 2500 Vincent Avenue when 1,000 or more people are in attendance. The bi-monthly reports are to commence when the Certificate of Occupancy is issued (projected to be October 2009) and continue until October 2010, or as determined by the Planning Commission.

3. A formal review of the special land use permit for VFC-Kalamazoo, 2500 Vincent Avenue, be performed by the Planning Commission one year from the granting of the Certificate of Occupancy, but not later than October 2010. This review will be for the purposes of surveying the bi-monthly attendance reports, ensuring conformance with the special land use permit application, applicable conditions in the Zoning Code (Sections 42-182 and 42-462), the Code of Ordinances (Noise and other applicable ordinances) and the conditions of approval established by the Planning Commission, examining the traffic report as established in No. 4 below and considering other relevant information to determine if any improvements are necessary to ensure traffic safety.

4. A traffic report be prepared and provided by the City of Portage Department of Transportation & Utilities to the Planning Commission that documents traffic volumes and turning movements at the Oakland Drive-Vincent Avenue intersection and, if traffic data is available from the City of Kalamazoo, traffic volumes and turning movements at the Oakland Drive-Angling Road intersection. This traffic report is to also incorporate traffic volume, traffic counts on Vincent Avenue west of the VFC and turning movement information collected by MDOT for the Oakland Drive-I-94 interchange as traffic data is available. Any recommendations from MDOT, the City of Kalamazoo and from the City of Portage are to be included in the traffic report. The traffic report is to be prepared and provided to the Planning Commission not later than October 2010. The motion was unanimously approved.

5. Portage City Council consider a) enacting a traffic order to prohibit on-street parking along Vincent Avenue to ensure the carrying capacity of this major street; and b) completion of the extension of the Vincent Avenue right turn lane from Oakland Drive to 300 feet west by the City of Portage prior to issuance of the VFC-Kalamazoo Certificate of Occupancy. The motion was unanimously approved.

6. Any activities or events conducted on the outside of the existing cathedral or planned addition within the 30-acre property that involves the erection of temporary buildings or structures such as tents, gazebos or other similar facilities be situated not less than 150 feet from the north property line and north ½ of the west property lines to further protect the adjacent residential properties when these activities or events are occurring. A reduced buffer of 50 feet from the south ½ of the west property line is allowed until such time that residential development occurs on 5201 Angling Road or 3130 Vincent Avenue, whereby the setback would be increased to 150 feet.

The original motion with amendments was unanimously approved by the Planning Commission 9-0.

B. Motion and conditions regarding approval of the Valley Family Church – Kalamazoo Site Plan

A motion was made by Commissioner Dean, seconded by Commissioner Vander Roest, to approve the Site Plan for Valley Family Church – Kalamazoo, 2500 Vincent Avenue, subject to

1. Two additional full-service Vincent Avenue driveways (one located at the east end of the property and one at the west end of the property) with the center driveway proposed to be gated and only utilized during special events at the existing cathedral such as weddings and funerals. Given the traffic levels on Vincent Avenue, no development potential along the south side of Vincent Avenue/I-94 and information contained in the traffic impact study, two new full-service driveways are consistent with the Access Management Ordinance.
2. The alternative method of screening as proposed by the applicant and as shown on the site plan consistent with Section 42-573.F that includes increased parking lot setback distances, preservation of existing mature trees and vegetation located within the setback areas and installation of additional screening around the perimeter of the site consisting of earthen berms and planting evergreen and deciduous trees.
3. Installation of a "No Right-Turn, Local Traffic Only" sign on the church property at the western driveway, as offered by the applicant.

The motion to approve the site plan was unanimously approved by the Planning Commission 9-0.

The minutes of the May 1, 2008 Planning Commission meeting that contained the motion and conditions of approval for the Valley Family Church – Kalamazoo Special Land Use Permit and Site Plan were approved by the Planning Commission on May 15, 2008.

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CITY OF PORTAGE
A PLACE FOR OPPORTUNITIES TO GROW

Department of Community Development

TO: Planning Commission **DATE:** April 28, 2008

FROM: Jeffrey M. Erickson, Director of Community Development

SUBJECT: Final Report: Valley Family Church-Kalamazoo, 2500 Vincent Avenue.

I. INTRODUCTION:

A Special Land Use Permit application was submitted by the Valley Family Church – Kalamazoo (VFC-Kalamazoo) on August 13, 2007 and a site plan application was submitted on August 28, 2007 to construct a building addition and associated site improvements to the existing building/site previously occupied by the Cathedral of Christ the King. Relocation from the existing facility located at 995 Romence Road is planned.

The Department of Community Development preliminary report presented to the Planning Commission during the April 17, 2008 meeting addressed issues associated with this project including background information, application submittals, summary of prior public hearings, zoning and development issues and a brief summary of traffic-related issues. However, and as indicated to the Planning Commission, Midwestern Consulting had submitted proposed traffic improvements to address the anticipated traffic levels from the planned church expansion, particularly at the Oakland Drive-Vincent Avenue intersection and I-94 interchange. Subsequent to final consideration by MDOT regarding the Midwestern Consulting proposal, which occurred after the April 17th meeting, a final recommendation would be prepared for consideration.

This report supplements the April 11th preliminary report and principally addresses traffic issues, zoning compliance and standards of review, and concludes with a recommendation.

II. BACKGROUND INFORMATION:

The importance of properly addressing traffic related impacts associated with the VFC-Kalamazoo Vincent Avenue location has been the subject of meetings and discussions between staff and representatives of the church since June 2006.

Traffic Information Meetings/Discussions – The applicant and the city staff discussed this subject on a number of occasions. The following summary of meetings/discussions is provided:

- June 8, 2006, Community Development staff was advised of the proposal to purchase the former cathedral by church officials Pastors Jeff and Beth Jones, and representatives including Joyce Wiles, a real estate professional working for the church.
- June 23, 2006, in an effort to respond to traffic flow concerns by church representatives and facilitate the planned project, Community Development staff contacted MDOT to review the signal timing within the I-94/Oakland Drive interchange area to determine if adjustments could be made.
- July 5, 2006, MDOT officials corresponded that since the traffic impacts involving isolated times during the week were unknown, purchase of the former cathedral by VFC-Kalamazoo had not been completed and VFC-

Kalamazoo had not submitted a traffic study, further study was not warranted. City staff verbally conveyed this decision to church representatives.

- June 7, 2007, correspondence was sent to VFC-Kalamazoo officials as follow-up to a meeting with Director of Transportation and Utilities and the city traffic engineer to discuss use of the former cathedral for bible study only (weekend services would continue at the Romence Road facility). The planned expansion with a new 1,500 person worship area was not presented. During this meeting, the upcoming I-94/Oakland Drive improvements were discussed and further assistance to facilitate the VFC-Kalamazoo Vincent Avenue location was offered.
- July 24, 2007, city staff met with FED Corporation, an engineering/site plan consultant, the architect and other church representatives to discuss a preliminary site plan for 2500 Vincent Avenue and again discussed traffic issues.
- August 2007, the special land use application and the site plan application were received from church officials.
- September 5, 2007, Department of Community Development staff again advised VFC-Kalamazoo officials about the need for a traffic analysis. Although a traffic study had not been submitted, VFC-Kalamazoo officials requested to be placed on the September 20, 2007 Planning Commission meeting, at which meeting the Commission adjourned the public hearing to allow the VFC-Kalamazoo time to prepare a traffic study.

Traffic Impact Studies/Crash Data Analysis – An initial traffic impact study was completed by Midwestern Consulting for the applicant and submitted on November 16, 2007. The study was reviewed, revised and resubmitted on January 28, 2008 and again on March 24, 2008 based upon comments received from technical review personnel from the City of Portage, City of Kalamazoo and Michigan Department of Transportation (MDOT).

Midwestern Consulting also completed a Traffic Signal Warrant Study of the Vincent Avenue/Oakland Drive intersection, dated March 24, 2008 to determine if current conditions warrant signalization. The Michigan Manual on Uniform Traffic Control Devices provides standards described in eight warrants that guide installation of new traffic signals. Under current traffic conditions, the Traffic Signal Warrant Study concluded that none of the eight traffic signal warrants were met. However, upon completion and operation of the expanded Vincent Avenue VFC-Kalamazoo facility, Warrant 3 – Peak Hour was anticipated to be satisfied before and after the single Saturday worship service and after the single Sunday worship service. Based on the analysis, Midwestern Consulting concluded "Although the current volumes do not satisfy the minimum requirements for this warrant, the future volumes are sufficient to warrant a traffic signal." (Traffic Signal Warrant Study, page 6) Also, in response to a request from the City of Kalamazoo, Midwestern Consulting prepared a Special Traffic Assessment Report, Angling Road Alternative Trip Distribution Scenario, dated March 24, 2008. Finally, Midwestern Consulting recommended the following roadway improvements to accommodate the increased traffic flow:

1. Widen Oakland Drive, between the I-94 westbound ramps and Vincent Avenue, to accommodate one additional Oakland Drive northbound lane. This additional lane will permit dual left-turn lanes from Oakland Drive to westbound Vincent Avenue.
2. Widen Vincent Avenue, from Oakland Drive to 300 feet west, to accommodate the Oakland Drive dual left-turn movements.
3. Install a fully-actuated traffic signal at the intersection of Vincent Avenue and Oakland Drive. This signal will be coordinated with the MDOT I-94 traffic signals.

Even though Midwestern Consulting recommended dual left-turn lanes on Oakland Drive, additional turning lane length was necessary. In an effort to address the length of the turning lane on Oakland Drive, Midwestern Consulting discussed with staff on February 20, and again on February 27, 2008 a new, revised proposal to designate the existing outside Oakland Drive/I-94 overpass left-turn lane to westbound I-94 as a left and northbound through lane. This proposal was submitted to MDOT on March 11, 2008.

At an April 15, 2008 meeting requested by MDOT and involving staff from the City of Portage, MDOT, Midwestern Consulting and VFC-K representatives, the revised proposal submitted by Midwestern Consulting with the left and northbound through lane option together with traffic-related issues were considered. A traffic study based on a range of attendance levels was again discussed. An alternative

traffic scenario based on an 80% sanctuary occupancy (1,600 seats) was mentioned. VFC-Kalamazoo officials indicated that when 80% occupancy (1,600 seats) of the facility sanctuary is achieved, additional worship services would need to be programmed. This occupancy level was, then, a more appropriate and realistic number of people with which to model traffic impacts according toe church officials and Midwestern Consulting, and MDOT and the city agreed to review this option. At the conclusion of this meeting, MDOT officials indicated that the Midwestern Consulting-recommended left and through lane roadway improvements to address the length of the turning lane on Oakland Drive and a fully actuated traffic signal could not be supported at either the 100% (2,000 seats) or 80% (1,600 seats) sanctuary occupancy scenarios. An approach that would involve observing and monitoring traffic flow was determined necessary so that street intersection and I-94 interchange improvements could be evaluated based on traffic conditions resulting from the new church project, actual attendance/occupancy and any future development of other land areas that may occur in this part of the community. A final decision by MDOT would be provided.

A revised Traffic Impact Study with the title "80% Occupied Sanctuary Analysis" dated April 21, 2008 has been received from Midwestern Consulting. MDOT also received the study. This study includes the traffic data on which the visual model simulation, with extended right turn lane at Oakland Drive, shown at the April 17, 2008 Planning Commission meeting was based. It has also been confirmed that MDOT has received weekday traffic information that was requested. City staff has confirmed with Michael Bippley, MDOT, on the afternoon of April 28, 2008 that this information was received, reviewed and accepted by MDOT. All roadway improvements and traffic signa recommendation by Midwestern Consyutling, wuit the exception of observationm, traffic control and an extended turn lane, were not supported after review of the several preparesd traffic studies.

Finally, a "traffic review" (attached) has been received that was prepared by C&W Consultants, Incorporated. The apparent purpose of the review is to provide Attorney Karre, who represents a number of people in the adjacent neighborhood, with information about "...the error in the thought process and to make you aware of potential traffic impacts of this substantive project". (page 2) Briefly, and in response to the traffic review, C&W Consultants concurs, however, with Midwestern Consulting, MDOT and city staff that a traffic signal is not warranted: Not warranted based on either full/maximum occupancy (2,000 seats), or on a reduced 80% occupancy (1,600 seats) of the planned facility sanctuary (page 3). Also, C&W Consulting concurs with Midwestern Consulting, MDOT and city staff that traffic control/enforcement at Vincent/Oakland and at I-94 ramp/Oakland will assist traffic (page 4). C&W Consulting and, also city staff, takes issue with various technical aspects and details of the recent April 21st traffic study (and model simulation using 80% occupancy of the facility sanctuary). For example, C&W Consultants indicates that the 554 to 672 peak hour left turns from Oakland to Vincent will result in traffic delays (and also frustrations). Expressing this level of traffic differently, approximately 9 to 11 left turning vehicles will arrive each minute during peak hour traffic, when traffic control will be present. Technical details of the study need to be corrected, but the overarching result is essentially not disputed: A traffic signal is not warranted, traffic control/enforcement is to be provided and observation and monitoring as recommended by MDOT is an appropriate mitigation strategy that will serve to identify any necessary improvements for the I-94-Oakland Drive interchange and for the Vincent Avenue-Oakland Drive intersection.

III. RECOMMENDED TRAFFIC IMPROVEMENT/MITIGATION STRATEGY

As the Planning Commission will recall, a visual model simulation was shown by the applicant at the April 17th meeting. This visual model simulation reportedly showed vehicular traffic representing 80% occupancy of the facility sanctuary, did not necessitate a traffic signal, the volume could be accommodated with traffic control/enforcement personnel, and the traffic would require only a 300 foot long right turn lane improvement on Vincent Avenue at Oakland Drive.

MDOT has now advised in correspondence dated and received on April 25, 2008 (attached) that the mitigation strategy to address traffic impacts at I-94, Oakland Dive and Vincent Avenue is acceptable. The mitigation strategy and includes use of traffic control/enforcement by an authorized agency during the single Saturday worship service and the single Sunday worship service and, if needed at some future time, traffic signal operation modifications, together with other improvement options to help ensure public safety and mobility. These future options would be based on traffic observations and monitoring activities at the Oakland Drive-Vincent Avenue intersection and the I-94 interchange. Also, in a letter dated April 17, 2008 and provided to VFC-Kalamazoo (attached), City of Kalamazoo Interim Chief Mallery confirmed that traffic control services would be possible for the Oakland Drive-Angling Road intersection to ensure public safety, if necessary. City of Portage traffic engineering staff and planning staff concur with the MDOT findings and recommendation concerning the recommended mitigation strategy.

IV. ZONING CONDITIONS/STANDARDS OF REVIEW:

The proposed church expansion project fulfills the three conditions set forth in Section 42-182.A of the Zoning Code. The height of the church building addition (average height and with architectural features) is allowed. Based on the height of the building, the Zoning Code requires a minimum building setback of 50-feet from property lines. The structure will be significantly setback from adjacent properties with the distance between the proposed church addition and the nearest single-family dwelling located on Fleetwood Drive being approximately 350 feet. Access is from a major street and no vehicular access to Greenhill Street is permitted by ordinance or proposed by the applicant.

With regard to the six standards of review contained in Section 42-462 of the Zoning Code that the Planning Commission can consider, the following summary of the standards and brief staff analysis is provided:

1. Promote the intent and purpose of this article. The establishment of a religious institution is permitted in this district. Certain types of land use activities are permitted as "special land uses" and it has been long recognized that there are unique characteristics associated with church uses and locating these uses in a residential district is appropriate.
2. Be compatible with adjacent uses of land and the natural environment. A religious institution, much like a school, noncommercial recreation use and other similar place of assembly, is permitted in a single-family residential district and is considered to be compatible with residential land uses. The VFC-Kalamazoo facility is located on the south perimeter of a neighborhood. To the south is Interstate 94, which carries 80,000 vehicles per day (2006). There are substantial setbacks, greenspace and screening that are retained or proposed to mitigate potential impacts. Other potential impacts such as lighting and noise are also regulated to protect adjacent residential neighborhoods. Municipal utilities are provided and the storm water system has been designed consistent with the City of Portage Storm Water Design Criteria Manual. With regard to the environment, no negative impacts are anticipated. There are no environmental issues/impacts associated with the West Fork of Portage Creek and no sensitive land areas are present.
3. Not unduly affect the capacities of public services and facilities. The applicant expansion plans have been reviewed by the City Administration and public services and facilities (water/sanitary sewer) and emergency services (police/fire) are sufficient for the planned use. With regard to the adjacent public street network, a traffic impact study has been prepared and reviewed by the City of Portage, City of Kalamazoo and MDOT. MDOT has indicated in written correspondence that the mitigation strategy involving interim traffic control/enforcement and potential other options (signalization and/or road improvements) at the I-94 interchange and Oakland Drive-Vincent Avenue intersection, dependent on observation and monitoring of actual traffic volumes, is acceptable. Traffic impacts at other intersections in the area including Oakland Drive-Angling Road are expected to be minimal. Consideration of traffic review comments from the City of Kalamazoo has occurred and has been appreciated, but the jurisdiction of I-94 interchange lies with MDOT and the Oakland Drive-Vincent Avenue intersection is the responsibility of the City of Portage. Based on the available information including the concurrence by MDOT on the recommended mitigation strategy, roadway capacity will not be unduly affected.

4. Be consistent with the public health, safety and welfare. As indicated in No.1, No.2 and No.3 above, religious institutions are permitted in one-family districts, the proposed facility will fulfill (and exceed) all minimum requirements of the Zoning Code, will comply with applicable sections of the Code of Ordinances and will not unduly affect public services and facilities.
5. Be harmonious with and in accordance with the general objectives or with any specific objective of the comprehensive plan. The Comprehensive Plan identifies a predominantly low density residential land use designation for Oakland Drive and Vincent Avenue in the future. Office use locations are also identified as appropriate, particularly along Oakland Drive south of I-94. Significant religious institutions are present in this part of the community and a public school is also situated on Vincent Avenue at Angling Road: Both types of uses have been long recognized as appropriate near and within residential areas. The planned church expansion will involve significant setback distances and buffering techniques for the benefit of adjacent residential properties, consistent with the land use recommendations identified in the Comprehensive Plan.
6. Be planned and designed to ensure that the nature and intensity of the principal use and all accessory uses, and the site layout and its relation to the streets giving access to it, shall not be hazardous or otherwise detrimental to the area or unduly conflict with normal traffic to and from the use. Vincent Avenue, Angling Road and Oakland Drive and are major streets (Vincent and Angling are "collectors" and Oakland is a "minor arterial"). The average daily traffic (2004) on Vincent and Angling is approximately 1,300 and 1,400 vehicles per day with a capacity for 16,200. The average daily traffic (2006) on Oakland Drive is 23,600 with a capacity for 30,600 vehicles per day. I-94 carries in excess of 80,000 cars and trucks each day and is adjacent to 2500 Vincent Avenue. Trip generation for places of assembly such as churches, schools, noncommercial recreation facilities, as examples, are similar: Greater volumes of traffic will occur on the adjacent major streets prior to and after scheduled services or events and vehicle back-ups for a short period of time will result. The recommended mitigation strategy by Midwestern Consulting and as referenced in the correspondence from MDOT is appropriate and will allow consideration of acceptable options based on actual observation and monitoring of traffic volumes and turning movements. The mitigation strategy, as advised by Midwestern Consulting, concurred with by MDOT and accepted by city staff will ensure a safe and functional street system that is not hazardous, detrimental or unduly conflict with normal traffic. Finally, traffic mitigation measures can be very expensive and involve multiple hundreds of thousands of dollars. It is appropriate that traffic mitigation measures be based on conditions that can be observed and that solutions are accomplished to address observed conditions and deficiencies.

V. RECOMMENDATION:

The Zoning Code establishes requirements for the review and approval of special land use applications and the review and approval of site plans. Several options are available to the Planning Commission including approval, approval with conditions or disapproval of the special land use application and the site plan for the property. Based on the preceding information and analysis, the following recommendations are offered for consideration:

With regard to the special land use permit application, the Planning Commission is advised to approve the application by VFC-Kalamazoo for the former cathedral property, addressed as 2500 Vincent Avenue because the application, supporting documentation including traffic studies and related information satisfy the standards established in the Zoning Code. The following conditions are also recommended to ensure that the planned use of the property remains consistent with the application information including the traffic impact studies provided by the applicant, and does not negatively impact the public health, safety and welfare:

1. An executed contract or agreement with an authorized law enforcement agency be provided by VFC-Kalamazoo to the City of Portage for review by the City Attorney prior to the issuance of the Certificate of Occupancy, with provisions to provide and pay for traffic enforcement/control services before and after Saturday worship service and Sunday worship service. The contract or agreement must also provide that traffic enforcement/control services be provided for activities conducted at other times during the week when the capacity of the facility sanctuary exceeds 80% (1,600 people), or 681 vehicles are parked on 2500 Vincent Avenue. The contract or

agreement must be in effect from the first weekend service after issuance of the Certificate of Occupancy (projected to be 2009) to October 2010, or as determined by the Planning Commission.

2. A bi-monthly report be provided by VFC-Kalamazoo to the City of Portage that tabulates attendance in the facility sanctuary at the Saturday worship service and Sunday worship service and at other activities at 2500 Vincent Avenue when 1,000 or more people are in attendance. The bi-monthly reports are to commence when the Certificate of Occupancy is issued (projected to be October 2009) and continue until October 2010, or as determined by the Planning Commission.
3. A formal review of the special land use permit for VFC-Kalamazoo, 2500 Vincent Avenue, be performed by the Planning Commission one year from the granting of the Certificate of Occupancy, but not later than October 2010. This review will be for the purposes of surveying the bi-monthly attendance reports, ensuring conformance with the special land use permit application, applicable conditions in the Zoning Code (Sections 42-182 and 42-462), the Code of Ordinances (Noise and other applicable ordinances) and the conditions of approval established by the Planning Commission, examining the traffic report as established in No.4 below and considering other relevant information to determine if any improvements are necessary to ensure traffic safety.
4. A traffic report be prepared and provided by the City of Portage Department of Transportation & Utilities to the Planning Commission that documents traffic volumes and turning movements at the Oakland Drive-Vincent Avenue intersection and, if traffic data is available from the City of Kalamazoo, traffic volumes and turning movements at the Oakland Drive-Angling Road intersection. This traffic report is to also incorporate traffic volume and turning movement information collected by MDOT for the Oakland Drive-I-94 interchange as traffic data is available. Any recommendations from MDOT and from the City of Portage are to be included in the traffic report. The traffic report is to be prepared and provided to the Planning Commission not later than October 2010.
5. Portage City Council consider a) enacting a traffic order to prohibit on-street parking along Vincent Avenue to ensure the carrying capacity of this major street; and b) programming the extension of the Vincent Avenue right turn lane from Oakland Drive to 300 feet west by the City of Portage prior to issuance of the VFC-Kalamazoo Certificate of Occupancy.
6. Any activities or events conducted on the outside of the existing cathedral or planned addition within the 30-acre property that involves the erection of temporary buildings or structures such as tents, gazebos or other similar facilities be situated not less than 150 feet from the north and west property lines to further protect the adjacent residential properties when these activities or events are occurring.

As for the site plan review and approval, the site plan has been reviewed by the City Administrative departments and staff recommends that the site plan for Valley Family Church-Kalamazoo, 2500 Vincent Avenue, be approved with the following provisions:

1. Two additional full-service Vincent Avenue driveways (one located at the east end of the property and one at the west end of the property) with the center driveway proposed to be gated and only utilized during special events at the existing cathedral such as weddings and funerals. Given the traffic levels on Vincent Avenue, no development potential along the south side of Vincent Avenue/I-94 and information contained in the traffic impact study, two new full-service driveways are consistent with the Access Management Ordinance.
2. The alternative method of screening as proposed by the applicant and as shown on the site plan consistent with Section 42-573.F that includes increased parking lot setback distances, preservation of existing mature trees and vegetation located within the setback areas and installation of additional screening around the perimeter of the site consisting of earthen berms and planting evergreen and deciduous trees.

Attachments:
April 11, 2008 Preliminary Report with attachments
April 21, 2008 80% Occupied Sanctuary Traffic Study (19 pages)
April 28, 2008 C&W Consulting Traffic Review (eight pages)
April 25, 2008 MDOT correspondence
April 17, 2008 City of Kalamazoo correspondence
Citizen communications received

CITY OF PORTAGE
A PLACE FOR OPPORTUNITIES TO GROW

Department of Community Development

TO: Planning Commission **DATE:** April 11, 2008

FROM: Jeffrey M. Erickson, Director of Community Development

SUBJECT: Preliminary Report: Special Land Use Permit for Valley Family Church-Kalamazoo, 2500 Vincent Avenue.

I. INTRODUCTION:

A Special Land Use Permit application has been submitted by the Valley Family Church – Kalamazoo (VFC-Kalamazoo) to construct a building addition and associated site improvements to the existing building/site previously occupied by the Cathedral of Christ the King. Valley Family Church – Kalamazoo plans to relocate from its existing facility located at 995 Romence Road.

II. BACKGROUND INFORMATION:

The following background information is provided for Commission consideration:

Existing Land Use and Zoning	• The 29 acre site is zoned R-1C, one-family residential and occupied by the existing 11,797 sq. ft. cathedral and an approximate 245 car off-street parking lot. This existing facility received Planning Commission approval in 1967. • Single family residences zoned R-1C to the north and west; Portage Public Schools, Angling Road Elementary further west • Vacant land zoned R-1C to the east. • Vincent Avenue and Interstate 94 to the south.
Comprehensive Plan	• The Comprehensive Plan identifies the site along with adjacent properties as appropriate for low density residential land use.
Public Street	• Vincent Avenue is a major thoroughfare (collector roadway) with approximately 1,329 vehicles per day (2004) and a capacity of 16,200 vehicles per day (level of service "D"). Angling Road is also designated as a collector roadway with an average daily traffic volume of 1,418 vehicles per day (2004) and a capacity of 16,200 vehicles (level of service "D"). Oakland Drive, between West Kilgore Road and I-94, is a major thoroughfare (minor arterial roadway) with approximately 23,633 vehicles per day (2006) and a capacity of 30,600 vehicles per day (level of service "D").
Environmental Issues	• The Sensitive Land Use Inventory map does not identify any wetlands or floodplain areas at the subject site.
Land Development Regulations	• The application has been submitted pursuant to Section 42-182.A, Special Land Uses. Subject to review and approval by the Planning Commission, this section allows religious institutions subject to the following: 1) The main building of a religious institution, not including the height exceptions of section 42-123.C may exceed the maximum height allowed in this district, provided that the front, side and rear yard setbacks are increased above the minimum required setback by one foot for each one foot of building height over the maximum height allowed. 2) The site shall be located to have at least one property line abutting a major thoroughfare, as designated on the major thoroughfare plan. All ingress and egress from

Land Development Regulations (con.)	the site shall be directly onto such major thoroughfare or a marginal access service drive thereof. 3) Existing religious institutions and religious institution lands purchased before December 14, 1965, and not meeting the requirements of this subsection shall not be prevented from constructing and/or expanding their facilities and, for the purposes of this article, shall be considered a conforming use or building. • During the evaluation of the Special Land Use Permit application, the Planning Commission also considers Section 42-462, General standards for review of special land uses, and include the following: 1) Promote the intent and purpose of this article; 2) Be compatible with adjacent uses of land and the natural environment; 3) Not unduly affect the capacities of public services and facilities; 4) Be consistent with the public health, safety and welfare; 5) Be harmonious with and in accordance with the general objectives or with any specific objective of the comprehensive plan; and 6) Be planned and designed to ensure that the nature and intensity of the principal use and all accessory uses, and the site layout and its relation to the streets giving access to it, shall not be hazardous or otherwise detrimental to the area or unduly conflict with normal traffic to and from the use.

III. APPLICATION SUBMITTALS:

VFC-Kalamazoo initially submitted the special land use permit application in August 2007. This application was considered by the Planning Commission during the September 20, 2007 meeting. Since the August 2007 submittal, the VFC-Kalamazoo has resubmitted a revised site plan with changes to the building and site improvements. The following table summarizes the substantive changes between the original application and revised application.

Site/Building Changes Between Original and Revised Applications

Feature	Original Application		Revised Application		Change	
Total Square Footage[1]	129,304		84,922		-44,382 sq. ft.	
Building footprint	78,500		71,756		-6,744 sq. ft.	
Sanctuary seating capacity[2]	1,500		1,500		No change	
Building height (average)	50-feet		40-feet		-10 feet	
Building height (maximum)[3]	62 feet		50 feet		-12 feet	
Number of stories	2 plus lower level walkout		1 plus lower level walkout		-1 story	
Number of parking spaces	779 spaces		681 spaces[4]		-98 spaces	
Setback from north property line	Parking	Building	Parking	Building	Parking	Building
	80 feet	250 feet	149 feet	250 feet	+69 feet	No change

[1] Does not include the existing cathedral building (11,797 square feet).
[2] Proposed sanctuary has capacity for 1,500 people. Existing cathedral has capacity for 500 additional people.
[3] Average building height is 40 feet Two architectural features located on the south end of the building will extend to a height of 50 feet
[4] 84 additional parking spaces have been deferred

The size, height and number of stories of the building as well as the number of parking spaces have substantially decreased and the parking lot setback has increased 69 feet from the north property line.

IV. PUBLIC HEARING/CITIZEN COMMENT:

The Special Land Use Permit was originally noticed and scheduled for the September 20, 2007 Planning Commission meeting and has been adjourned on several occasions. Large volumes of information from VFC-Kalamazoo members, adjacent Angling/Vincent neighborhood residents and other interested citizens have been received and provided to the Planning Commission.

The following represents a brief summary of public hearings conducted by the Planning Commission:

- September 20, 2007 – Public hearing convened to review and discuss the proposed VFC-Kalamazoo expansion project. Pastor Jeff Jones and Jamie Dyer (applicant's engineer) were present to discuss and explain the development project. Several citizens spoke in support of the project and several citizens expressed concerns regarding traffic and related impacts, size of proposed addition, parking lot, storm water retention pond, pedestrian traffic, screening/landscaping and related neighborhood impacts. The public hearing was adjourned to allow additional time for VFC-Kalamazoo to complete a traffic study and consider site plan revisions.
- October 18, 2007 – Four citizens spoke at the public hearing about concerns over traffic, the size and magnitude of the church project and related neighborhood impacts. At the request of the applicant, the public hearing was adjourned to allow additional time for completion and analysis of the traffic study.
- December 6, 2007 – Nine citizens spoke at the reconvened public hearing. One citizen spoke in support while eight expressed concerns over traffic impacts, environmental impacts, storm water runoff, pollution and wildlife disruption. At the request of the VFC-Kalamazoo, the public hearing was adjourned to allow adequate time for local agencies to complete review, analysis and discussion of the traffic study.
- January 17, 2008 – Two citizens spoke at the reconvened public hearing expressing concerns over the findings of the traffic study, the public hearing process and whether citizen comment is being considered. At the request of the applicant, the public hearing was adjourned to allow adequate time to address the traffic study review comments and finalize the site plan.
- March 6, 2008 – Four citizens spoke at the reconvened public hearing and commented about the revised traffic impact study, recommended mitigation measures, traffic and other impacts on the adjacent neighborhood. Pastor Jeff Jones was also present to provide an update on the church project, progress made on the traffic impact study, acknowledged concerns of the neighborhood and stated that the church will be a good neighbor and will work hard to address all concerns. At the request of the VFC-Kalamazoo, the public hearing was adjourned to the April 17th meeting to allow additional time to finalize the traffic study and recommended mitigation measures.

V. ANALYSIS:

The following section addresses project development features and conformance with Zoning Code requirements. Related environmental, neighborhood and transportation issues and potential development impacts are also presented.

Zoning/Development Issues – This report has been developed to assist the Planning Commission in the review of the Special Land Use Permit request submitted by the applicant. In addition to the standard review and discussion of special land uses, a section has been added that addresses future development potential in this area of the community as vacant land exists along Vincent Avenue and Angling Road on which residential development and/or other permitted uses (schools, places of worship, recreation uses, and so forth) can be anticipated.

With regard to the application, the proposed church expansion project fulfills the three conditions set forth in Section 42-182.A of the Zoning Code. The height of the church building addition (average height and with architectural features) is allowed. Based on the height of the building, the Zoning Code requires a minimum building setback of 50-feet from property lines. The structure will be significantly setback from

adjacent properties with the distance between the proposed church addition and the nearest single-family dwelling located on Fleetwood Drive being approximately 350 feet. No vehicular access to Greenhill Street is permitted by ordinance or proposed by the applicant. Attached is an aerial photograph that shows the existing cathedral, proposed building addition/parking area in relation to the surrounding neighborhood. Also, in the one-family residential zoning districts, the maximum lot coverage by all buildings cannot exceed of 25% of the total site area. Based on the size of the property (29 acres), the Zoning Code would allow a building footprint size of 315,810 square feet. The total building footprint of the existing and proposed VFC-Kalamazoo facility is substantially less and will occupy 6.6% of the 29 acres: About 68% of the property will remain greenspace.

With regard to the standards of review contained Section 42-462 of the Zoning Code, the following discussion contains information that addresses each of the standards and, also, the questions and concerns expressed by the citizens.

Religious Land Use and Institutionalized Persons Act – In 2000, the U.S. Congress passed the Religious Land Use and Institutionalized Person Act (RLUIPA) to *"remedy the well documented discriminatory and abusive treatment suffered by religious individuals and organizations in the land use context"*(146 Congressional Record Appeal NGREC 1234, 1235 – July 14, 2000). RLUIPA does not provide religious institutions from immunity from land use regulations, nor does it relieve religious institutions from applying for necessary permits and approvals. To support an action under RLUIPA, a religious institution must first establish a "prima facia" case that the government has implemented a land use regulation that imposes a *"substantial burden"* on the exercise of religion. Conversely, the government must then prove that the imposition of that burden (whether by ordinance, conditions or other action) is in *"furtherance of a compelling governmental interest"* and constitutes the *"least restrictive means"* of furthering that interest.

While federal courts across the country have considered numerous RLUIPA claims, opinions and precedent established through these decisions is still evolving. To date, jurisdictional elements of RLUIPA claims have focused on whether the government made an *"individualized assessment"* for the proposed use of property, whether the burden placed upon the claimant involves a *"religious exercise"*, whether a religious institution can show that a *"substantial burden"* has been imposed on the religious exercise, whether a denial or approval with conditions by the government constitutes a *"compelling governmental interest"* and whether the *"compelling governmental interest"* decided is the *"least restrictive means"* to advance the governmental interest.

Building Development/Comparative Information – When the expansion project is complete, the total square footage of the VFC-Kalamazoo facility will be approximately 96,719 square feet (existing 11,797 square foot cathedral and proposed 84,922 square foot expansion).

For comparison purposes, Table 1 (see attached) illustrates the size of the proposed VFC-Kalamazoo facility with other churches in the Portage/Kalamazoo area and other comparable uses in Portage. Based on this table there are significant religious institutions, and groupings of religious institutions in close proximity, with access to the major street network, adjacent to residential neighborhoods and with significant peak traffic periods that continue to be routinely accommodated.

The West Middle/Moorsbridge Elementary Schools on Moorsbridge Road and the Portage Soccer Club complex on Bishop Road (or South Portage Little League on East Centre Avenue) are also allowed in the single family zoning districts. These land uses are currently situated along collector streets, adjacent to residential neighborhoods and have significant peak traffic periods that are accommodated for various activities.

Conflicting Land Use Screening – Since the site is bordered by single family residential land uses and zoning to the north, east and west, conflicting land use screening between the off-street parking lot and the adjacent residential properties is required pursuant to Section 42-573 of the Zoning Code. The applicant is

proposing an alternative method of screening to a landscaped berm that is shown on the site plan consistent with Section 42-573.F:

- Increased parking lot setback distances.
- Preservation of existing mature trees and vegetation located within the setback areas.
- Augmented screening with earthen berms and planting additional evergreen and deciduous trees around the perimeter of the site.

(Attached are 2007 oblique aerial photographs which illustrates the extent of the existing screening along the east, west and north property lines.)

Outdoor Lighting – Site lighting includes a series of light poles and building mounted fixtures as detailed with the photometric plan. Light poles will not exceed 25-feet in height. All outdoor lighting units will contain shielded fixtures and corresponding light levels will not exceed 0.3 foot-candles per the submitted lighting plan at the north, east and west property lines where abutting single family residential land use/zoning pursuant to Section 42-594 of the Zoning Code.

Noise – Any noise generated from VFC-Kalamazoo activities, particularly outdoor activities, will comply with applicable requirements specified in the City of Portage Code of Ordinances.

Property Values – Religious institutions have been permitted in residential zoning districts before and after the comprehensive rezoning in 1965. Prior to 1965, churches were permitted without any special approvals and after 1965 review and approval by the Planning Commission has been required. The City Assessor has reviewed property transactions and property value impacts associated with this church and with other larger nonresidential developments which are situated in close proximity to residential neighborhoods (e.g., Wal Mart on Shaver Road, Lowes Home Improvement on South Westnedge Avenue/Kilgore Road and Crossroads Mall on South Westnedge Avenue). The City Assessor previously concluded that there was no empirical evidence that these developments caused a substantial decline in residential property values. The City Assessor indicated, in his opinion, that this will also be the case for residential properties located near the proposed VFC-Kalamazoo development on Vincent Avenue.

Public Utilities/Storm Water Collection – Municipal water and sanitary sewer will be provided. The installation of an additional water main loop between the neighborhood at Greenhill Street and Oakland Drive will positively affect water quality, reliability and pressure in this neighborhood. Sanitary sewer service will connect to an existing main located at Greenhill Drive. Storm water will be collected and conveyed to a series of smaller "rain gardens" with an overflow to an on-site storm water infiltration basin located near the northeast corner of the property. The storm water system has been designed consistent with the City of Portage Storm Water Design Criteria Manual. Finally, West Fork of Portage Creek is located approximately 1,800 feet northeast of the northeast corner of the VFC-Kalamazoo property and there are no environmental issues/impacts.

Traffic/Access Issues – The applicant has requested two additional driveways onto the adjacent major street (one located at the east end of the property and one at the west end of the property) with the center driveway proposed to be gated and only utilized during special events at the existing cathedral such as weddings and funerals. Per Section 66-93 of Access Management Ordinance, given the traffic levels on Vincent Avenue, no development potential along the south side of Vincent Avenue/I-94, the proposed site plan and information contained in the traffic impact study, two new full-service driveways to Vincent Avenue can be supported. Consistent with the Major Thoroughfare Plan component of the Comprehensive Plan and to facilitate safe and convenient pedestrian traffic along the public street, a 5-foot wide concrete sidewalk will be installed by the applicant along the entire Vincent Avenue frontage (approximately 1,300 feet).

Off-Street Parking – The applicant recorded the total number of attendees and vehicles at the Romence Road site during a 10 consecutive weekend period beginning with the September 22nd and 23rd weekend and ending with the November 24th and 25th weekend. According to information provided by VFC-Kalamazoo, only one Saturday service and one Sunday service are initially proposed for the Vincent Drive location. For the purposes of illustrating the parking needs at the Vincent Drive location, the number of Romence Road attendees and vehicles for the existing two services on Saturday and two services on Sunday were combined and the average over the ten week period determined and are shown in the following table.

AVERAGE NUMBER OF CHURCH ATTENDEES		
Service Day	Average Number of Attendees	Average Number of Vehicles
Saturday	826	378
Sunday	1,321	589

The actual number of Sunday attendees and vehicles at the Romence Road location is consistent with the seating capacity of the proposed sanctuary and number of planned parking spaces for one service. Also, as related information, both the church and Angling Road Elementary school are places of assembly, but the activities do not overlap.

A "Future Parking" area of 84 spaces will be retained in greenspace and no improvements will occur without approval. The applicant can increase the number of parking spaces by 10% (maximum of 734 parking spaces) with administrative approval: Additional parking spaces will require Planning Commission review and approval.

As specified in the Zoning Code, interior parking lot landscaping will be provided throughout the parking lot to break up the expanse of the asphalt. While the Zoning Code requires approximately 21,200 square feet of interior landscaping, the applicant has proposed to install more than twice that amount (approximately 47,000 square feet) with 142 deciduous tree plantings.

As information, there are no traffic orders prohibiting vehicular parking along Vincent Avenue, Greenhill Street or Fleetwood Drive.

Traffic Impact Study/Crash Data Analysis – A traffic impact study has been completed by Midwestern Consulting, the applicant's traffic engineer. The study has been reviewed and revised by the applicant based upon comments received from technical review personnel from the City of Portage, City of Kalamazoo and Michigan Department of Transportation. The traffic engineer used the following assumptions:

- Only one Saturday (6:00 p.m. - 7:15 p.m.) and one Sunday (10:00 a.m. - 11:15 a.m.) worship service are planned. These two worship services will generate the most traffic.
- Sunday evening service and other weekday church related activities (e.g., office administration, children ministries, worship groups, and so forth) are not expected to generate significant traffic and were not included in the traffic impact study.
- The traffic study assumes full occupancy (100%) of the two sanctuaries totaling 2,000 seats during primary worship services. VFC-Kalamazoo officials have indicated, however, that the simultaneous use of both sanctuaries will occur on only rare occasions. This results in a very conservative traffic estimate.
- Anticipated vehicle trip distribution was based upon current and anticipated church membership and residency demographics.

Utilizing the ITE Trip Generation Manual, Sixth Edition, Midwestern Consulting estimates 1,258 total vehicle trips will be generated during a full occupancy (2,000 people) with peak hour consisting of 648 vehicles entering and 610 vehicles exiting. This figure is more conservative than the number of vehicles

counted by VFC-Kalamazoo officials during the ten week period last fall at the Romence Road location. Midwestern Consulting has estimated that 91% of the traffic will arrive/depart from the south and 9% will arrive/depart from the north.

The traffic impact resulting from a religious institution is straightforward: Significant volumes of traffic will occur on the adjacent roadway network prior to the scheduled services and at the conclusion of the service. The short duration of vehicle back-ups associated with a place of assembly such as a religious institution, school or athletic facility is considered common. In order to accommodate traffic flow, Midwestern Consulting recommends the following roadway improvements:

1. Widen Oakland Drive between the I-94 westbound ramps and Vincent Avenue to accommodate one additional Oakland Drive northbound lane. This additional lane will permit dual left-turn lanes from Oakland Drive to westbound Vincent Avenue.
2. Widen Vincent Avenue from Oakland Drive to 300 feet west to accommodate the Oakland Drive dual left-turn movements.
3. Install a fully-actuated traffic signal at the intersection of Vincent Avenue and Oakland Drive. This signal will be coordinated with the MDOT I-94 traffic signals.

Even though Midwestern Consulting has recommended dual left-turn lanes on Oakland Drive, additional turning lane length appears necessary. In an effort to address this issue, Midwestern Consulting has submitted a proposal to MDOT to designate the existing outside Oakland Drive left-turn lane to westbound I-94 as a left and northbound through lane. At the time this report was finalized, the recommended improvements were being reviewed by MDOT. A meeting has been requested by MDOT to further discuss this alternative, which is scheduled for Monday, April 14, 2008.

With regard to church members using Angling Road to/from Oakland Drive, the applicant has concluded through the review of membership information that only nine percent (9%) of the members live to the north. Midwestern Consulting prepared a separate analysis to determine the impacts on Angling Road and the Angling/Oakland intersection. Midwestern Consulting concluded the impacts are minimal, capacity exists and no improvements to the Angling/Oakland intersection are needed. The City of Kalamazoo has reviewed the analysis and not expressed further comments or concerns with the findings.

In response to the issue of funding roadway improvements, the following is provided. These types of roadway/traffic signal improvements are programmed by the appropriate unit of government with jurisdiction and funded using local, state and federal funds, as applicable. For example, the roadway/traffic signal improvements at the Angling and Oakland intersection (Kalamazoo), Kilgore and Oakland intersection (Kalamazoo and Portage), Preserve Boulevard and Greenbriar (Portage), I-94 and Oakland intersection (MDOT) and Milham and Oakland intersection (Portage) have been publicly funded. These types of roadway/traffic signal improvements can be programmed into a capital improvement budget, or if necessary, an amendment to a program budget can be initiated for review, recommendation and action by the applicable unit of government.

The City Administration analyzed crash data near the Oakland/Vincent intersection for the four year period between 2003 and 2006. During this period, a total of 22 crashes were reported or 5.4 crashes per year. A crash rate of 5.4/year is considered substantially low given the Oakland Drive traffic volumes (approximately 14,000 vehicles/day) near Vincent Avenue.

<u>Anticipated Future Development</u> – The VFC-Kalamazoo expansion project is the catalyst to consider traffic impacts and related improvements. As the Planning Commission is aware, there are other vacant, developable areas along Vincent Avenue and Angling Road and within the City of Kalamazoo that will also generate traffic volumes that the street network will accommodate. The timing of development activities is not known, but can be anticipated. Importantly, there are nonresidential uses permitted in the R-1C zoning district that include schools, churches, private recreational facilities (little league and soccer

fields, as examples) that generate traffic. While compatible with residential land uses, these activities represent places of assembly and present differing use characteristics. However, these vacant areas will develop and roadway improvements that can accommodate these development activities and associated traffic must be considered.

While there are other vacant and underutilized properties nearby in the City of Kalamazoo, three significant vacant areas, all currently zoned R-1C, one-family residential, exist along Vincent Avenue and Angling Road in the City of Portage. Area No.1 consists of 41 acres representing the future phases of The Preserve single-family condominium development project. While the concept approved in 1993 included 67 condominium lots, if developed to the maximum extent permitted under the Zoning Code, up to 115 additional single-family residential lots/units could be constructed or other permitted uses in the single family zone. Area No.2 is the VFC-Kalamazoo site. If the church were razed, this site could accommodate up to 84 single-family residential lots. If the church were retained, the vacant areas that surround the church could accommodate up to 57 single-family dwelling units, or other permitted uses. Additionally, Area No.3 consists of 12.3 acres at the corner of Vincent Avenue and Angling Road that could accommodate up to 36 single-family residential lots. For Commission information, this land area was previously zoned RM-1, multi-family residential, consistent with the zoning pattern on the south side of Vincent Avenue/I-94. The property was rezoned to R-1C, one family in 1985. The average daily traffic generated by an additional 235 residential lots is approximately 2,820 vehicle trips (1,410 vehicles entering and 1,410 vehicles leaving).

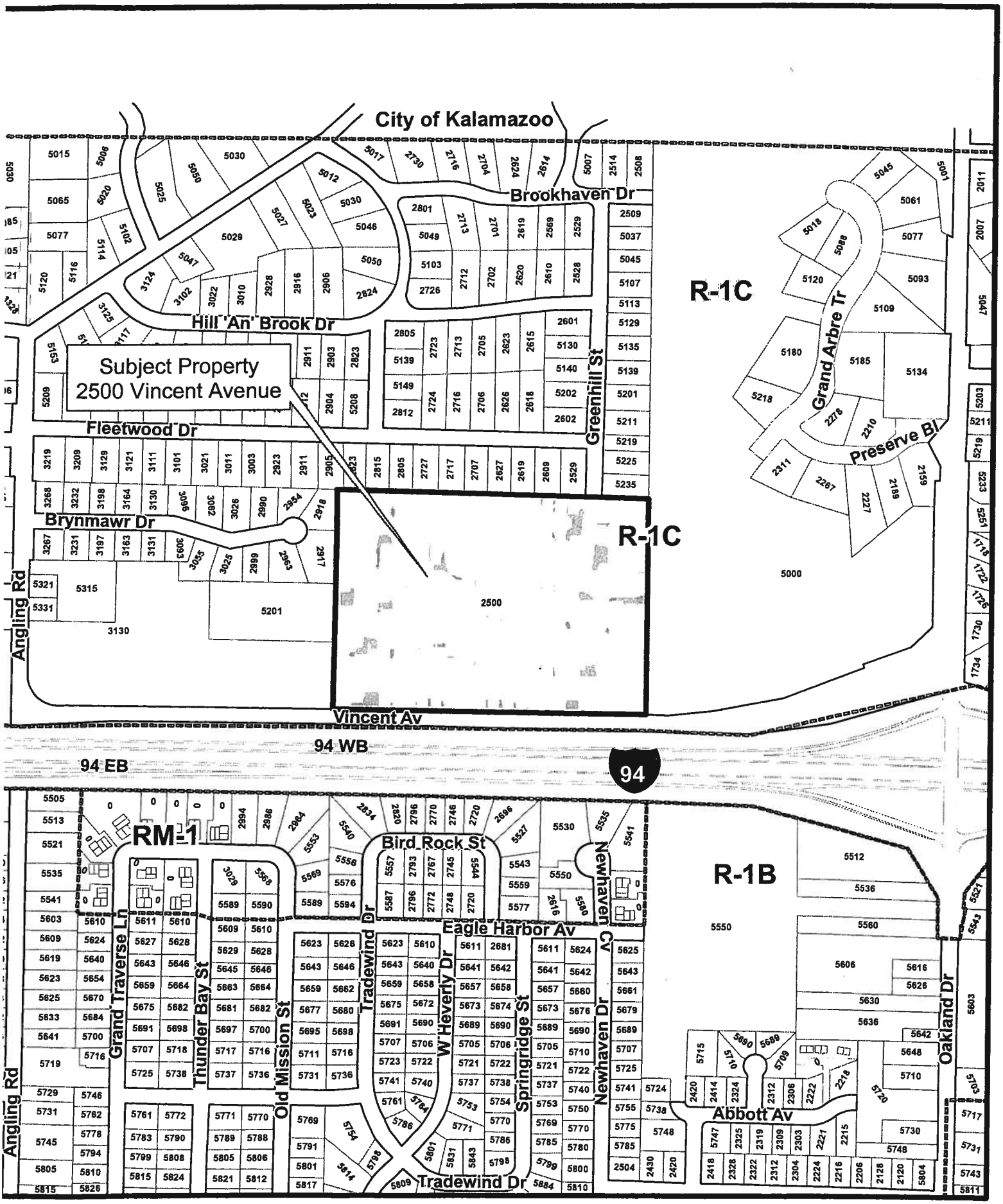
VI. RECOMMENDATION:

A final recommendation on the Special Land Use Permit Application can be provided to the Planning Commission at a subsequent meeting. The information in this preliminary report including application information, written material and comments submitted by interested citizens, background data and the preliminary analysis addresses ordinance requirements, anticipated development impacts and related project issues. However, as indicated by VFC-Kalamazoo, Midwestern Consulting has developed recommended traffic improvements to address the anticipated traffic levels, particularly at the Oakland Drive/Vincent Avenue/I-94 intersection and interchange. The traffic improvements are under review by MDOT, which has scheduled a review meeting for Monday, April 14, 2008. Subsequent to this meeting and final consideration by MDOT regarding the Midwestern Consulting proposal, a final recommendation will be prepared for Planning Commission consideration.

It is advised that the Planning Commission accept public comment and adjourn the public hearing on the Special Land Use Permit application and consideration of the site plan for the VFC-Kalamazoo project at 2500 Vincent Avenue. This action will allow the applicant, MDOT and the City Administration to consider the recommended traffic improvements, the City Administration to prepare a final recommendation and the Planning Commission to consider the information prior to a final decision.

Staff is prepared to discuss this project and any related issues at the April 17, 2008 meeting.

Attachments: Zoning/Vicinity Map
Special Land Use Permit application
Planning Commission meeting minutes (9-20-07, 10-18-07, 12-6-07, 1-17-08, 3-6-08)
Table 1: Comparison of VFC-Kalamazoo and Other Churches and Similar Uses
Aerial photographs (five)
Preliminary Site Plan sheets (seven)



SPECIAL LAND USE PERMIT
2500 VINCENT AVENUE

0 475 950 Feet

Graphic Scale

CITY OF PORTAGE

Department of Community Development

APPLICANT INFORMATION

Name		Telephone Number	
Kalamazoo Valley Family Church		269-324-5599	
Address	**City**	**State**	**Zip code**
995 Romence Rd	Portage	mi	49002

OWNER INFORMATION (if different)

Name		Telephone Number	
Address	**City**	**State**	**Zip code**

PROPERTY INFORMATION

Address of property	Zoning District	Land Area (acres)
2500 Vincent Drive, Portage, MI	R-1C	28.89

Legal Description (or attach separate page)

See Attached

PROPOSED USE

Description of proposed Special Land Use (attach additional page(s), if necessary)

Special Land Use for Church on Residential Zoned Property

RECEIVED
AUG 13 2007
COMMUNITY DEVELOPMENT

OWNER CERTIFICATION

I hereby certify that I am presently the legal owner for the above-described property and all of the above information is true and accurate. I further acknowledge that approval of this Special Land Use Permit constitutes an agreement with the City of Portage and all conditions or limitations imposed shall be fulfilled.

Signature: Jeffrey R Jones

Date: 8/13/07

PLANNING COMMISSION

September 20, 2007

The City of Portage Planning Commission meeting of September 20, 2007 was called to order by Chairman Fox at 7:00 p.m. in Council Chambers of Portage City Hall, 7900 South Westnedge Avenue. Approximately 150 people were in attendance.

MEMBERS PRESENT:

Richard Yonke, Nancy Vander Roest, James Hoppe, Bruce Dean, Paul Welch, and Chairman Thomas Fox.

MEMBERS ABSENT:

None.

MEMBERS EXCUSED:

James Cheesebro, Elizabeth Campbell and Kerry Hettinger.

IN ATTENDANCE:

Christopher Forth, Deputy Director of Planning and Development Services; Michael West, Assistant City Planner; and Randall Brown, City Attorney.

PLEDGE OF ALLEGIANCE:

Chairman Fox led the Commission in the Pledge of Allegiance.

APPROVAL OF MINUTES:

Chairman Fox referred the Commission to the September 6, 2007 meeting minutes. Commissioner Hoppe stated he abstained from voting on the August 16, 2007 meeting minutes since he was not present at that meeting. A motion was then offered by Commissioner Dean, seconded by Commissioner Vander Roest, to approve the minutes as amended. The motion was unanimously approved.

SITE/FINAL PLANS:

None.

PUBLIC HEARINGS:

1. Special Land Use Permit: Kalamazoo Valley Family Church, 2500 Vincent Avenue. Mr. Forth summarized the staff reports dated September 14, 2007 and September 20, 2007, regarding the request by the Kalamazoo Valley Family Church to construct an approximate 129,000 square foot church addition and associated site improvements to the former Cathedral of Christ the King facility. Mr. Forth reviewed the public notice process for a Special Land Use Permit and indicated that all State and local notification requirements were followed with this application. Mr. Forth referred the Commission to several letters received from area residents that were included in the final agenda packet. Mr. Forth discussed a meeting with church representatives earlier in the day and stated that

staff was recommending the agenda item be adjourned to the October 18, 2007 meeting, following receipt of public comment, to allow the applicant additional time to complete a traffic study and consider site plan revisions.

Chairman Fox provided an overview of the Planning Commission's role and responsibilities when reviewing special land use permit and site plan applications. Chairman Fox also summarized the process for reviewing a special land use permit and site plan applications. Chairman Fox stated that it was important that all applications be noticed, reviewed and discussed in a manner consistent with state and local ordinance requirements. Given the number of people present in the audience, Chairman Fox asked that citizens limit their comments to 4 minutes per person once the public hearing is opened.

Pastor Jeff Jones, Kalamazoo Valley Family Church, was present to support the application. Pastor Jones provided a brief history of the growth of the Kalamazoo Valley Family Church, along with a timeline involving the purchase of the Cathedral property. Pastor Jones stated that the Cathedral is a historic landmark in the community and will be preserved with the planned church expansion. Pastor Jones indicated the church expansion will only result in approximately 8% of the overall site being occupied by building and over 55% of the site will remain greenspace. Pastor Jones stated that the church wants to be a good neighbor and address concerns/questions expressed by area residents. In an effort to further consider concerns and answer questions, Pastor Jones indicated that an open house will be held on Wednesday, October 3rd at 7:00 p.m. at the Cathedral to review plans and discuss the church expansion plans and any interested citizens were invited to attend. Finally, Pastor Jones indicated the church would initiate a traffic study with a professional firm and agrees to an adjournment of the Special Land Use Permit until the October 18, 2007 meeting.

The public hearing was opened by Chairman Fox. While several citizens did not object to the planned expansion plans, concern was expressed regarding increased traffic and related impacts on the adjacent roadways and intersections; size of the parking lot; size/location of the storm water retention pond; screening proposal and impacts on pedestrian traffic generated by the nearby Angling Road elementary school and surrounding neighborhood. Citizens who expressed these concerns included Mark Blazek (3320 Wedgewood Drive); Mark Woolam (5235 Greenhill Street); Bill Mayer (3521 Whistling Lane); Melody Nedrud (3427 Wedgewood Drive); Richard Green (2528 Angling Road, Kalamazoo, MI); Frank Mumford (654 Aquaview, Mattawan, MI); Marie McKinley (2917 Brynmawr Drive); Dave Flynn (2726 Hill 'An' Brook Drive); Bill Walkowiak (3530 Wedgewood Drive); Sarah Johnson-Bradford (3029 Hill'An'Brook Drive); and Jeremy Reivitt (3833 Wedgewood Drive).

The following citizens spoke in support of the proposed church expansion: Jim Garrision (12142 South Sherman Drive, Augusta, MI); Ricki Wenzel (4188 Sun Valley, Kalamazoo, MI); Paul Quezada (2619 Fleetwood Drive); Kevin Pulton (9230 South 35th Street, Scotts, MI); Dan Janes (2923 Fleetwood Drive); Kari Brown (1322 Romence Road); Tom McGooden (4384 Peninsula, Vicksburg, MI); and Joyce Wiles (2628 East Shore Drive).

Pastor Jones stated that primary traffic generated by the church was concentrated to short time periods before/after worship services on Saturday evenings and Sunday mornings which would not conflict with peak traffic periods along Oakland Drive or with traffic from the nearby Angling Road elementary school. Completion of a traffic study would help better understand this issue. Pastor Jones also stated that the expansion project was designed for future church growth. Mr. Jamie Dyer of Wightman-Ward (applicant's engineer) was also present to discuss possible changes to the site plan including reduction in the size of the parking lot and changes to the storm water design. For comparison purposes, Mr. Dyer indicated that the 29 acre property could support an approximate 90-lot single family residential subdivision.

There being no further discussion, a motion was offered by Commissioner Hoppe, seconded by Commissioner Vander Roest, to adjourn the public hearing regarding the Special Land Use Permit for Kalamazoo Valley Family Church, 2500 Vincent Avenue, to the October 18, 2007 meeting. The motion was unanimously approved 6-0.

8:45 p.m. The Commission took a short recess and reconvened the meeting at approximately 8:55 p.m.

PLATS/RESIDENTIAL CONDOS:

None.

OLD BUSINESS:

None.

STATEMENT OF CITIZENS:

None.

NEW BUSINESS:

1. 2006-07 Planning Commission Work Program Status Update and Proposed FY 2007-08 Work Program. Mr. Forth summarized the staff report dated September 13, 2007 regarding the 2006-07 Work Program and the proposed 2007-08 Work Program. After a brief discussion, a motion was made by Commissioner Hoppe, seconded by Commissioner Vander Roest, to adopt the 2007-08 Work Program as submitted. The motion was unanimously approved.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 9:00 p.m.

Respectfully submitted,

Christopher Forth, AICP
Deputy Director of Planning and Development Services

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the applicant with the exception of the proposal to install 8-12 foot tall along the north and south sides of the equipment shelter. Mr. West indicated the proposed evergreen trees will interfere with the overhead electrical transmission lines and discussed issues associated with supplemental vegetation plantings at these unmanned locations. Mr. West indicated that the combination of the decorative vinyl fence enclosure and the existing mature trees which will be retained along the north and south sides of the Consumers Energy property will provide sufficient screening for the proposed equipment shelter. Mr. Bob Frisbillo (applicant's representative) was present to explain the proposal and discuss the findings of the noise study. The public hearing was opened. No citizens spoke in regards to the proposed equipment shelter replacement. A motion was then made by Commissioner Cheesebro, seconded by Commissioner Hoppe, to close the public hearing. The motion was unanimously approved. After a brief discussion, a motion was made by Commissioner Campbell, seconded by Commissioner Dean, to approve the Special Land Use Permit (amendment) for Verizon Wireless (equipment cabinet), 6150 Angling Road, subject to installation of noise attenuation measures as detailed in the October 17, 2007 study prepared by Kolano and Saha Engineers, Inc. The motion was unanimously approved.

2. Special Land Use Permit: Kalamazoo Valley Family Church, 2500 Vincent Avenue. Mr. West summarized the staff report dated October 12, 2007 and provided an update on preparation of the traffic study for the development project. Mr. West also referred the Commission to the numerous letters and email communications received from citizens and church members regarding the proposed church expansion. Mr. West stated the applicant has requested that the Planning Commission adjourn the Special Land Use Permit consideration to the December 6, 2007 meeting to allow additional time for completion and analysis of the pending traffic study.

The public hearing was reconvened by Chairman Fox. Four citizens spoke in regards to the proposed church expansion: Jim Sterdoll (3427 Wedgewood Drive); Evie Askens (3707 Wedgewood Drive); Dan Smith (3022 Fleetwood Drive); Brad Leversee (2801 Brookhaven Drive). Mr. Sterdoll stated that the neighbors want to be involved in the process and would like to review the traffic study once completed. Mr. Sterdoll also stated that there is an existing problem with left-hand turning movements from Oakland Drive onto Vincent Avenue during weekday rush-hour periods and he is concerned with additional traffic impacts from the proposed church. Mr. Sterdoll indicated that the neighborhood has established a web site at www.anglingvincentalliance.com and invited the Commission to visit the site. Ms. Askens explained that the adjacent neighborhood is only accessible from Vincent Drive and Angling Road and a full evaluation of these two intersections at Oakland Drive needs to be performed. Ms. Askens discussed the design of the I-94/Oakland Drive overpass and the need to get all the local agencies including Portage, Kalamazoo, MDOT and local citizens involved in the review process. Mr. Smith expressed concerns over the size and magnitude of the project and stated that traffic was a major concern especially along Angling Road. Mr. Leversee stated that the integrity and amenities of the neighborhood need to be considered and protected with the proposed church development. No additional citizens spoke in regards to the proposed church expansion. A motion was then made by Commissioner Hoppe, seconded by Commissioner Cheesebro, to adjourn the Special Land Use Permit for Kalamazoo Valley Family Church, 2500 Vincent Avenue, to the December 6, 2007 meeting. The motion was unanimously approved.

PLATS/RESIDENTIAL CONDOS:

None.

OLD BUSINESS:

None.

PLANNING COMMISSION

December 6, 2007

The City of Portage Planning Commission meeting of December 6, 2007 was called to order by Chairman Fox at 7:00 p.m. in Council Chambers of Portage City Hall, 7900 South Westnedge Avenue. Approximately 35 people were in attendance.

MEMBERS PRESENT:

James Hoppe, James Cheesebro, Nancy Vander Roest, Kerry Hettinger, Paul Welch, Bruce Dean and Chairman Thomas Fox.

MEMBERS ABSENT:

None.

MEMBERS EXCUSED:

Richard Yonke.

IN ATTENDANCE:

Christopher Forth, Deputy Director of Planning and Development Services; Michael West, Assistant City Planner; and Randall Brown, City Attorney.

PLEDGE OF ALLEGIANCE:

The Planning Commission, staff and audience recited the Pledge of Allegiance.

APPROVAL OF MINUTES:

Chairman Fox referred the Commission to the November 15, 2007 meeting minutes. A motion was then offered by Commissioner Hoppe, seconded by Commissioner Vander Roest, to approve the minutes as submitted. The motion was unanimously approved.

SITE/FINAL PLANS:

None.

PUBLIC HEARINGS:

1. Special Land Use Permit: Kalamazoo Valley Family Church, 2500 Vincent Avenue. Mr. Forth summarized the staff report dated November 30, 2007 and provided an update on the administrative review of the traffic impact study prepared by Midwestern Consulting for the proposed church development. Mr. Forth also referred the Commission to additional citizen letters which were included in the final agenda packet. Mr. Forth stated the applicant has requested that the Planning Commission adjourn the Special Land Use Permit consideration to the January 17, 2008 meeting to allow adequate time for local agencies to complete a thorough review, analysis and discussion of the traffic impact study.

The public hearing was reconvened by Chairman Fox. Nine citizens spoke in regards to the proposed church expansion: Ricki Wenzel (4188 Sun Valley, Kalamazoo, MI); Susan Pozo (2730 Brookhaven Drive); Kathy Howland (3538 Sandhill Lane); Melody Nedrud (3427 Wedgewood Drive); Carol Bale (3112 Fleetwood Drive); Susan Gotschall (5077 Glencove Court); Paul Kirschner (2608 Angling Road); Liz Boshoven (3021 Fleetwood Drive); and Doug Gucich (2823 Hill 'n' Brook Drive).

Ms. Wenzel stated that she was not a member of the church, but was in support of the development. Ms. Wenzel indicated the church was a good fit for the property and felt confident that traffic would be adequately addressed with the traffic study recommendations. Ms. Wenzel stated the Angling-Vincent Alliance web site was filled with "mis-information" and does not represent the positions of the majority of the neighborhood. Ms. Pozo expressed concerns over environmental related impacts from the proposed church development including storm water runoff, pollution and wildlife disruption. Ms. Howland indicated she had reviewed the executive summary of the traffic impact study and stated that the Oakland Drive-Vincent Avenue intersection presents many challenges given its existing configuration. Ms. Howland also discussed the crash analysis data for Oakland Drive, between Kilgore Road and I-94, as provided by the Department of Community Development. Ms. Nedrud expressed concerns regarding future growth of the church and related impacts at the Oakland Drive-Vincent Avenue intersection and additional traffic along Angling Road. Ms. Nedrud stated that she was not convinced a traffic signal would address increased traffic and also questioned whether future growth of the church was adequately addressed in the traffic study. Ms. Bale stated that the neighborhood is not against the church, however, asked that the impacts from the proposed development be reviewed in context with the Portage 2025 Visioning Project. Ms. Gotschall indicated that one only residence is present along Vincent Avenue, between Oakland Drive and Angling Road, and suggested that an emergency gate be installed at the west end of Vincent Avenue to prevent church traffic from utilizing Angling Road. Mr. Kirschner cited errors contained in the traffic study including speed limits along Vincent Avenue and Angling Road and stated that some of the assumptions contained in the report should be questioned (e.g., only 3% of incoming and outgoing traffic to the church will utilize Angling Road. Ms. Boshoven concurred with previous citizen concerns including traffic, safety and future growth of church, and asked that no future access to Greenhill Drive be allowed. Mr. Gucich also expressed concerns with noise and traffic from the proposed church expansion. No additional citizens spoke in regards to the proposed church expansion.

After a brief discussion, a motion was then made by Commissioner Dean, seconded by Commissioner Vander Roest, to adjourn the Special Land Use Permit for Kalamazoo Valley Family Church, 2500 Vincent Avenue, to the January 17, 2008 meeting. The motion was unanimously approved.

PLATS/RESIDENTIAL CONDOS:

None.

OLD BUSINESS:

None.

STATEMENT OF CITIZENS:

None.

NEW BUSINESS:

7:55 p.m. The Commission took a short recess and reconvened the meeting in Conference Room No. 2, Portage City Hall, to discuss the 2007 Comprehensive Plan Update. Meeting was reconvened at approximately 8:00 p.m.

PLANNING COMMISSION

January 17, 2008

The City of Portage Planning Commission meeting of January 17, 2008 was called to order by Chairman Fox at 7:00 p.m. in Council Chambers of Portage City Hall, 7900 South Westnedge Avenue. Approximately 12 people were in attendance.

MEMBERS PRESENT:

James Hoppe, James Cheesebro, Nancy Vander Roest, Kerry Hettinger, Richard Yonke, Paul Welch, Bruce Dean, James Pearson and Chairman Thomas Fox.

MEMBERS ABSENT:

None.

MEMBERS EXCUSED:

None.

IN ATTENDANCE:

Christopher Forth, Deputy Director of Planning and Development Services; Michael West, Assistant City Planner; and Randall Brown, City Attorney.

PLEDGE OF ALLEGIANCE:

The Planning Commission, staff and audience recited the Pledge of Allegiance.

Chairman Fox introduced and welcomed Commissioner Jim Pearson to the Planning Commission.

APPROVAL OF MINUTES:

Chairman Fox referred the Commission to the December 6, 2007 meeting minutes. A motion was then offered by Commissioner Hoppe, seconded by Commissioner Vander Roest, to approve the minutes as submitted. The motion was unanimously approved.

SITE/FINAL PLANS:

None.

PUBLIC HEARINGS:

1. Special Land Use Permit: Valley Family Church - Kalamazoo, 2500 Vincent Avenue. Mr. Forth summarized the staff report dated January 11, 2008 and provided an update on the administrative review of the traffic impact study and the recent meeting with the technical review staff from the City of Portage, Michigan Department of Transportation, City of Kalamazoo and Midwestern Consulting. Mr. Forth stated the revised traffic study was expected to be completed by the end of January and the signal warrant study completed by mid-February. Mr. Forth stated the applicant has requested that the Planning Commission adjourn the Special Land Use Permit until the March 6, 2008 meeting to allow adequate time to address the traffic study and finalize the site plan. The public hearing was reconvened by Chairman Fox. Two citizens spoke regarding the proposed church expansion: Evie Asken (3707 Wedgewood Drive) and Kathy Howland (3538 Sandhill Lane).

Ms. Asken summarized a review of the traffic study prepared by several area residents. Ms. Asken stated the revised traffic study needs to consider the entire Oakland Drive Corridor, from Milham Avenue to Parkview Drive. Ms. Asken indicated that projected future growth of the church is not adequately addressed in the traffic study. Ms. Asken also stated that there were significant differences in the zoning pattern along Oakland Drive, between the City of Portage and the City of Kalamazoo. Ms. Asken distributed copies of the December 2007 citizen review of the traffic study. Ms. Howland expressed concerns regarding the public hearing process and whether citizen comments regarding the traffic study have been considered. Ms. Howland suggested that more citizen input be considered and a two phase review/approval process be applied with the Special Land Use Permit considered at one meeting and the Site Plan considered at the following meeting. No additional citizens spoke in regards to the proposed church expansion.

After a brief discussion, a motion was then made by Commissioner Hoppe, seconded by Commissioner Dean, to adjourn the Special Land Use Permit for Valley Family Church - Kalamazoo, 2500 Vincent Avenue, to the March 6, 2008 meeting at the request of the applicant. The motion was unanimously approved.

PLATS/RESIDENTIAL CONDOS:

None.

OLD BUSINESS:

None.

STATEMENT OF CITIZENS:

None.

NEW BUSINESS:

7:20 p.m. The Commission took a short recess and reconvened the meeting in Conference Room No. 1, Portage City Hall, to discuss the 2007 Comprehensive Plan Update. Meeting was reconvened at approximately 7:25 p.m.

Attorney Brown reviewed his December 18, 2007 Personal & Confidential correspondence to the Planning Commission regarding the Valley Family Church – Kalamazoo development project. Attorney Brown provided a summary of a recent court case which will require an amendment to his original legal opinion. Attorney Brown stated a supplemental opinion will be provided in February.

1. 2007 Comprehensive Plan Update. Mr. Forth referred the Commission to the January 14, 2008 staff report which summarized Commission review of the Comprehensive Plan chapters. Mr. Forth stated the 2008 Recreation and Open Space Plan has been added as Appendix E to the Comprehensive Plan document since it will be on the same five year review/update schedule. Mr. Forth also indicated that a City Centre Sub-Area Plan is being prepared and will be added as Appendix F. Mr. Forth indicated that a draft copy of the City Centre Sub-Area Plan was anticipated to be available for Commission review prior to the February 7, 2008 meeting.

The Commission and staff next discussed various aspects of the Comprehensive Plan including the original schedule for completion and the pending public hearing and adoption process. The Commission also discussed whether the 2008 Recreation and Open Space Plan should be included as an appendix within the Comprehensive Plan document, or as a separate and supplemental document. The Commission also provided minor comments/corrections on various portions of the Comprehensive Plan.

PUBLIC HEARINGS:

1. Special Land Use Permit: Clearwire US (light pole tower), 4570 Commercial Drive. Mr. West summarized the staff report dated February 29, 2008 regarding a request by Clearwire US to construct a 50-foot tall telecommunications tower (light pole tower). Mr. West summarized applicable sections of the telecommunications tower ordinance and discussed the technological differences between traditional wireless telephone communications and wireless high-speed internet service provided by Clearwire US. Mr. West stated the proposed light pole tower satisfied minimum setback and separation requirements and all associated equipment would be housed within an equipment room inside the existing industrial building.

Mr. David Newton, Clearwire US, was present to support the application and discuss the proposed light pole tower. Mr. Newton indicated that this was the first new structure Clearwire was proposing in the City of Portage and all previous requests were for co-locations on existing towers/structures. Mr. Newton detailed the technological needs of Clearwire and the differences between providing wireless internet service and wireless telephone service. Mr. Newton discussed the presence of a fiber optic line (US Signal Corporation) within the industrial building located at 4570 Commercial Drive and how this location would serve as the fiber optic hub for Clearwire US.

The public hearing was opened by Chairman Fox. No citizens spoke regarding the proposed light pole tower. A motion was made by Commissioner Pearson, seconded by Commissioner Hettinger, to close the public hearing. The motion was unanimously approved. After a brief discussion, a motion was made by Commissioner Pearson, seconded by Commissioner Vander Roest, to approve the Special Land Use Permit for Clearwire US (light pole tower), 4570 Commercial Drive, to allow construction of a 50-foot tall light pole tower. The motion was unanimously approved.

2. Special Land Use Permit: Valley Family Church - Kalamazoo, 2500 Vincent Avenue. Mr. Forth summarized the staff reports dated February 29, 2008 and March 6, 2008 and provided an update on the administrative review of the traffic impact study. Mr. Forth stated that issues associated with the traffic study, signal warrant study and traffic mitigation measures were still being reviewed and discussed. Mr. Forth stated the applicant has requested that the Planning Commission adjourn the Special Land Use Permit until the April 17, 2008 to allow additional time to finalize the traffic study and site plan for the development project.

Chairman Fox reviewed the documents contained in the two staff reports and then reconvened the public hearing. A total of four citizens spoke in regard to the proposed church expansion: Kathy Howland (3538 Sandhill Lane), Evie Asken (3707 Wedgewood Drive), Brad Leversee (2801 Brookhaven Drive) and Elizabeth Gass-Boshoven (3021 Fleetwood Drive). Ms. Howland discussed the revised traffic study and recommended mitigation measures prepared by Midwestern Consulting. Ms. Asken presented an aerial photograph overlay which she indicated attempts to visualize the traffic impacts from the church development. Mr. Leversee discussed the recent meeting of the neighborhood at the Angling Road Elementary School and the questions which were generated by concerned neighbors through that discussion. Ms. Gass-Boshoven submitted a letter into the record expressing concerns with the proposed church expansion. Ms. Gass-Boshoven indicated the public hearing process at the Planning Commission appears to be working and she hopes all resident concerns are addressed.

Pastor Jeff Jones, Valley Family Church – Kalamazoo (VFC), spoke and provided an update on the church development project and why the additional adjournment was necessary. Pastor Jones stated the church shares the same concerns as the neighborhood and is working hard to develop solutions which will address all the concerns. Pastor Jones stated he was hopeful that all traffic issues would be resolved and all questions/concerns from the neighborhood would be addressed at the April 17, 2008 Planning Commission meeting.

A motion was then made by Commissioner Cheesebro, seconded by Commissioner Vander Roest, to adjourn the Special Land Use Permit for Valley Family Church - Kalamazoo, 2500 Vincent

Avenue, to the April 17, 2008 meeting at the request of the applicant. The motion was unanimously approved.

PLATS/RESIDENTIAL CONDOS:

None.

OLD BUSINESS:

None.

STATEMENT OF CITIZENS:

None.

NEW BUSINESS:

1. 2008-2018 Capital Improvement Program. Mr. Forth referred the Commission to a copy of the 2008-2018 Capital Improvement Program and asked that the Commission review the document in preparation for further discussion during the March 20, 2008 meeting. Mr. Forth asked Commissioners to contact him with questions regarding the 2008-2018 Capital Improvement Program.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 8:10 p.m.

Respectfully submitted,

Christopher Forth, AICP
Deputy Director of Planning and Development Services

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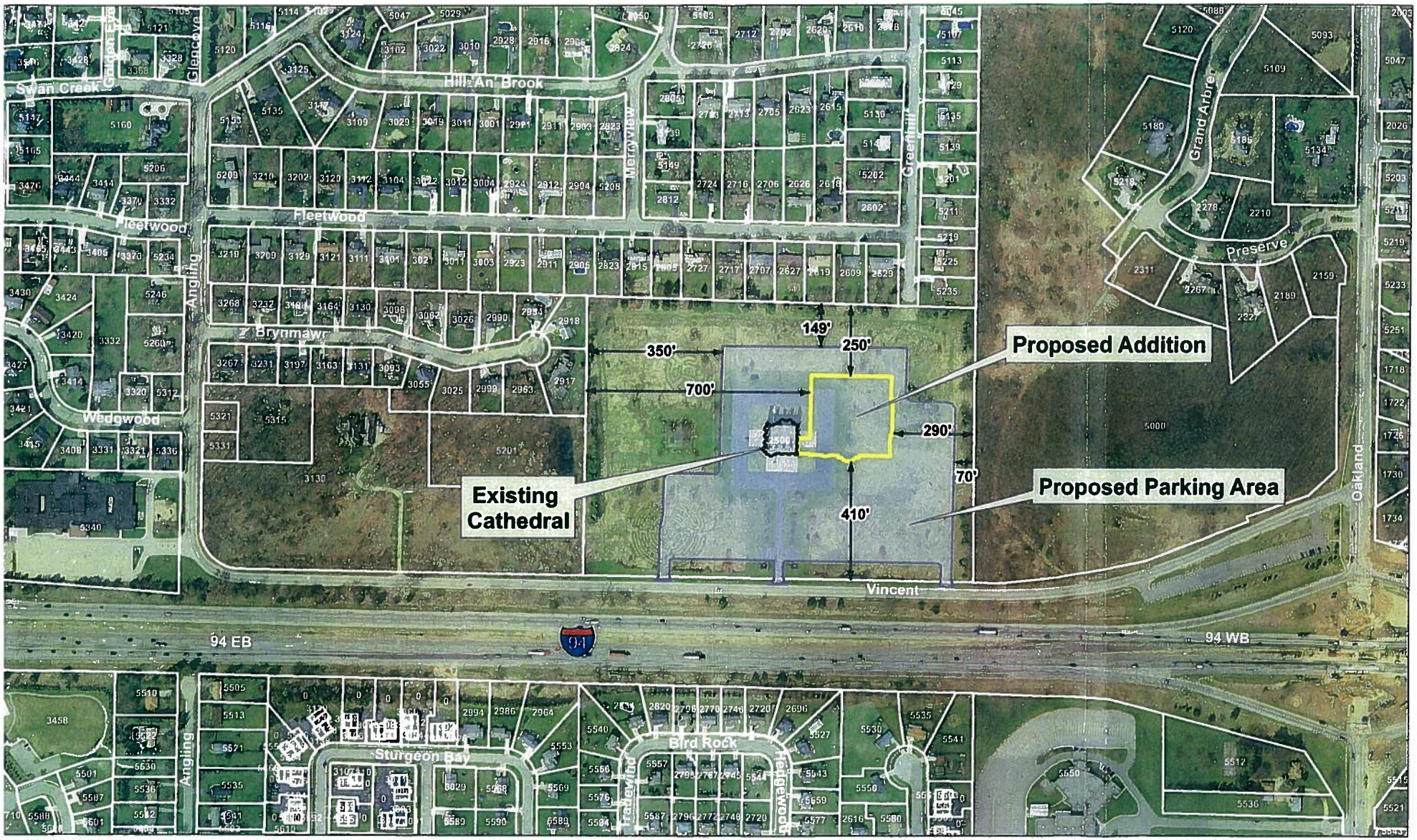
Table 1: Comparison of VFC-Kalamazoo and Other Churches and Similar Uses

Church/Location	Square Footage[1]	Seating Capacity[1] (sanctuary/worship area)	Number of Parking Spaces[1]
Valley Family Church (proposed) 2500 Vincent Avenue	96,719	1,500[2]	681
Kalamazoo First 5550 Oakland Drive	52,300	1,236	473
First Church of Nazarene 5625 Oakland Drive	38,500	450	164
Oakwood Bible Church 4100 Oakland Drive	13,200	350	155
Valley Family Church (existing) 995 Romence Road	25,700	680	386
St. Catherine of Siena 1150 West Centre Avenue	72,000	1,000	369
Faith Reformed Church 7200 Angling Road	41,100	816	292
Southridge Reformed (Texas Twp.) 6726 Texas Drive	40,000	600	248
Calvary Bible Church 855 Drake Road	78,400	1,452	575
Chapel Hill Methodist 7028 Oakland Drive	44,700	500	171
St. Michael Lutheran Church 7211 Oakland Drive	44,500	300	209
Oakland Drive Christian Church 7331 Oakland Drive	22,350	461	143
Jehovah's Witness – Portage 7415 Oakland Drive	7,420	300	79
Berean Baptist Church 7813 South 12th Street	32,900	342	343
Portage United Methodist Church 8716 South Westnedge Avenue	38,190	425	202
Other Uses/Location	**Square Footage[1]**	**Acres[1]**	**Number of Parking Spaces[1]**
Borgess Medical Complex 7901 and 8001 Angling Road	135,824	29.5	714
West Middle/Moorsbridge Elementary Schools 7145 Moorsbridge Road	126,455	66.0	394
Portage Soccer Club Facility 4422 Bishop Road	----------	36.6	518
South Portage Little League Facility 4801 East Centre Avenue	----------	39.8	346

[1] Information regarding building square footage, areas, acreage and parking determined from previously approved site plan, city assessment records and other city sources.

[2] Proposed sanctuary has capacity for 1,500 people. Existing cathedral has capacity for 500 additional people



plan submitted: March 18, 2008
al Photography: March 30, 2007

Kalamazoo Valley Family Church
2500 Vincent Avenue

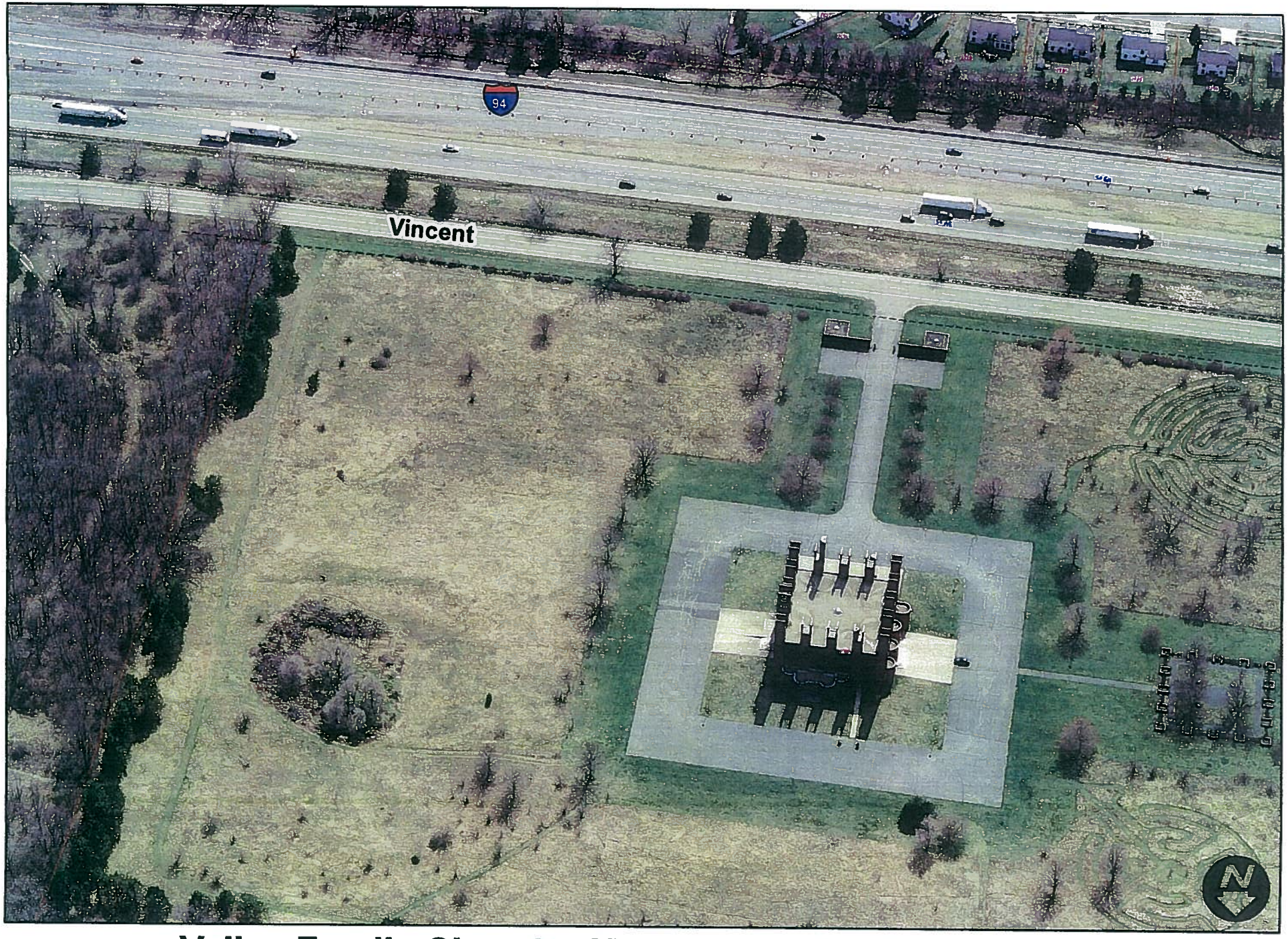
0 150 300 600 Feet

Map Document: (R:\GISADMIN\karl\projects\comdev\vicinity\2500_vincent.mxd) 4/11/2008 -- 9:59:06 AM

Valley Family Church - Kalamazoo (Looking North)

Valley Family Church - Kalamazoo (Looking West)

Valley Family Church - Kalamazoo (Looking East)



Valley Family Church - Kalamazoo (Looking South)

"HILL 'N' BROOK VILLAGE"
(L. 19, P. 849)
ZONED: R1-C

"HILL 'N' BROOK VILLAGE NO.6"
(L. 22, P. 11)
ZONED: R1-C

"THE WOODS"
(L. 24, P. 3)
ZONED: R1-C

BRYNMAWR DRIVE

GREENHILL STREET

VINCENT (PUBLIC 70' WIDE RIGHT-OF-WAY) DRIVE

BRICK CATHEDRAL BUILDING
F.F. = 925.14

NOTE: THE EXACT LOCATION OF THE WATER SERVICE EXTENS TO THE EXISTING CATHEDRAL IS NOT VERIFIED. THE SERVICE IS BELIEVED TO EXTEND FROM GREENHILL STREET TO THE NORTH EAST CORNER OF THE BUILDING. THE SERVICE WILL BE ABANDONED AND A NEW SERVICE RUN FROM THE PROPOSED 6" LINE.

ZONED: R1-C

RECEIVED
MAR 18 2008
COMMUNITY DEVELOPMENT

GRAPHIC SCALE
0 60 120 180
SCALE: 1" = 60'

LEGEND
- BOUNDARY
- RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- EXISTING ASPHALT
- EXISTING CONCRETE
- EXISTING BUILDING
- EXISTING WATER MAIN
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING OVERHEAD WIRE
- EXISTING WALKING PATH
- EXISTING CEMETERY
- EXISTING FENCE LINE
- TREE LINE
- LIGHT POLE
- SANITARY MANHOLE
- CATCH BASIN
- STORM MANHOLE
- FIRE HYDRANT
- SIGN
- TREE

VICINITY SKETCH
NO SCALE

INDEX

CIVIL ENGINEERING DRAWINGS

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D-2825-2	SITE PLAN
D-2825-3	DETAILS AND GENERAL NOTES
D-2825-4	SOIL EROSION AND SEDIMENT CONTROL PLAN

ARCHITECTURAL DRAWINGS

A1	FLOOR PLAN
A2	FLOOR PLAN
A3	SECTIONS
A4	SECTIONS AND DETAILS
A8	ELEVATIONS
PH1	LIGHTING PLAN
L1	LANDSCAPING PLAN

REV.	DESCRIPTION	BY	DATE
1	REVISED PER CITY COMMENTS	BJC	5/17/2007
2	REVISED PARKING AND STORM PER ARCHITECT	BJC	11/14/2007
	PRELIMINARY		8/22/07

WIGHTMAN WARD INC.
ENGINEERING • LAND SURVEYING
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9835 PORTAGE ROAD
PORTAGE, MICHIGAN 49002
PHONE 269-327-3532
FAX 269-327-9978

KALAMAZOO VALLEY FAMILY CHURCH
2600 VINCENT DR.
PORTAGE, MI

KALAMAZOO VALLEY FAMILY CHURCH
995 ROMENCE RD.
PORTAGE, MI

EXISTING SITE CONDITIONS/DEMOLITION PLAN

JOB NO. 07116

DESIGNED BY JAMIE DYER
DRAWN BY B.CONKLE
APPROVED BY J. DYER
DATE 9/05/07
SCALE 1" = 60'

D-2825-1

"HILL 'N' BROOK VILLAGE"
(L 19, P 8&9)
ZONED R1-C

"HILL 'N' BROOK VILLAGE NO.6"
(L 22, P 11)
ZONED R1-C

GREENHILL STREET

PROPOSED BUILDING
TYPE 1B CONSTRUCTION
SPRINKLERED
F.F. = 925.14

BRICK CATHEDRAL BUILDING
F.F. = 925.14

NOTE: THE EXACT LOCATION OF THE WATER SERVICE EXTEND TO THE EXISTING CATHEDRAL IS NOT VERIFIED. THE SERVICE IS BELIEVED TO EXTEND FROM GREENHILL STREET TO THE NORTH-EAST CORNER OF THE BUILDING. THIS SERVICE WILL BE ABANDONED AND A NEW SERVICE RUN FROM THE PROPOSED 8" LINE

ZONED: R1-C

VINCENT DRIVE

NOTE: EXISTING TREE LINE ON NORTH EDGE OF PROPERTY TO BE PRESERVED AND SUPPLEMENTED WITH SCREENING PER ORDINANCE REQUIREMENTS (SEE DETAIL ON SHEET C-2625-3)

PROPOSED CATCH BASIN TABLE

B1 2'x'	
N = 908.21	
H = 910.25	
S = 905.00	
B2 2'x'	
N = 912.50	
H = 909.00	
B3 2'x'	
N = 912.50	
S = 908.50	
B4 2'x'	
N = 913.00	
H = 911.50	
B5 2'x'	
N = 913.50	
HW = 912.00	
B6 4'x'	
W = 918.50	
W = 915.74	
SE = 915.74	
B7 2'x'	
N = 918.50	
E = 918.00	
B8 2'x'	
N = 918.00	
SE = 906.65	

PROPOSED PIPE TABLE

50± LFT – 12" HDPE	@ 0.50%
302 LFT – 12" HDPE	@ 1.32%
40 LFT – 12" HDPE	@ 5.00%
110 LFT – 12" HDPE	@ 3.40%
82 LFT – 12" HDPE	@ 0.32%
130 LFT – 12" HDPE	@ 0.50%
80 LFT – 12" HDPE	@ 1.10%
550 LFT OF 12" HDPE	@ 0.35%

IS REQUIRED FOR ROOF DRAINS
EST/WEST AND NORTH SIDES OF
GRADES TO BE FIELD
BASED ON CONNECTION
FROM EXISTING CATHEDRAL

LEGAL DESCRIPTION (PER COMMITMENT FOR TITLE INSURANCE FILE NO. 512229)
LAND LOCATED IN THE CITY OF PORTAGE, COUNTY OF KALAMAZOO AND STATE OF MICHIGAN BEING DESCRIBED AS FOLLOWS:

THE NORTHEAST 1/4 OF THE NORTHWEST FRACTIONAL 1/4 OF SECTION 3, TOWN 3 SOUTH, RANGE 11 WEST, EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL OF LAND: (1) BEGINNING AT THE NORTHEAST CORNER OF SAID 1/4 SECTION; THENCE SOUTH 1 DEG. 00 MIN. 00 SEC. EAST ALONG THE EAST LINE OF SAID SECTION 3, THENCE 19.00 FEET; THENCE SOUTH 89 DEG. 57 MIN. 00 SEC. WEST 1/4 POST OF A 1/4 POST BEARS SOUTH 1 DEG. 00 MIN. 00 SEC. EAST 19.00 FEET; THENCE NORTH 1 DEG. 00 MIN. 00 SEC. WEST ALONG SAID 1/4 POST OF A 1/4 POST BEARS SOUTH, SAID SECTION; THENCE NORTHERLY AND EASTERLY ALONG THE 200 OF SAID SECTION, 171.11 FEET TO THE POINT OF TANGENCY OF SAID CURVE; THENCE SOUTH 89 DEG. 57 MIN. 00 SEC. EAST TO THE NORTH AND SOUTH 1/4 LINE OF SAID SECTION 3 AND THE POINT OF ENDING

ALSO DESCRIBED FOR THE PURPOSES AS: SECTION 3, TOWN 3 SOUTH, RANGE 11 WEST THE NORTHEAST 1/4 OF THE NORTHWEST FRACTIONAL 1/4 LYING NORTH OF VINCENT DRIVE.

SITE INFORMATION:
SITE AREA: 1,306,446.466 SQ.FT. (29.9816 ACRES)
BUILDING AREA: PROPOSED BLDG FOOTPRINT 71,734.0 SQ.FT
ZONING: R-1C, ONE-FAMILY RESIDENTIAL
PROPOSED USE: CHURCH
OWNER: KALAMAZOO VALLEY FAMILY CHURCH
995 ROMENCE ROAD
PORTAGE, MI 49001

BUILDING SETBACK REQUIREMENTS:
THE FRONT SETBACK WITHIN THIS ZONE IS 35 FEET, THE SIDES ARE 15 FEET AND THE REAR IS 40 FEET. THE MAXIMUM BUILDING HEIGHT WITHIN THIS ZONE IS 35 FEET. HOWEVER, WHEN THE PROPERTY IS BEING USED AS A RELIGIOUS INSTITUTION, THE HEIGHT OF THE BUILDING CAN EXCEED 35 FEET IF THE BUILDING EXCEEDS 25 FEET THEN THE FRONT, SIDE AND REAR SETBACKS ARE INCREASED ABOVE THE MINIMUM REQUIRED SETBACK BY ONE FOOT FOR EACH ONE FOOT OF BUILDING HEIGHT OVER THE MAXIMUM HEIGHT ALLOWED

PARKING:
PROPOSED
STANDARD SPACES: 667 SPACES
BARRIER FREE SPACES: 17 SPACES
TOTAL SPACES: 684 SPACES
NOTHING OF FUTURE PARKING SPACES SHOWN: 64

REQUIRED
1 SPACE/3 SEATS
1,200 SEATS IN NEW SANCTUARY
500 SEATS IN EXISTING SANCTUARY
REQUIRED PARKING = 1,200 SEATS / 3 = 667 SPACES
MAX. ALLOWED W/O A C. APPROVAL = 667 X 1.10 = 734 SPACES

SITE AREA
TOTAL AREA: 1,306,446.466 SQ.FT
PERMIT BUILDING COVERAGE = 0.15
PERMIT PARKING COVERAGE = 35.25
PERMIT OPEN SPACE = 57.15

IMPERVIOUS AREAS

PROPOSED SIDEWALKS/CONCRETE PADS	34,903.226 SQ.FT
PROPOSED & FUTURE ASPHALT PARKING	371,651.114 SQ.FT
PROPOSED BUILDING	71,734.0 SQ.FT
EXISTING BUILDING	71,734.0 SQ.FT
TOTAL 474,427.12 SQ.FT	

PERVIOUS AREA 779,886.66 SQ.FT

INTERIOR LANDSCAPING
TOTAL PARKING LOT AREA = 315,371.50 SQ.FT
ZERO PERMITTED ALLOWANCE
REQUIRED INTERIOR LANDSCAPING = 37,228.36 SQ.FT
PROVIDED INTERIOR LANDSCAPING = 43,172.50 SQ.FT

SEE LANDSCAPING PLAN FOR DETAIL.

FIRE SUPPRESSION
SUPPLY 3 FIRE HOT RAPID DUTY HYDRANTS
1. FIRE SUPPRESSION LINE (SIZE DETERMINED BY FIRE PROTECTION ENGINEER)
2. 6" LINE WITH BACK FLOW/DETECT TO BE EXTENDED TO HYDRANT LOCATION AS SHOWN

DOOR CONCRETE PADS
REFER TO FOUNDATION PLAN FOR LOCATIONS AND SIZE

GRAPHIC SCALE
60 0 60 120 180
SCALE 1" = 60'

LEGEND
BOUNDARY
RIGHT-OF-WAY
EXISTING PROPERTY LINE
EXISTING ASPHALT
EXISTING CONCRETE
EXISTING BUILDING
EXISTING WATER MAIN
EXISTING SANITARY SEWER
EXISTING STORM SEWER
EXISTING OVERHEAD WIRE
PROPOSED BUILDING
PROPOSED ASPHALT
PROPOSED CONCRETE
PROPOSED CURB
PROPOSED STORM
PROPOSED STORM
PROPOSED WATER
FENCE
SILT FENCE
TREE LINE
PROPOSED CONCRETE
PROPOSED ASPHALT
PROPOSED STORM PIPE
LIGHT POLE
SIGN
SANITARY MANHOLE
PAVE MOUNTED LIGHT
CATCH BASIN
STORM MANHOLE
FIRE HYDRANT
TREE

VICINITY SKETCH
NO SCALE

1	REVISED PER CITY COMMENTS	B.J.C.	9/17/2007
2	REVISED PARKING AND STORM PER ARCHITECT	B.J.C.	11/19/2007
3	REVISED PER CITY OF PORTAGE COMMENTS	B.J.C.	3/17/2008

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KALAMZOO VALLEY FAMILY CHURCH
2600 VINCENT DR PORTAGE, MI 49094
KALAMZOO VALLEY FAMILY CHURCH
995 ROMENCE RD PORTAGE, MI

JOB NO 071

ED BY
NE DYER
K BY
CONKLE
APPROVED BY
J. DYER
9/05/07

"HILL 'N' BROOK VILLAGE"
(L. 19, P. 8&9)

"HILL 'N' BROOK VILLAGE NO.6"
(L. 22, P. 11)

GREENHILL STREET

"THE WOODS"
(L. 19, P. 2)

BRYNMAWR DR.

PROPOSED ADDITION
TYPE 1B CONSTRUCTION
SPRINKLERED
F.F. = 925.14
EXTERIOR ELEV. AT E. END OF BLDG. = 915.64'
BUILDING FOOTPRINT = 71,788 SQ./FT.
TOTAL AREA ALL FLOORS = 84,922 SQ./FT.

BRICK CATHEDRAL BUILDING
F.F. = 925.14

VINCENT DRIVE

GRAPHIC SCALE

SCALE: 1" = 60'

LEGEND

VICINITY SKETCH

SANDSTONE CREATION
1016 EAST WALNUT
KALAMAZOO, MICHIGAN 49001
Phone: 269-343-8196

KALAMZOO VALLEY FAMILY CHURCH
2600 VINCENT DR.
PORTAGE, MI 49094

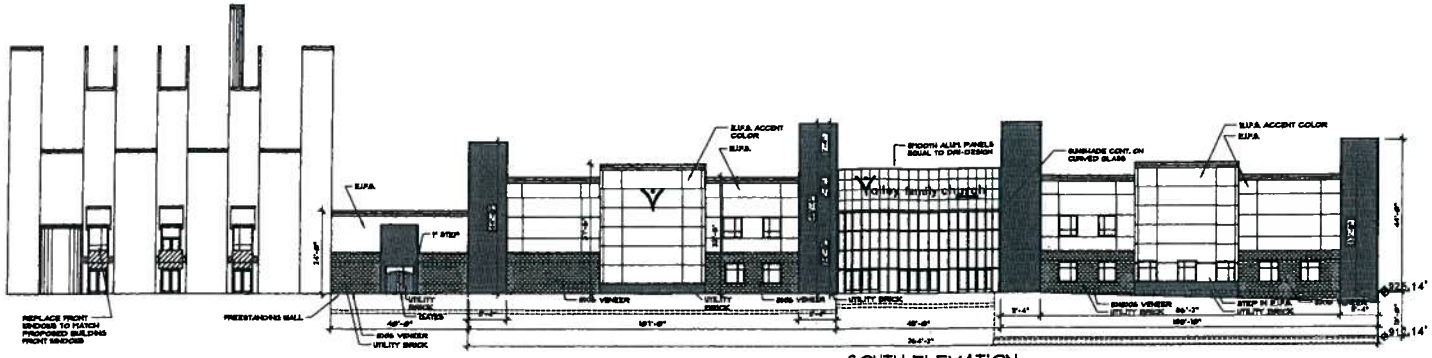
KALAMAZOO VALLEY FAMILY CHURCH
995 ROMENCE RD.
PORTAGE, MI

REQUIRED LANDSCAPING PLAN

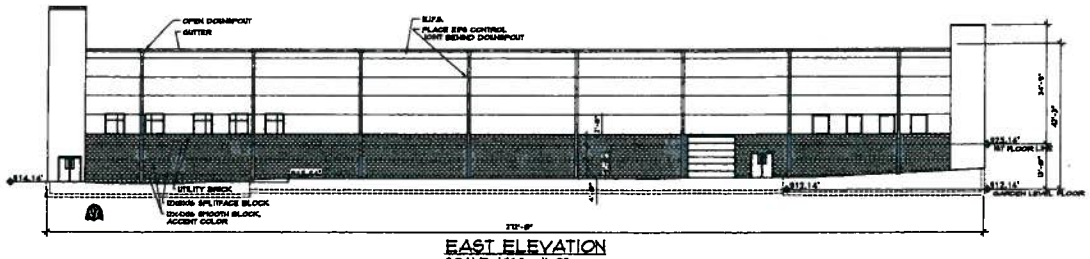
JOB NO. 100

DESIGNED BY JM GARRISON
DRAWN BY KMF
APPROVED BY J. GARRISON
DATE 9/17/07
SCALE 1" = 60'

L1



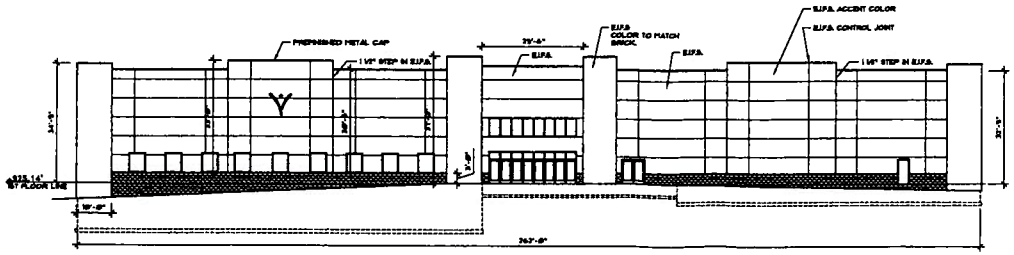
SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



EAST ELEVATION
SCALE: 1/16" = 1'-0"

NOTES:

- BRICK TO MATCH COLOR OF BRICK ON EXISTING BUILDING
- BLOCK COLOR TO BE PRECOLORED AND MATCH RED TONES OF BRICK
- EPS COLORS AROUND PERIMETER TO BE TAN AND BLOCKS WITH A COLOR ACCENT BAND, EPS PILLARS TO MATCH BRICK COLOR
- SUNSHIELD EQUAL TO CS GROUP, DIFFUSION SERIES, CLEAR ANODIZED, 6" AIRFOIL BLADE, WEDGE END
- ALUMINUM PANELS EQUAL TO DIR-DESIGN PANELS, AND TACOMBSA, PAINTED SILVER, DRY-JOINT SYSTEM, FLASHING AND CAP COLOR TO MATCH.



NORTH ELEVATION
SCALE: 1/16" = 1'-0"

REVISIONS		DATE	BY
PRELIMINARY		8/27/01	
PRELIMINARY		1/29/02	

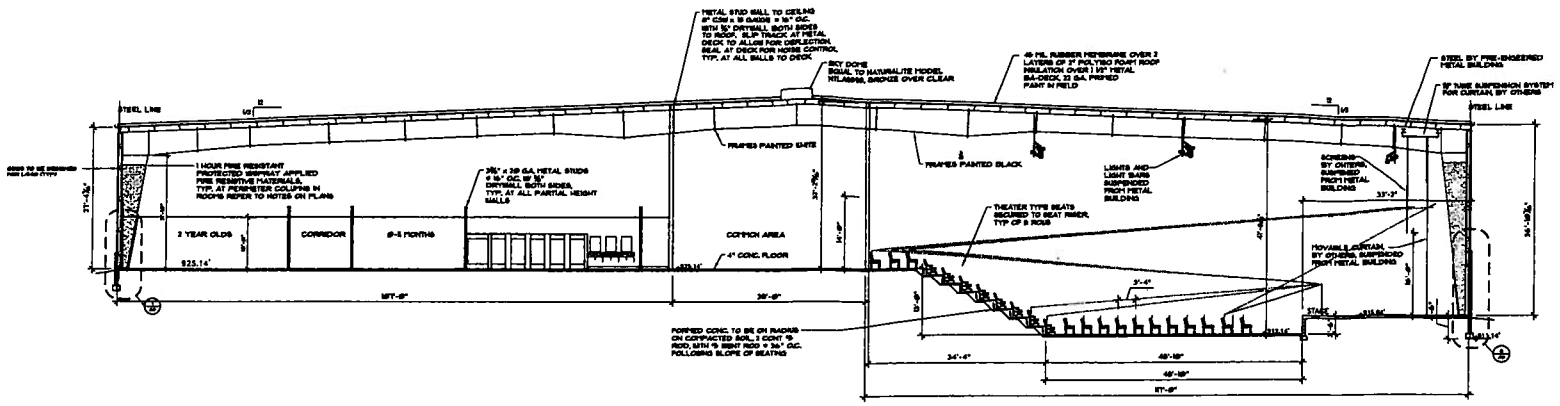
DRAWN BY: R.P.P.
DESIGNED: T.L.A.
APPROVED BY: T.L.A.
DATE:
CONSTRUCTION DATE:

TODD L. SEGELL ARCHITECT
COMMERCIAL RESIDENTIAL INDUSTRIAL
134 N. GRANT AVE., SUITE 204
KALAMAZOO, MICHIGAN 49007
PHONE (269) 381-8888

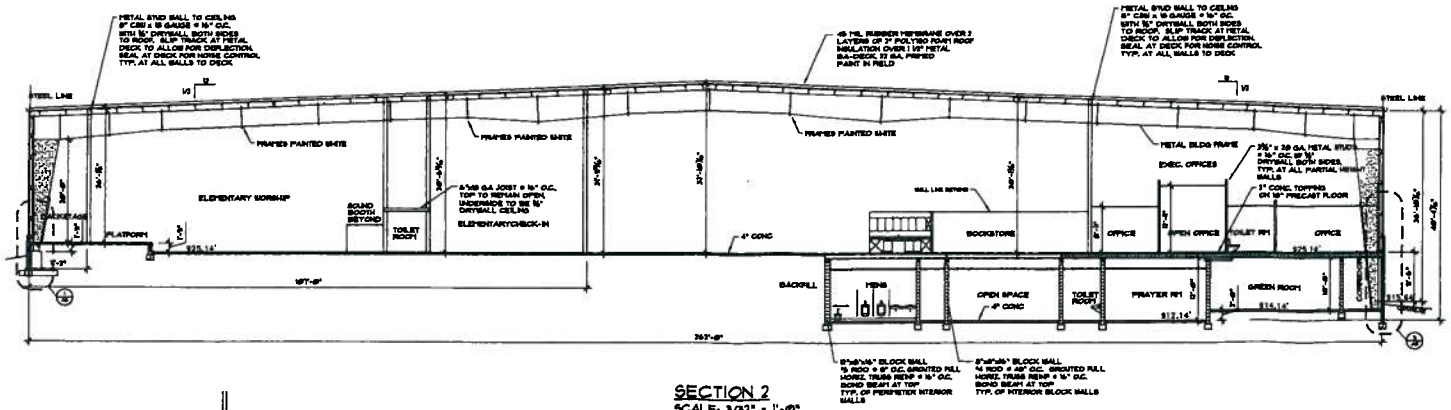
PROJECT: KALAMAZOO VALLEY FAMILY CHURCH
NEW BUILDING
3640 VINCENT AVE. PORTAGE, MICHIGAN

IRFD CORPORATION
777 WEST COVE INC. - SUITE 343 BRONSWAK PLACE
KALAMAZOO, MICHIGAN 49024
PHONE: (269) 337-7000 FAX: (269) 343-8133

A8



SECTION 1
SCALE: 3/32" = 1'-0"



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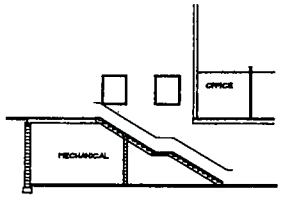

SECTION 3
SCALE: 3/32" = 1'-0"

PRELIMINARY
NOT FOR CONSTRUCTION

NOTES:

1. BUILDING STEEL SHOWN IS FOR VISUAL ONLY. DEPTHS AND SIZES ARE DETERMINED BY METAL BLDG MANUFACTURER.
2. EAVE HEIGHTS AND CLEARANCES UNDER RAFTERS MAY CHANGE 1 TO 3 FEET.
3. ALL ROD AND BRACING NOT SHOWN. REFERENCE FLOOR PLAN NOTES AND WALL SECTIONS FOR DETAILED INFORMATION.

PROJECT	KALAMAZOO VALLEY FAMILY CHURCH		
	NEW BUILDING		
	2500 VINCENT AVE. PORTAGE, MICHIGAN		
DRAWN BY	T.L.A.	PROGRESS	PRELIMINARY
REVIEWED	T.L.A.	DATE	4/26/07
APPROVED BY			1/22/08
DATE			
PROJECT NUMBER			

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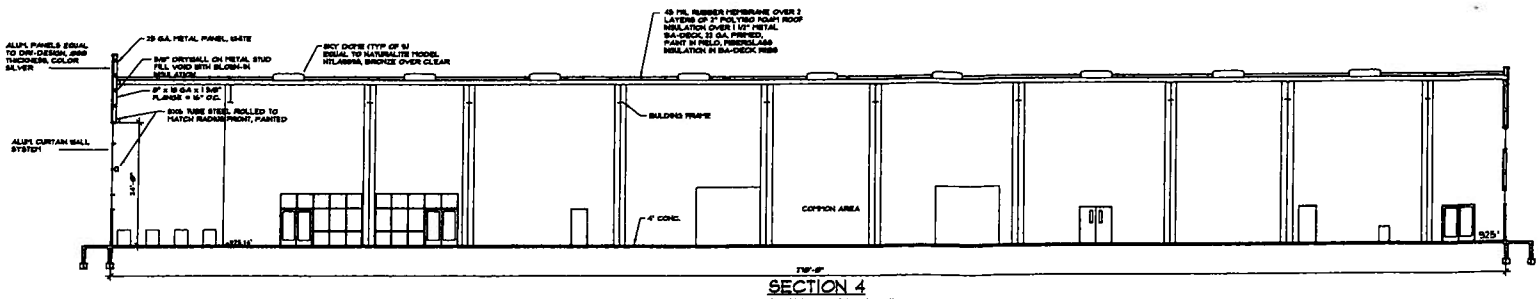
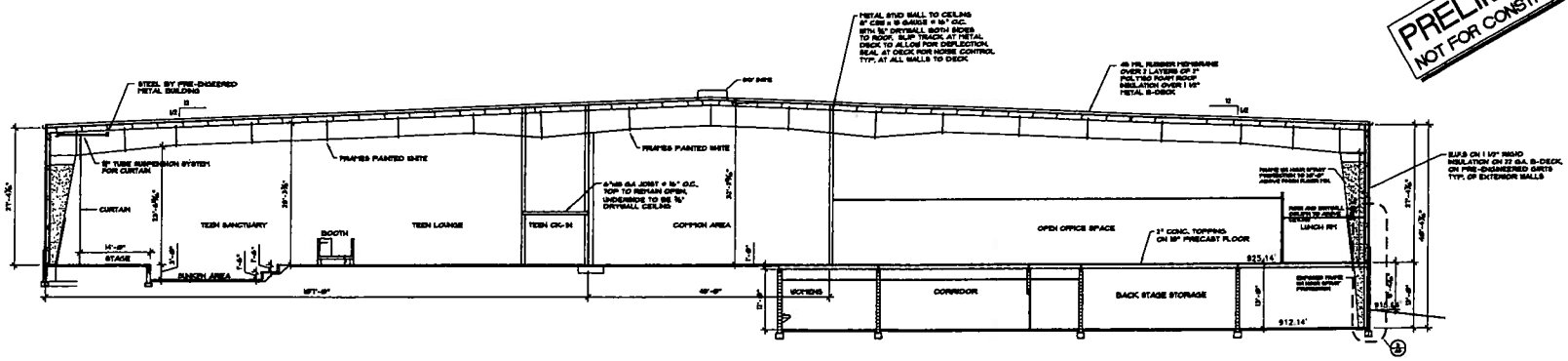
SHEET
A3



SECTION 4
SCALE: 3/32" = 1'-0"

PRELIMINARY
NOT FOR CONSTRUCTION



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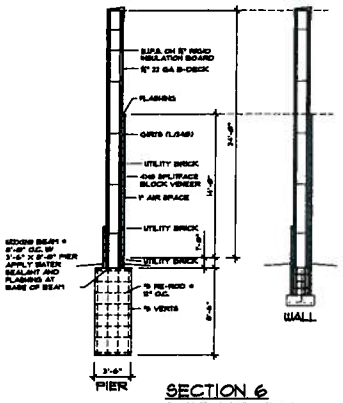
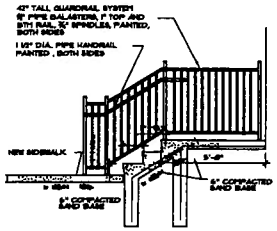
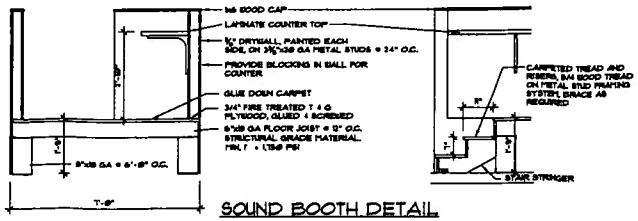
SCALE: 3/32" = 1'-0"



SECTION 6
SCALE: 3/16" = 1'-0"



EXTERIOR STEPS



SOUND BOOTH DETAIL

NOTES:

1. BUILDING STEEL SHOWN IS FOR VISUAL ONLY. DEPTHS, AND SIZES ARE DETERMINED BY METAL BLDG MANFACTURER.
2. EAVE HEIGHTS AND CLEARANCES UNDER RAFTERS MAY CHANGE 1 TO 2 FEET.
3. ALL ROD AND BRACING NOT SHOWN, REFERENCE FLOOR PLAN NOTES AND WALL SECTIONS FOR DETAILED INFORMATION.

DRAWN BY	K.P.K.	REVISIONS	DATE
REVIEWED	T.L.A.	PRELIMINARY	6/23/97
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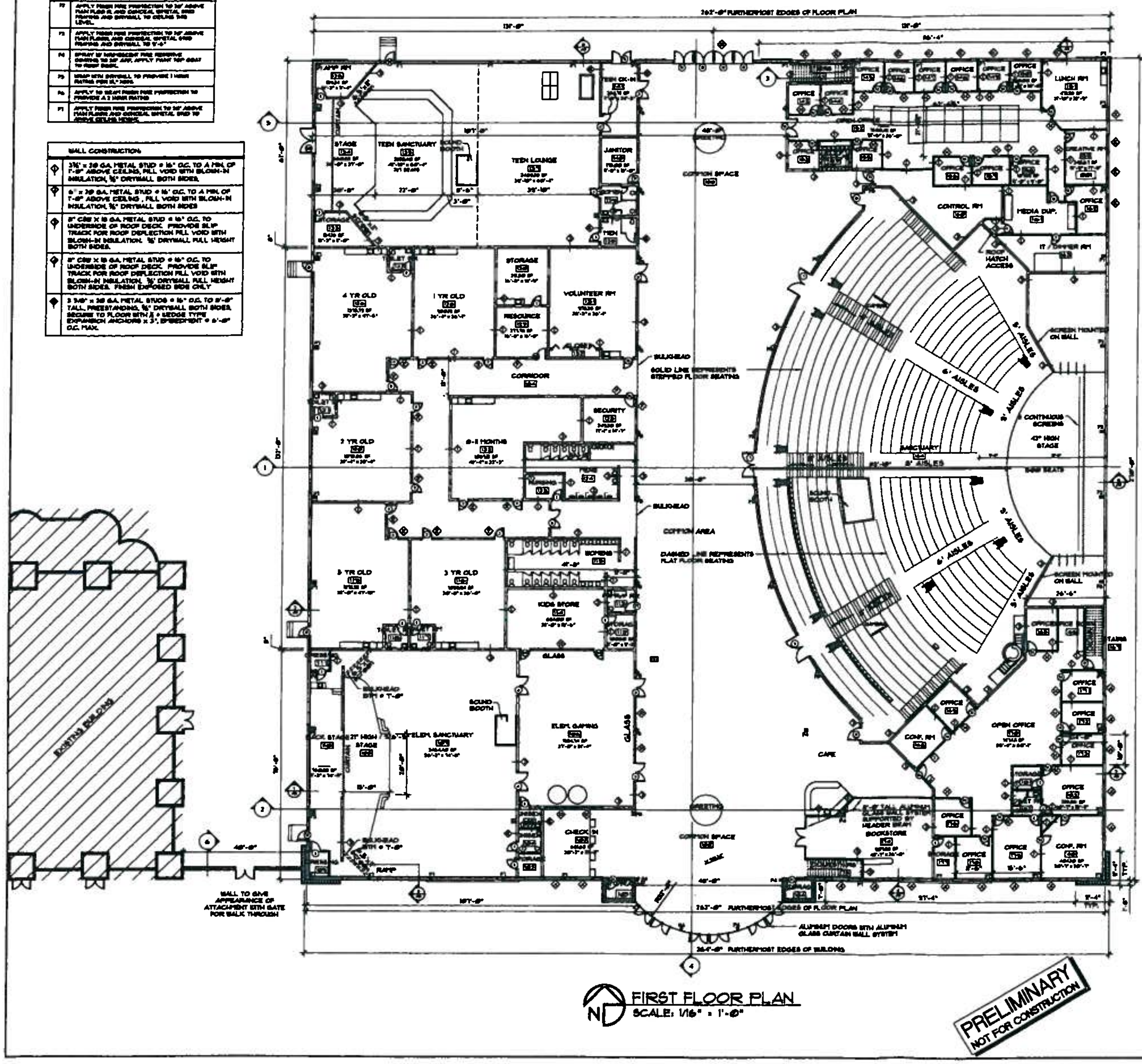
SHEET A4

FIRE PROTECTION APPLICATION AND CONSTRUCTION FOR CEILING DESIGNATIONS NOTED:	
F1	APPLY FIRE PROTECTION TO 30' ABOVE MAIN FLOOR, LEAVE EXPOSED AT THIS LEVEL.
F2	APPLY FIRE PROTECTION TO 30' ABOVE MAIN FLOOR AND CONCEAL WITH METAL GRID FRAMING AND DRYWALL TO CEILING THIS LEVEL.
F3	APPLY FIRE PROTECTION TO 30' ABOVE MAIN FLOOR AND CONCEAL WITH METAL GRID FRAMING AND DRYWALL TO 9'-0"
F4	SPRAY ON INTUMESCENT FIRE RESISTIVE COATING TO 30' AFF. APPLY PAINT TOP COAT TO FINISH [illegible]
F5	WRAP WITH DRYWALL TO PROVIDE 1 HOUR RATING FOR [illegible]
F6	APPLY TO [illegible] FIRE PROTECTION TO PROVIDE A 2 HOUR RATING
F7	APPLY FIRE PROTECTION TO 30' ABOVE MAIN FLOOR AND CONCEAL WITH METAL GRID TO ABOVE CEILING HEIGHT

WALL CONSTRUCTION	
1	3⅝" x 20 GA. METAL STUD @ 16" O.C. TO A MIN. OF 1'-0" ABOVE CEILING, FILL VOID WITH BLOWN-IN INSULATION, ⅝" DRYWALL BOTH SIDES.
2	6" x 20 GA. METAL STUD @ 16" O.C. TO A MIN. OF 1'-0" ABOVE CEILING, FILL VOID WITH BLOWN-IN INSULATION, ⅝" DRYWALL BOTH SIDES
3	8" CEE X 18 GA. METAL STUD @ 16" O.C. TO UNDERSIDE OF ROOF DECK. PROVIDE SLIP TRACK FOR ROOF DEFLECTION FILL VOID WITH BLOWN-IN INSULATION, ⅝" DRYWALL FULL HEIGHT BOTH SIDES.
4	8" CEE X 18 GA. METAL STUD @ 16" O.C. TO UNDERSIDE OF ROOF DECK. PROVIDE SLIP TRACK FOR ROOF DEFLECTION FILL VOID WITH BLOWN-IN INSULATION, ⅝" DRYWALL FULL HEIGHT BOTH SIDES. FINISH EXPOSED SIDE ONLY
5	3 5/8" x 20 GA. METAL STUDS @ 16" O.C. TO 8'-0" TALL, FREESTANDING, ⅝" DRYWALL BOTH SIDES. SECURE TO FLOOR WITH 2 x LEDGE TYPE EXPANSION ANCHORS x 3", EMBEDMENT @ 4'-0" O.C. MAX.

MAIN LEVEL, STADIUM STYLE, & FLAT SEATING,
SEATING = 11,167 SQ. FT.



FIRST FLOOR PLAN
SCALE: 1/16" = 1'-0"

PRELIMINARY
NOT FOR CONSTRUCTION

1ST FLOOR PLAN NOTES

- FIRST FLOOR WALL CONSTRUCTION SHALL CONSIST OF METAL STUDS AT 16" O.C. WITH LAYER OF ⅝" DRYWALL ON BOTH SIDES. CAVITIES TO BE FILLED WITH BLOWN IN INSULATION.
- REFER TO WALLS CONSTRUCTION TABLE FOR SIZE, GUAGE, AND HEIGHTS OF METAL STUDS.
- IF INTERIOR WALL IS NOT DESIGNATED, ASSUME 3⅝" X 20 GA @ 16" O.C.
- EXTERIOR WALLS ARE PRE-ENGINEERED METAL BUILDING WALLS WITH GIRTS AND FURRED OUT WITH 3 1/2" METAL STUDS TO ABOVE ACOUSTICAL CEILING AND 3⅝" METAL STUDS WHERE CEILING IS METAL ROOF DECK.

MISC. STEEL:

- LINTELS ARE TYPICAL ABOVE ALL DOORS AND WINDOWS IN MASONRY. PAINTING PER SPECIFICATIONS
- REFER TO SPECIFICATION SHEET FOR SIZES

ELEVATOR:

- ELEVATOR IN NEW ADDITION EQUAL TO OTIS LVM 2500T, TELESCOPING HOLELESS HYDRAULIC, STANDARD FEATURES

FIRE EXTINGUISHERS:

- TYPE AND LOCATIONS TO BE VERIFIED WITH FIRE DEPT.
- PLACE WITHIN 50'-0" OF ENTRANCES
- RECESSED TYPE

PRECAST FLOORS:

- SEE NOTES ON SHEET A1

STRUCTURAL STEEL:

- ALL SUPPORTING STEEL FOR ROOF ONLY TO BE PROTECTED WITH 1 HOUR FIRE RESISTANCE CONSTRUCTION TO 30'-0". APPLICATION OF FIRE RESISTANCE MATERIAL VARIES THROUGHOUT BUILDING. REFER TO FIRE PROTECTION PLAN.
- METAL BUILDING FRAMES, COLUMNS AND PURLINS TO BE PAINTED WHERE CEILING IS CALLED OUT TO BE METAL ROOF DECK.

ROOM FINISH SCHEDULE

ROOM NO.	ROOM NAME	CEILING MAT'L	CEILING HEIGHT	WALLS N	WALLS S	WALLS E	WALLS W	FLOOR	BASE	NOTES
100	COFFEE SPACE	METAL DECK	30'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
101	STORAGE	A.C.	9'-0"	BLOCK	BLOCK	BLOCK	BLOCK	SEALED CONC.	N/A	--
102	CHECK-IN	METAL DECK	9'-0"	DRYWALL	DRYWALL	OPEN	DRYWALL	CARPET	VINYL	--
103	STORAGE	A.C.	8'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	SEALED CONC.	VINYL	--
104	UNISEX	A.C.	8'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	SEALED CONC.	VINYL	--
105	UNISEX	A.C.	8'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
106	ELEM. GAMING	METAL DECK	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
107	ELEM. SANCTUARY	METAL DECK	30'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
108	STAGE	METAL DECK	30'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	--	VINYL	--
109	DRESSING	A.C.	8'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
110	BACK STAGE	METAL DECK	30'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	SEALED CONC.	VINYL	--
111	DRESSING	A.C.	8'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
112	STORAGE	A.C.	8'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	SEALED CONC.	VINYL	--
113	FAMILY RM	A.C.	8'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
114	KIDS STORE	A.C.	8'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
115	WOMENS	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
116	3 YR OLD	A.C.	10'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
117	TOILET RM	A.C.	8'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
118	TOILET RM	A.C.	8'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
119	3 YR OLD	A.C.	10'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
120	2 YR OLD	A.C.	10'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
121	TOILET RM	A.C.	8'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
122	0-11 MONTHS	A.C.	10'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
123	NURSING	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
124	MENS	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
125	SECURITY	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
126	4 YR OLD	A.C.	10'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
127	TOILET RM	A.C.	8'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
128	1 YR OLD	A.C.	10'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
129	RESOURCE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
130	STORAGE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	SEALED CONC.	VINYL	--
131	VOLUNTEER RM	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
132	CLOSET	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	SEALED CONC.	VINYL	--
133	STORAGE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	SEALED CONC.	VINYL	--
134	STAIRS	METAL DECK	31'-0"	DRYWALL	DRYWALL	OPEN	DRYWALL	?	VINYL	--
135	TEEN SANCTUARY	METAL DECK	30'-0"	DRYWALL	DRYWALL	OPEN	OPEN	STAINED CONC.	VINYL	--
136	AMP RM	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	SEALED CONC.	VINYL	--
137	TEEN LOUNGE	METAL DECK	30'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
138	MEN	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
139	WOMEN	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
140	JANITOR	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	SEALED CONC.	VINYL	--
141	TEEN CK-IN	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
142	STAIRS	A.C.	30'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
143	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
144	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
145	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
146	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
147	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
148	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
149	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
150	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
151	LUNCH RM	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
152	OPEN OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
153	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
154	ELEV	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
155	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
156	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
157	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
158	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
159	CREATIVE RM	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
160	CONTROL RM	A.C.	10'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
161	MEDIA DUP.	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
162	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
163	IT / SERVER RM	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	SEALED CONC.	VINYL	--
164	SANCTUARY	METAL DECK	30'-0"	--	--	--	DRYWALL	--	VINYL	SEE NOTE 5
165	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
166	OFFICE [illegible]	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
167	STAIRS	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	SEALED CONC.	VINYL	--
168	CONF. RM	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
169	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
170	OPEN OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
171	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
172	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
173	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
174	BOOKSTORE	METAL DECK	30'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
175	STAIRS	A.C.	30'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
176	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
177	STORAGE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	SEALED CONC.	VINYL	--
178	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
179	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
180	CONF. RM	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
181	STORAGE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	SEALED CONC.	VINYL	--
182	TOILET RM	A.C.	8'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--
183	OFFICE	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	CARPET	VINYL	--
184	CORRIDOR	A.C.	9'-0"	DRYWALL	DRYWALL	DRYWALL	DRYWALL	STAINED CONC.	VINYL	--

NOTES:
1. A.C. = DENOTES ACOUSTICAL CEILING, 2'x2' PANELS, EQUAL TO RADAR ILLUSION PANELS, SLT EDGE WITH WHITE GRID EQUAL TO DONN DX.
2. METAL DECK = BA-METAL ROOF DECK EXPOSED, PERFORATED, FILLED WITH FIBERGLASS INSULATION (NOTE: ALL OTHER LOCATIONS TO BE STANDARD METAL ROOF DECK.
3. STAINED CONC. STANDARD COLORS.
4. CEILING HEIGHTS ARE NOMINAL AND MEASURED FROM FLOOR TO TOP OF ACOUSTICAL CEILING.
5. SANCTUARY WALLS ALONG NORTH AND SOUTH WINGS TO BE CLOSED SPLITFACE BLOCK TO 16'-0", WHERE SUPPORTING MAIN FLOOR, THEN DRYWALL TO ROOF DECK

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PROJECT
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DRAWN BY	K.M.F.	REVISIONS	DATE	BY
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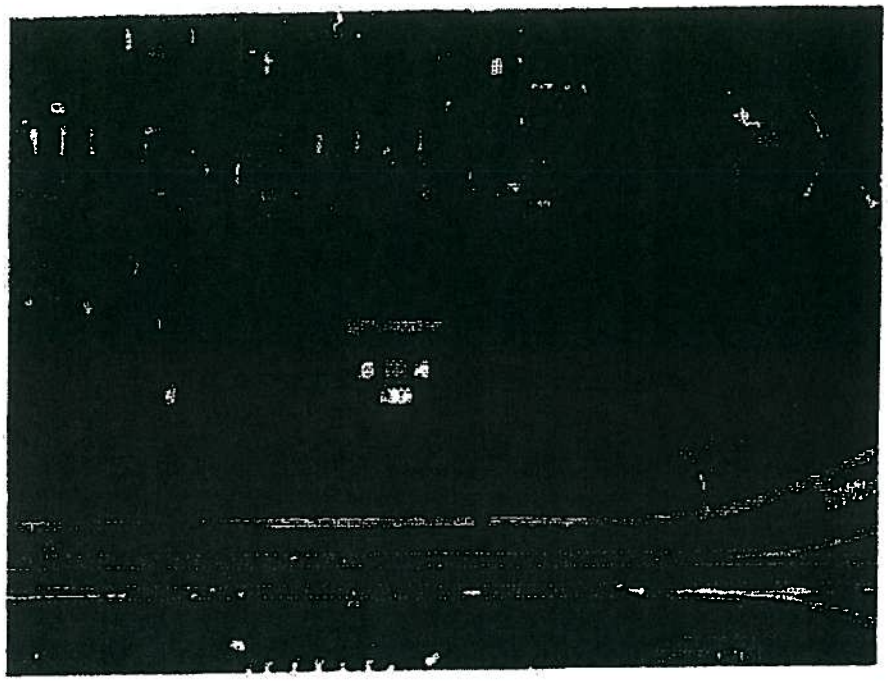
APPROVED BY	T.L.S.	PRELIMINARY	1/29/08	
DATE				
PROJECT NUMBER				

SHEET
A2

TRAFFIC IMPACT STUDY



For

KALAMAZOO VALLEY FAMILY CHURCH

In

Portage, Michigan

80% Occupied Sanctuary Analysis

April 21, 2008

Prepared by

MIDWESTERN CONSULTING, LLC

3815 Plaza Drive
Ann Arbor, Michigan 48108
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1.0 EXECUTIVE SUMMARY

The following section summarizes the traffic impact analysis for the proposed Kalamazoo Valley Family Church (KVFC) development in the City of Portage, Michigan under a scenario that represents a "normal sanctuary occupancy". The KVFC Project is located west of the intersection of Vincent Road and Oakland Drive in the northwest portion of the city.

The KVFC Project will involve an expansion of an existing church cathedral and result in a total building size of approximately 85,000 square feet. A total of 2,000 seats (500 currently existing in the cathedral structure) will be included in two sanctuary worship areas of the facility with additional space included for assembly, meetings, classrooms, occasional dining, and catering or party facilities. Worship services are typically held on Saturday evening, Sunday morning and Sunday evening. KVFC does not offer worship services at other times during the week. The unique mix of worship times also provides for reduced traffic loadings in comparison to some alternative site land-uses.

During a February 2008 meeting attended by the applicant and city representatives a discussion ensued regarding the need to evaluate traffic strategies based upon maximum occupancy rates. It was noted that traffic plans are not typically developed at retail centers to accommodate traffic associated with the day after Thanksgiving (one of the heaviest shopping days in a year), but are developed to accommodate normal traffic flows associated with that particular land use. In that regard, the full occupancy (2000 occupied seats) of the two KVFC sanctuaries for worship services will only occur on one occasion during each year: Easter Sunday. All of the previous traffic studies have involved an analysis of traffic patterns associated with this full occupancy condition. A traffic signal warrant study was performed and concluded that only one of the eight traffic signal warrants would be satisfied – the peak hour volume warrant. Traffic signals should not be constructed and operated for only a single traffic signal warrant. Thus, the traffic mitigation strategy that was identified as appropriate for the full sanctuary condition needed to be modified until such a time as additional traffic signal warrants have been met.

This new analysis considers a more frequent sanctuary occupancy level: the level at which the church leadership begins to consider adding another worship service. The church administration maintains that when occupancy levels reach 80% of the total number of seating places, plans are made to add services in order to reduce the occupancy. The current KVFC location on Romence Road has already achieved the 80% threshold, and as a result, two services are offered on Saturdays and two services are offered on Sundays. Eighty percent of the proposed sanctuary seating capacity will be 1600 seats occupied. When this level is achieved the KVFC will start to program additional services: either on a Saturday or on Sunday, as has been their practice. Thus, this amended traffic analysis considers the impact of the 80% occupancy level and presents a modified mitigation strategy in light of the absence of multiple traffic signal warrants.

CONCLUSIONS

KVFC's Saturday and Sunday worship service schedule will generate new traffic volumes during "normal sanctuary occupancy", which will access the site primarily through the I-94/Oakland Drive interchange. These volumes will exert impacts on two intersections: 1) I-

94 eastbound off/on ramps; 2) the intersection of Oakland Drive and Vincent Road. Impacts to the remaining intersections in the study area will not be excessive and the current configuration of traffic control devices will be adequate to achieve acceptable service levels at these intersections. The KVFC church schedule and other ministries, office hours and activities during weekdays will generally remain as they are at the current church site on Romence Road. The weekday demand can be readily accommodated at the existing cathedral site that contains 245 parking spaces.

Optimizing existing traffic signal timings along Oakland Drive and the creation of a dedicated right turn lane along Vincent Avenue cannot eliminate all degraded traffic impacts. Since a traffic signal at the Vincent Avenue intersection satisfies only one of eight traffic signal warrants, manual control of inbound and outbound vehicles is proposed for the brief time periods when church traffic will develop undesirable service levels for some intersection movements. This will assure that service levels are restored and that traffic backups do not occur. These time periods are limited to the inbound and outbound on Saturday evenings and Sunday mornings, when ambient traffic volumes are relatively light.

The previous mitigation strategy, involving extensive roadway widening and new complex traffic signal operations, would only be effective on Easter Sunday. The lower traffic volumes associated with normal sanctuary occupancies can be directed through the intersections as needed by existing traffic controls, supplemented by two uniformed traffic control officers. The officers will override traffic signal control to assure that traffic backups do not develop. These officers will be stationed at the intersections of Oakland Drive and Vincent Avenue and at the westbound I-94 off-ramp intersection. These intersections are 310 feet apart and coordination of desirable traffic movements through both is available through manual movement control. Since a new traffic signal at the Vincent Avenue intersection is not warranted, manual control is a viable and feasible option for clearing the area of queued vehicles during normal sanctuary occupancies.

The two proposed driveways (plus one existing driveway) serving the site will provide safe intersection and stopping sight distances and are located in compliance with the City of Portage driveway location criteria. At all three driveways, MDOT criteria for installing a full width right-turn lane are met. However, since most of the westbound traffic along Vincent Drive is destined to turn right, little opportunity for conflicts between through and right turning vehicles will be created. Thus, the right turn lanes are not recommended. No left-turn lane treatments are warranted at any driveway.

It is concluded, within a reasonable degree of engineering certainty, that the Kalamazoo Valley Family Church proposal will not adversely impact traffic operations along area streets and highways, with the recommendation that the revised mitigation strategy as described in Section 6.0 be implemented.

2.0 INTRODUCTION

The following section summarizes the traffic analyses for the proposed Kalamazoo Valley Family Church (KVFC) development in the City of Portage, Michigan under a reduced sanctuary occupancy level of 1600 seats. The KVFC Project is located at the northwest quadrant of Vincent Road and Oakland Drive in the northwest portion of the city. Figure 2-1 provides an area map pertaining to the project site.

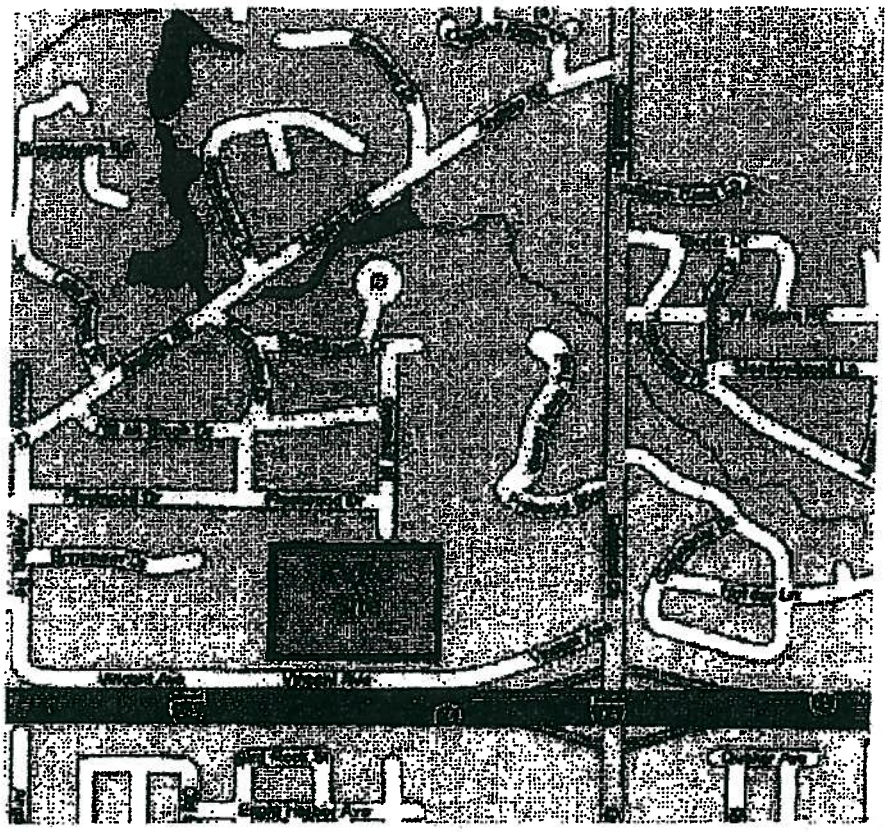

Figure 2-1 – Existing Area Map

ROAD NETWORK

The study area is bounded by Oakland Drive on the east, Angling Road to the north and west and the I-94 to the south.

Oakland Drive is a paved five lane Major Street under the jurisdiction of the City of Portage from north of Vincent Road to Greenbriar Blvd and under the jurisdiction of the City of Kalamazoo from Greenbriar Blvd to Angling Road. Oakland Drive changes from a five lane cross section to a four lane cross section north of Vincent Road and ultimately further reduces to a two lane road north of Angling Road. The posted speed limit on Oakland Drive is 35 mph.

The Michigan Department of Transportation (MDOT) has jurisdiction of the two I-94 on/off ramps and the two traffic signals that control movements from the ramps to Oakland Drive.

The City of Portage controls the right of way for the Vincent Road intersection as well as all of Vincent Road from Oakland Drive to Angling Road, located west of the project site. The speed limit along Vincent Road is 35 miles per hour in front of the proposed site and reduces to 25 miles per hour near the Angling Road Elementary School and then increases to 35 miles per hour along Angling Road.

The remaining streets in the study area all serve residential land uses and are posted with 25 mph speed limits.

Traffic signals exist at the two I-94 off/on ramps, and at intersections with Oakland Drive and Preserve, Greenbriar, W. Kilgore and Angling. The traffic signals at Preserve and Greenbriar are under the jurisdiction of the City of Portage and the traffic signals at W. Kilgore and Angling Road are under the jurisdiction of the City of Kalamazoo. The intersection of Oakland Drove and Vincent Road is controlled by a stop sign on Vincent Road.

Figure 2-2 illustrates the existing road network conditions and traffic lane arrangement.

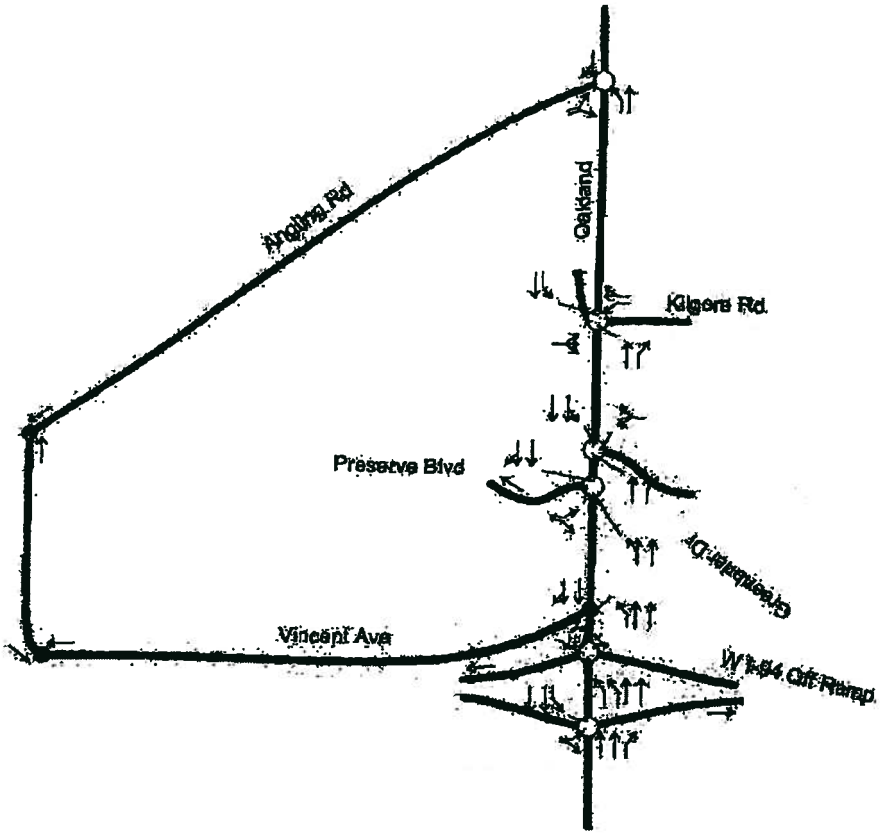

Figure 2-2 - Existing Road Network

SITE DISCUSSION

The property is approximately 28.9 acres in size. The existing zoning consists of 28.9 acres of single family residential (R-1C). The surrounding areas consist of single-family residential housing uses.

The KVFC Project will not request a zoning change since a place of worship is an allowed land use in this zoning district.. A discussion of the proposed land-uses can be found in the 'Trip Generation' portion of this study. Figure 2-3 shows a proposed site plan for the development showing.

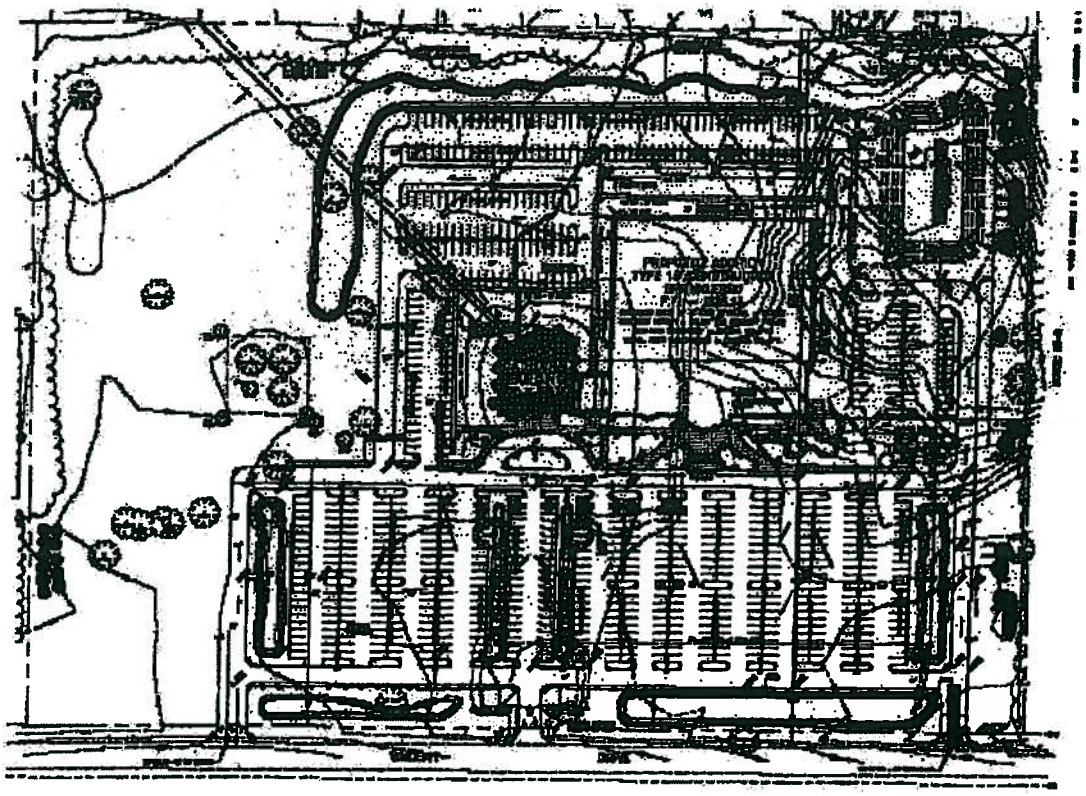

Figure 2-3 – Proposed Site Plan

3.0 DATA COLLECTION

Table 3-1 shows the existing intersections for which traffic data was counted. Manual traffic counts were conducted during a typical Saturday evening (5:30 to 8:00 pm) and Sunday late morning (9:30 to Noon). The KVFC will be holding services during these time periods and it is thus prudent to evaluate traffic impacts associated with the church's operations during the times when services will be held. It is also noted that the KVFC will also be holding meetings and study group activities on Sunday in the evening hours. The KVFC traffic volumes associated with these meetings and study groups will be less than 100 vehicles. After consultation with the City of Portage it was decided that traffic counts would not be needed for a typical Sunday evening.

- EB I-94 Off/On Ramps and Oakland Drive
- WB I-94 Off/On Ramps and Oakland Drive
- Vincent Road and Oakland Drive
- Preserve Blvd and Oakland Drive
- Greenbriar Road and Oakland Drive
- W. Kilgore Road and Oakland Drive
- Angling Road and Oakland Drive

Table 3-1 – Existing Intersections Counted

All counts were taken on October 6th & 7th of 2007. Heavy commercial vehicles were counted separately from passenger vehicles in order to calculate the percentages of heavy vehicles in the traffic stream. Traffic signal timings and phasing were obtained from MDOT, the City of Portage and the City of Kalamazoo for the traffic signals that are under the jurisdiction and control of each governmental agency. Appendix A contains all traffic count data, including original raw data counts and peak hour computations. Average Daily Traffic (ADT) numbers and growth trend information obtained from KATS for road segments are also provided in Appendix B.

Field data, such as geometry, lane configuration, number of lanes, speed limit, etc., were also gathered and incorporated into the analysis to accurately represent existing conditions. Photographs were taken of each intersection approach to verify field conditions with the micro simulation traffic models that were developed in the analysis.

4.0 SITE TRAFFIC ANALYSIS

SITE LAYOUT & ACCESSIBILITY

There are three (3) access points proposed for the KVFC Project. Figure 2-3 provides a site plan layout, which shows the location of the access points off of Vincent Road. Each access will provide full turning movements to allow for an efficient distribution of vehicles into the parking areas. The center of the easternmost access is located approximately 95 feet west of the east property line and will be 36 feet wide. The middle access is located approximately 570 feet west of the east access point and will be 30 feet wide. The westernmost access is located approximately 390 feet west of the center access and 275 feet east of the west property line. The access spacing is in compliance with access management criteria of MDOT and the City of Portage for a 35-mile per hour speed limit.

ANALYSIS YEAR & BACKGROUND GROWTH

This study provides an analysis for a single phase of construction. The site would be constructed and occupied at the end of 2009. The Kalamazoo Area Transportation Study Committee (KATS) traffic volume data suggests that a background traffic growth rate of 1.61 percent annually would be appropriate: one for the opening day (2009) traffic growth. This increase accounts for general traffic growth along the Oakland Drive corridor occasioned by other developments whose traffic would use the street system adjacent to the study site. KATS traffic data is included in Appendix A.

A 1.61 percent growth factor was applied to generate background trips for all analysis periods to represent growth in traffic to the year 2009.

There are no known on-going projects in the immediate study area that would also increase background traffic volumes.

TRIP GENERATION

The KVFC Project will include new traffic generation that is normally associated with religious institutions. Worship services are planned to occur on Saturday evenings starting at 6:00 p.m. and ending at 7:15 p.m. Sunday morning services are planned to start at 10:00 a.m. and conclude by 11:15 a.m. Sunday evening assembly meetings are anticipated to begin at 6:00 p.m. and end by 7:15 p.m. For the Saturday evening and Sunday morning time periods, this traffic study assumes that the facility is occupied at an 80% occupancy level (1600 seats). KVFC traffic would be arriving during a typical Saturday evening between the 5:30 to 6:30 p.m. time period and would be leaving between 7:00 and 8:00 p.m. During Sunday mornings, KVFC traffic would arrive between 9:30 and 10:30 a.m. and leave between 11:00 and Noon. Separate traffic models were created for the arrival and departure time periods on each day to accurately analyze traffic flows in the study area and to assess the resulting traffic impacts.

It would be rare for both sanctuaries to be used at the same time, as would most likely occur during Easter Sunday services. Thus, consideration must also be given to church traffic generated during "average" church attendance levels. It has been the practice of KVFC to begin planning activities for holding additional services when 80 % of the sanctuary capacity is reached. Other options for overcrowding include consideration of expanding the facility or moving to another facility. The church leadership maintains that no more than two services each day are possible and the Vincent Avenue site will not be expanded to increase the size of the sanctuary beyond the 2000-seat total. Thus, the only remaining church option is to add additional services triggered when the occupancy of the sanctuary reaches 1600 seats. Thus the analysis contained in this amended report represents the 1600 seat "average occupancy" scenario that can be anticipated given the size of the proposed development and the historic response to church overcrowding.

It should be noted that the Sunday evening activities at the church would most likely not involve all of the church floor areas. The Sunday evening time period does not include use of the sanctuaries for worship and there will be less than 100 vehicles associated with Sunday evening church activities. After consultation with the City of Portage, it was decided that the potential impact of Sunday evening KVFC traffic on Sunday evening traffic volumes would be minor.

There will also be times when church activities will occur during other days and times of the week. These activities, such as weddings, funerals and other assemblies, will most likely not require the use of the entire site. The anticipated land use and corresponding ITE Trip Generation Land Use Codes representing the full development of the church site is shown in Table 4-1.

The ITE Trip Generation Manual - 7th Edition presents two methods of predicting trips for church developments. ITE defines a church as a building in which public worship services are held. A church houses an assembly hall or sanctuary: it may also house meeting rooms, classrooms and occasionally dining, catering, or party facilities. Worship services are typically held on Sundays and some churches offer day care or extended care programs during the week. KVFC does not intend on offering extended care programs during the week and will limit its primary use to worship services and assembly as described above.

The first trip generation method selected is based upon the total size of the building, expressed in 1,000 square feet of gross area. For KVFC the total size is 85,000 square feet, which includes both the existing cathedral and the proposed addition. The second method generates new trips as a function of the total number of seats in the sanctuary. For KVFC there are a total of 1,600 seats proposed in the two sanctuaries (400 seats in the existing cathedral and 1,200 new seats in the sanctuary addition).

The two ITE trip generation rates deliver slightly different predictions of total trips that the site will generate. Using the trip generation rate based upon the building gross square footage yields a total of 889 total vehicle trips. The use of the trip generation formula based upon the number of occupied seats in the sanctuary yields a total of 1008 total vehicle trips. For the purposes of this study, the more conservative trip generation numbers were used (1,008 total trips) Vehicle occupancy rates for this level of occupancy is 3.08 persons per vehicle for the inbound time periods and 3.27 persons per vehicle for the outbound time periods. These are consistent with data provided by KVFC regarding vehicles using their existing parking lot on Romence Road. Table 4-1 lists the summary of trips generated using this procedure.

KVFC New Site with 1600 Occupied Sanctuary Seats

				DURING SERVICES		
LAND USE DESCRIPTION	DESCRIPTION	UNIT	QUANTITY	ENTER	EXIT	TOTAL
ITE 560 - CHURCH 80 % Occupied	PEAK HOUR OF GENERATOR =	SEATS	1600	519	489	1008
		AVERAGE TRIPS GENERATED		519	489	1008

Table 4-1 – Proposed Land Trip Generation Summary

TRIP DISTRIBUTION & ASSIGNMENT

Current addresses of the KVFC membership was geo-coded according to zip codes. This produced a geographic map of where the membership currently resides. The membership location map was used to create a directional distribution route for the inbound movement and the outbound movement. From the zip code information, logical routes to and from the church site were derived using fastest travel time as a predictor. When this was

combined with the total number of members residing in each zip code a trip distribution diagram was created for the inbound movement and the outbound movement. Appendix D contains the two directional distributions used in this prediction. Figure 4-1 shows the approximated ingress trip distribution for the site traffic. Figure 4-2 shows the directional diagram for the egress trips.

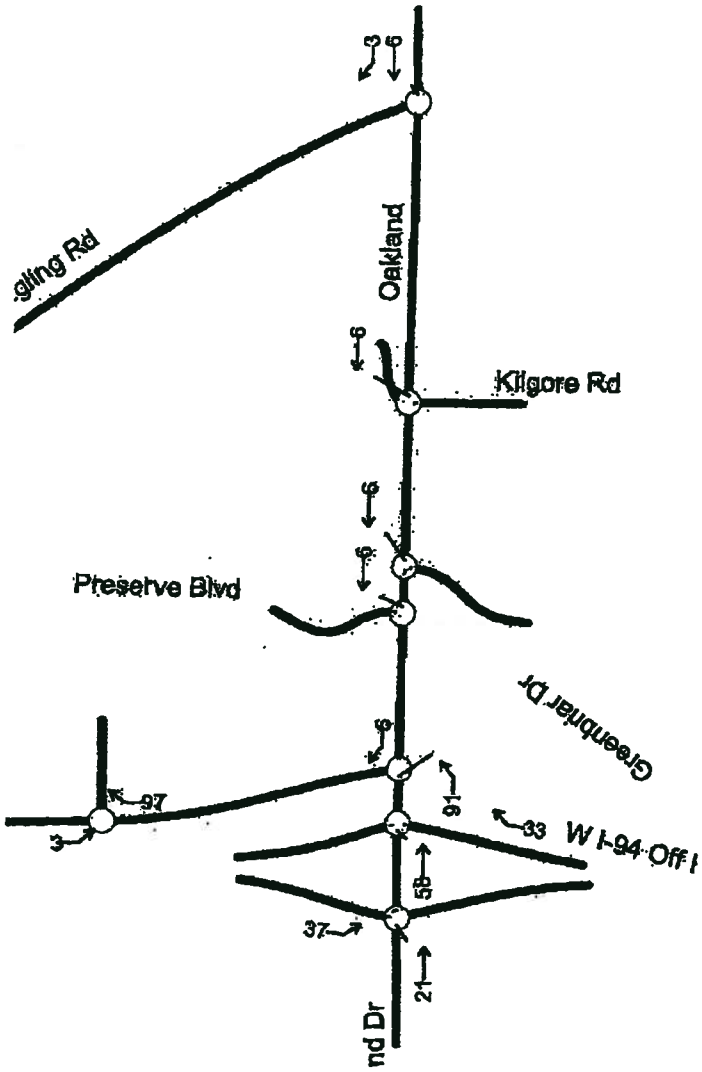

Figure 4-1 – Proposed Trip Ingress Distribution Percentages

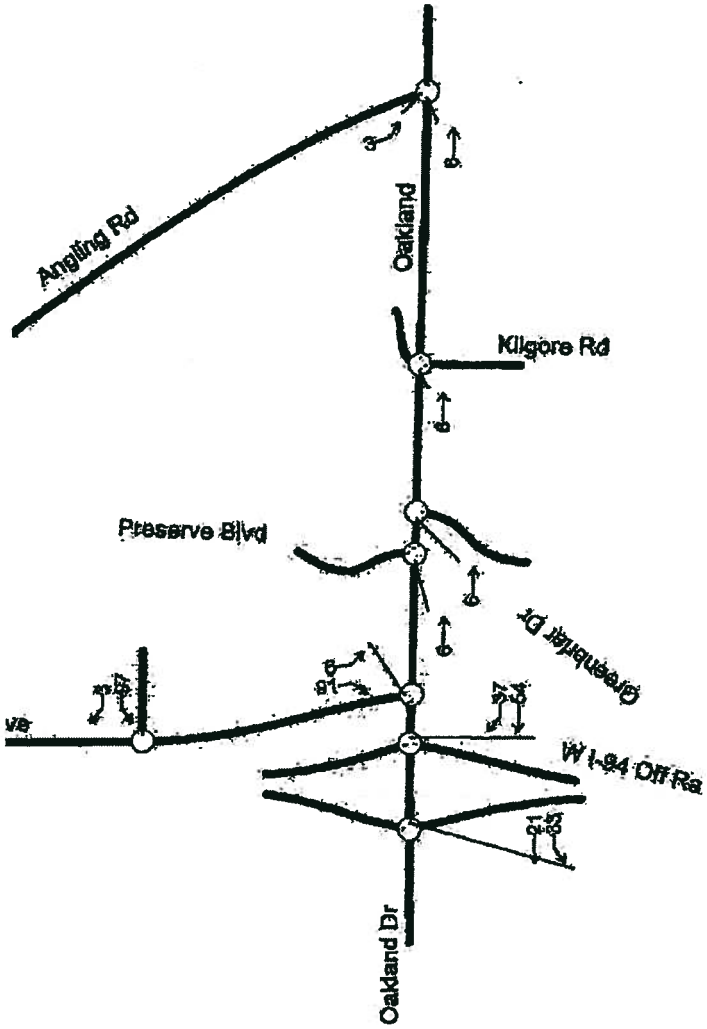

Figure 4-2 – Proposed Trip Egress Distribution Percentages

Based upon these distributions, traffic was assigned and is summarized for each intersection in Appendix A. In Appendix A, the 'A' values represent existing volumes, 'B' values represent background volumes and 'C' values represent proposed volumes. Note that separate intersection diagrams are created for inbound movements and outbound movements for each time period of church activity.

5.0 INTERSECTION CAPACITY ANALYSIS

STUDY PROCEDURE

Roadway operations are examined and analyzed by traffic flow and delay characteristics. This concept and the methods of study are detailed in the Transportation Research Board publication entitled Highway Capacity Manual (HCM). This manual formed the basis of the study for this project.

A capacity analysis represents a comparison of the supply and demand characteristics of a roadway facility. The available supply refers to the physical and control features (number of lanes, lane width, and right-of-way control), and the demand refers to the traffic volume expected to use the development. A level-of-service (LOS) rating based on control delay time, ranging from LOS A (the best) to LOS F (the worst) results from the analysis.

Level of Service Criteria for Signalized Intersections from HCM Exhibit 16-2 in Control Delay per Vehicle (s/veh):
LOS A < 10
LOS B >10 and < 20
LOS C >20 and < 35
LOS D >35 and < 55
LOS E >55 and < 80
LOS F >80

Table 5-1 – LOS Signalized

Level of Service (LOS) Criteria for Unsignalized Intersections from HCM Exhibit 17-2 in Control Delay per Vehicle (sec):
LOS A < 10
LOS B >10 and < 15
LOS C >15 and < 25
LOS D >25 and < 35
LOS E >35 and < 50
LOS F >50

Table 5-2 – LOS Unsignalized

This study utilized the computer software HCS and Synchro to analyze intersections and driveways. HCS determines the LOS for a specific movement of the intersection and assigns an overall LOS for the entire intersection. Synchro also is used for modeling which shows the interaction between gaps in traffic with traffic exiting driveways. The Synchro models were calibrated according to the procedure prescribed in MDOT's Traffic Signal optimization Guidelines - 4th Edition. LOS data is presented in the study. Computer files for all data are available for review. Appendix D provides model validation data for the existing scenario.

ANALYZED SCENARIOS

Four primary scenarios are analyzed in this traffic impact study. Each scenario contains a number of individual computer models representing the inbound (ingress) traffic flows and the outbound (egress) traffic flows to/from the KVFC site. The scenarios analyzed are as follows:

- Existing Volumes with Existing Geometry - Saturday Evening and Sunday Morning
- Proposed 2009 background traffic growth with Ingress and Egress Volumes with the proposed development and Existing Geometry - Saturday Evening and Sunday Morning

A total of eight (8) existing traffic and inbound and outbound development scenarios were analyzed to determine the impact of KVFC and identifying any alternatives aimed at mitigating undesirable service levels that may result.

Since the build-out year is 2009, no separate discussion of background growth impacts are presented in this report. All background traffic scenarios operated at acceptable service levels at all intersections studied. Background traffic analysis is included in the Appendix F to this report.

STUDIED INTERSECTIONS

Summarized level-of-service (LOS) tables are provided in Appendix E for all studied intersections. Detailed LOS reports can be found in Appendix F. A discussion follows for each intersection.

EB I-94 Off/On Ramps and Oakland Drive

This intersection was analyzed as an actuated coordinated signal. The traffic signal is coordinated with the ramp signal at the north side of the interchange that was recently reconstructed. All intersection movements will operate at acceptable service levels for all scenarios.

Operations at this intersection were not adversely impacted by the lower church traffic volumes once the traffic signal timings were optimized and coordination offsets reset between the two MDOT traffic signals.

WB I-94 Off/On Ramps and Oakland Drive

This intersection was also analyzed as an actuated coordinated signal. The traffic signal is coordinated with the ramp signal at the south side of the interchange that was recently reconstructed. All intersection movements will operate at acceptable service levels for all scenarios, except for the conditions described below:

1. During the Sunday morning outbound traffic flows, the queue length for the southbound approach will exceed the available storage lengths. The positioning of a traffic control officer at this intersection during the Sunday outbound movement time will reduce queue lengths and provide for orderly southbound traffic movements.

Vincent Road and Oakland Drive

This intersection is currently controlled by a stop sign on Vincent Road. Oakland Drive traffic has the right of way at all times. This intersection will serve as the primary access intersection to the KVFC site and will be heavily impacted by new trips associated with the church's development under the reduced sanctuary occupancy figures. All intersection movements will operate at acceptable service levels for all scenarios, except for the conditions described below:

1. During the 2009 Saturday evening inbound peak hour the eastbound left-turn movement will experience undesirable traffic operations (LOS F). Service levels cannot be

restored to acceptable levels through only the retiming (optimizing) of existing traffic signals in the area. Thus it is recommended that a traffic control officer be located at this intersection to coordinate traffic movements with the traffic control officer located at the intersection of the westbound I-94 Off Ramp.

2. During the 2009 Saturday evening and Sunday morning inbound peak hours the projected queue length for the northbound left-turn movement onto Vincent Avenue will exceed that available storage distance in the single left-turn bay. The proposed traffic control officer identified above will also provide for orderly traffic movements through this intersection to assure that traffic does not back-up into the I-94 interchange area to the south.

Preserve Blvd and Oakland Drive

This intersection was analyzed as a semi-actuated signal without coordination with adjacent signals. All intersection movements will operate at acceptable service levels for all scenarios. The eastbound movement is projected to operate at LOS D: however there are a small number of vehicles that are affected by this movement.

Greenbriar Road and Oakland Drive

This intersection was also analyzed as a semi-actuated signal without coordination with adjacent signals. All intersection movements will operate at acceptable service levels for all scenarios. The westbound movement is projected to operate at LOS D: however there are a small number of vehicles that are affected by this movement.

W. Kilgore Road and Oakland Drive

This intersection was analyzed as an actuated signal without coordination with adjacent signals, per the signal timing information provided by the City of Kalamazoo. At the request of the City of Kalamazoo, the traffic signal cycle length was re-set at 120 seconds for this analysis. With this cycle length, all intersection movements will operate at acceptable service levels for all scenarios.

Angling Road and Oakland Drive

This intersection was analyzed as an actuated signal without coordination with adjacent signals, per the signal timing information provided by the City of Kalamazoo. At the request of the City of Kalamazoo, the traffic signal cycle length was set at 120 seconds. All intersection movements will operate at acceptable service levels for all scenarios without modifications other than the re-timing of the traffic signal. The eastbound movement is now projected to operate at LOS D for all KVFC scenarios: however the change is a function of the change in cycle times made at the request of the City of Kalamazoo, not due to KVFC traffic volumes.

Service level summary tables are presented in Appendix E.

6.0 RECOMMENDED MITIGATION MEASURES

The critical intersection in all traffic flow models examined is the intersection of Vincent Road and Oakland Drive. Here the volume of vehicles entering and leaving the KVFC site (using 1600 seats as the volume threshold) places significant traffic loads on the intersection approaches servicing Vincent Road. The current stop sign configuration for the

eastbound approach, combined with moderate traffic volumes on Oakland Drive and the potential for undesirable service levels documented above, suggest that under this KVFC site development scenario a traffic signal and limited intersection improvements would realize improved traffic operations. Unfortunately, only one of eight traffic signal warrants would be met during KVFC church service times and therefore a traffic signal would not result in an overall benefit to the traveling public..

Since a traffic signal is not warranted, it is necessary to find other less restrictive measures that will improve safe traffic movements. An appropriate mitigation measure would be the use of uniformed police officers to manually direct traffic during times of congestion for the relatively short time periods during the weekends when KVFC traffic is entering and exiting the area. One officer will be needed at the intersection of westbound I-94 Off Ramp/Oakland Drive and another officer will be needed at the intersection of Vincent Avenue and Oakland Drive. Since these intersections are 310 feet apart, the two officers will coordinate movements through both intersections to move traffic queues through the area. Once traffic patterns stabilize, the officers can return assignment of right of way to the existing traffic control devices currently in place at these intersections.

KVFC prefers to contract directly with the City of Portage Police Department to provide officers at the two intersections or, if that is not possible, the Kalamazoo Sheriff's Department would be offered a contract to provide two officers as described above.

In order to provide for the storage needs of traffic eastbound on Vincent Avenue, a 300-foot long right turn lane should be constructed along the eastbound approach to Oakland Drive. This right turn lane will provide a staging area for traffic turning right onto Oakland Drive and traveling in the southbound direction.

The remaining existing traffic signals along Oakland Drive to the north were not changed with respect to existing signal timing, except that the two traffic signals under the control of the City of Kalamazoo were modeled with a 120-second cycle length, at the city's request. The resulting service levels are acceptable for all approaches.

The optimization of the two I-94 ramp signals under MDOT jurisdiction resulted in acceptable operations at these locations, with the exception of the southbound approach to the westbound I-94 off ramp signal. Here a traffic control officer will be needed to assure that traffic does not backup through the Vincent Avenue intersection.

Recommended Mitigation Strategy:

- Optimize the two MDOT controlled traffic signals at the interchange ramp intersections. Since MDOT traffic engineers typically accomplish traffic signal re-timing during the normal course of business, it is not believed that this strategy places any burden on MDOT officials.
- Widen Vincent Road from Oakland Drive to 300 feet to the west to provide two eastbound lanes. This widening will accommodate the maximum right-turn queue storage length for eastbound Vincent Road traffic.
- Assign two traffic control officers to manually direct traffic through the intersections of Oakland Drive and the westbound I-94 Off Ramp and at Vincent Avenue and Oakland Drive.

NEIGHBORHOOD CUT-THROUGH TRAFFIC

There have been concerns expressed that KVFC traffic exiting the site would choose to travel west along Vincent Road and ultimately gain access to Oakland Drive via Angling Road. The analysis indicates that eastbound traffic delays at the Vincent Road intersection will be less than 35 seconds in length per vehicle, during those times the intersection is under police officer control. The travel time that would expire while circumventing the intersection through the Angling neighborhood was calculated to be greater than 200 seconds. Although Angling Road is a public street and available for use by any legal vehicle, it is not logical to conclude that significant KVFC exiting traffic will choose to travel through the Angling Road neighborhood.

A separate analysis has been prepared considering traffic impacts at this intersection if all of the KVFC membership that desires to travel north along Oakland Drive used Vincent and then Angling to gain access to northbound Oakland Drive.

PEDESTRIAN SAFETY

The Angling Road residential neighborhood laying west and north of the KVFC site holds the potential for seeing some minor increases in traffic flows associated with the development of the KVFC site. There have been concerns raised that this increase will create hazardous conditions for pedestrians and other non-motorized travel modes currently using Angling Road. This analysis predicts that a relatively small number of KVFC vehicles will use Angling Road for any purpose. A review of street conditions along Angling Road indicated that pedestrians and other non-motorized travel modes must use the street surface. There are no sidewalks or non-motorized paths currently in place to separate these modes from vehicle paths. There are no painted crosswalks at intersections. Regardless of the impact of KVFC vehicles on these residential streets, consideration should be given to the installation of sidewalks and/or non-motorized paths to provide a safe place for pedestrians and bicyclists to travel. Both the City of Portage and the City of Kalamazoo have sidewalk programs available for implementation in areas that exhibit the roadside characteristics of the Angling Road neighborhood. KVFC is proposing to install sidewalks along the Vincent Avenue frontage.

7.0 SITE DRIVEWAY REVIEW

SIGHT DISTANCE

Driveway sight distances were reviewed for the proposed driveways serving the KVFC site. Given the proposed grading plan and brush removal improvements, the sight distance is appropriate.

LEFT-TURN & RIGHT-TURN TREATMENTS

The current Vincent Road geometry does not provide any right turn or left turn lanes at any access location. Since only 3 % of the inbound trips destined for the KVFC site would use Angling Road from the west, no left turn storage lane is needed at any of the access locations.

The site driveways were reviewed for a right-turn bay application per the MDOT right turn bay chart. One-third of the trips entering the total site were applied to each driveway. This

review determined that a westbound full right turn lane would be needed for each. However, since the vast majority of traffic approaching the three driveways will access the KVFC parking lot, there will be few conflicts between westbound through vehicles and right-turning vehicles. For this reason, the provision of right turn lanes is not recommended. Right turn lane analysis results are provided in Appendix G.

APPENDIX A

TRAFFIC COUNT DATA
TURNING MOVEMENT DIAGRAMS

C & W Consultants, Inc.
1126 N. Main St.
Rochester, MI 48307

April 28, 2008

Mr. Nelson Karre
Vandervoort, Christ and Fisher P.C.
Fifth Third Building
Suite 312
67 West Michigan Avenue
Battle Creek, MI 49017

Re: Kalamazoo Valley Family Church Review
Our File No. CW1843-08

Dear Mr. Karre:

C&W Consultants, Inc. submits this review regarding the revisions to trip generation estimates and findings prepared by Midwestern Consulting on or about April 21, 2008. Information used to develop this analysis includes:

- Multiple iterations of the Traffic Impact Study prepared by Midwestern Consulting.
- Several City of Portage, City of Kalamazoo and Michigan Department of Transportation memos regarding this project.
- Aerial photographs and maps available from local offices.
- Institute of Transportation (ITE) trip generation data including Volume 1, 7th Edition Users Guide.
- Two (2) site inspections.
- Meetings with Mike West, AICP and Dallas Williams P.E. of the City of Portage.

The resulting 80% occupied analysis reduced forecast traffic forecast volumes from the previous studies and represents a consensus that the Church is rarely full. In addition, the reduction in traffic volumes led to a direct reduction in necessary off-site

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roadway improvements. The intent of this report is to address the error in the thought process and to make you aware of potential traffic impacts of this substantive project.

The idea of reducing traffic forecasts apparently resulted from a private meeting between the application (Church), its consultants and several government staff members. I asked to be allowed to attend this meeting as a professional representative of the neighbors however, my request was denied. In addition, copies of the meeting minutes were requested but none were maintained. As detailed below, the idea of reducing **average** peak hour traffic 20% is incorrect. Additionally, the addition of between 554 and 672 left turn traffic movements from a single left turn lane on northbound Oakland Drive to a single westbound Vincent Avenue will have great impacts on Saturday evening and Sunday morning traffic flow along Oakland Avenue, including I-94 ramp traffic, north-south thru traffic and emergency vehicle services.

What Are Trip Generation Estimates?

The Institute of Transportation Engineers (ITE) compiles **average** automobile trip forecasts for various land uses and development projects. The 7th Edition is the current guideline and was the basis of both Midwestern Consulting's and C&W Consultants, Inc. analysis. The data is acquired from various consultants, analyzed and presented in both average and regression format. C&W Consultants, Inc. personnel have in the past submitted data for inclusion in the Trip Generation publication.

What is important is the analysis indicates **average** trip generation – not highest and not lowest. In the Church category (Land Use Code 560), the Sunday peak hour generator is based upon a sample size of 25 studies (both square footage and seating) and has a relatively high regression coefficient of between 0.71 and 0.75. The Standard of Deviation of the analysis ranges from 8.31 to 0.83 with Sunday seating averages having the lesser standard of deviation. The independent variables of square footage and seating are used as the basis of forecasting average traffic. The traffic forecasts do not anticipate full Church occupancy, only average occupancy.

The regression analysis does not anticipate 100% occupancy of the Church but **average** service occupancy. The traffic count forecasts are **not** based upon Easter/Christmas services, but rather **average** Sunday traffic service demands that are anticipated during the 104 services throughout the year.

More sophisticated statistical analysis of two (2) standard deviations can provide a 95% reliability traffic estimate for the peak holiday services, but that work is beyond the scope of a typical traffic study.

What the 20% reduction simply means is that the revised traffic estimate represents a smaller Church of 1600 seats and 68,000 s.f. The trip generation is not **representative** of the proposed development.

Traffic Improvements

The Kalamazoo Valley Family Church (KVFC) proposed adding two (2) new driveways from the new parking lot to Vincent Avenue. All three (3) driveways will feed into the single eastbound Vincent Avenue lane and proceed to the STOP sign controlled Vincent/Oakland intersection. The exit drives will be delayed for considerable periods, however, they will aid traffic flow along Vincent inbound to KVFC.

Trip Generation By The Church Is Not The Same As Residential Home Development

Planning forecast estimate that this Church site could support an alternative residential development of 100 homes. Daily trip generation for a 100 home development is detailed below:

Typical Trip Generation For Single Family
Home Development of 100 Homes

	Total Trips	Enter	Exit
Total Daily	1000	500	500
Peak Hour AM	80	20	60
Peak Hour PM	107	68	39

A single family development will add approximately 10% of the forecast peak hour traffic volumes created by the Church.

Traffic Signal Warrant Analysis

The close proximity of the Vincent/Oakland intersection to the I-94 signalized exit ramps required a unique signal plan. When asked for Warrant Analysis, Midwestern Consulting concluded that the installation of a $200,000 signal was **not warranted**. This finding is correct but conflicts with the recommendations of the Traffic Report wherein dual left turn lanes and an actuated signal was recommended. C&W Consultants concurs that a signal is **not warranted** at the Vincent/Oakland intersection and is not a solution to

the forecast traffic created by KVFC. The incredibly high left turn movements from Oakland to Vincent cannot be maintained and will create an unacceptable service level for traffic flows along Oakland without substantial improvements to the road network.

Police Control of Intersection

Police controlling traffic at the Vincent/Oakland and I-94 ramp/Oakland intersections will assist traffic. However, with consideration of thru traffic volumes, traffic flow along the entire stretch of Oakland will be adversely impacted during Church generated peaks. The 554 to 672 left turns from Oakland to Vincent will seriously disrupt and impede Saturday evening traffic flow along Oakland. This will lead to substantial traffic delays increased property damage accidents (low speed), driver frustration and generally unfavorable roadway conditions.

The Solution

Typical intensive development as proposed by KVFC relies upon several arterial road access points. This includes several properly spaced access points to one or more multi-lane arterial roadways. Corner locations are preferred.

The Church building must be sized to the local road network. That is, the building and seating must be either substantially reduced or the road network substantially increased. In addition, direct access to an improved and widened Oakland Drive is necessary to support a 2,000 seat, 85,000 s.f. church building. Automobile trip forecast on average Saturday evenings and Sunday mornings require these improvements.

Questions to be Considered

Meetings with the City Staff resulted in a request for specific questions regarding the traffic analysis. Specific questions are:

Trip Generation

- What is the basis of reducing average trip generation rates by 20%?
- What is the regression coefficient and standard of deviation of the reduced traffic forecast?

Capacity Calculation

- How are capacity calculations for the unsignalized traffic flow at the Vincent/Oakland intersection complete?
- What will be the average and maximum delay for thru traffic traveling northbound and southbound on Oakland before, during and after Saturday evening and Sunday morning services?

Peak Hour Factor

- Typical Church analysis reveals that 70% of all traffic to the event occurs in the last 20 minutes before service begins. How was this peak period factored into the intersection models? All work appears to anticipate uniform traffic volumes throughout the peak period.

Exit Times

- How long will it take for the Church parking lot to empty after services?
- How long will it take for the Vincent/Oakland intersection to return to acceptable traffic volumes?

Emergency Access

- A high level of anticipated congestion, 672 single lane left turns from Oakland Drive to Vincent Avenue and a southbound opposing thru movement of 430 vehicles, leads to substantial delays. Are City emergency service routes being considered for modification?
- Again, what is the longest vehicle delay through the intersection?

Future Growth and Additional Services

- Current plans before the City call for high levels of traffic congestion on 104 hours per year (twice per week). How will non-average holiday and special event Church services be addressed?
- What congestion growth rate is anticipated for this congregation?
- How will second and third Church services be addressed? Presumably, two-way volumes, enter and exit, will occur.

Conclusion

C&W Consultants, Inc. has completed traffic analysis for many projects, including 500,000 s.f. industrial buildings, office corridors, churchs and numerous fast foods restaurants.

Based upon our review we find that the 20% reduction in trip generations is little more than a recognition that the presented plan does not fit the existing road network. Unacceptable, traffic delays, intersection blockage and a long delay queue will be created by this intensive development.

C&W Consultants, Inc. wishes to thank the Portage City staff for their assistance and cooperation. Mr. West and Mr. Williams gave considerable time to me to answer questions, provide background materials and general discussions regarding this project. We sincerely appreciated their cooperative manner.

Respectfully submitted,

C&W CONSULTANTS, INC.

Jonathan R. Crane P.E.

JONATHAN R. CRANE, P.E.

1126 N. Main
Rochester, Michigan 48307
(248) 650-8000

EDUCATION:

* General Motors Institute - Bachelor of Industrial Engineering.
* Georgia Institute of Technology - Master of Science, School of Civil Engineering.
* Georgia Institute of Technology - Master of City Planning
* Detroit College of Law - Juris Doctor

LICENSES:

Professional Engineer:	Michigan No. 24718
Professional Engineer:	New Jersey No. 25317
Professional Engineer:	Ohio No. E-050062
State Bar of Michigan:	Michigan No. P-33749

SOCIETIES:

American Society of Civil Engineers
Institute of Transportation Engineers

EXPERIENCE:

1984 to Present: C & W CONSULTANTS, INC. - President of a Traffic and Transportation Engineering Firm.

1978 to 1984: PROFESSIONAL ENGINEERING ASSOCIATES, INC. - Transportation Engineering - Responsibility for all traffic engineering and transportation planning work, including planning, design and implementation of improvements; Development Impact Analysis, traffic engineering operations, and traffic safety studies; extensive work regarding accident reconstruction and analysis.

1974 to 1978 GM TRANSPORTATION SYSTEMS DIVISION - Project Engineer - Transportation Engineering - Design and installation of transportation system instrumentation for transportation planning and traffic engineering - part of GM Automatic Vehicle Monitoring and Location Program.

1973 METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY Intern Planner - Planning Department - Experienced in travel demand analysis and land use modeling.

1967 to 1972 GM FISHER BODY DIVISION - Junior Production Engineer - Supervisor of Tool Repair area with responsibility for arranging work schedules and maintaining parts inventory; GMI student working in all areas of manufacturing plant activities

PUBLICATIONS:

"Rapid Busways" - National Honor Student Award, American Builders Association, 1974.

"Contra-Flow Bus Lanes" - Research Project, submitted to Metropolitan Atlanta Rapid Transit Authority and Georgia Institute of Technology, 1974.

"An Analysis of Procedures Involved in the Transfer and Handling of Production Dies" - Fifth Year Thesis submitted to General Motors Institute, 1972.

"Determining a Vehicle's Speed by Using Energy Equations" - ATLA News, Michigan and New Jersey, 1982.

"What Difference Does an Expert Witness Make" - Michigan State Bar Journal, December 1981.

"Graphic Testimony and Presentations" - Trial Diplomacy Journal, 1982.

JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
KALAMAZOO TRANSPORTATION SERVICE CENTER

KIRK T. STEUDLE
DIRECTOR

April 25, 2008

Mr. Christopher Forth
Deputy Director of Planning and Development Services
City of Portage
7719 South Westnedge Avenue
Portage, Michigan 49002

Dear Mr. Forth:

The Michigan Department of Transportation (MDOT) has received the latest Traffic Impact Study (TIS) regarding the Kalamazoo Valley Family Church (KVFC). This TIS, was reviewed for possible impacts that the additional traffic from the KVFC might have on the traffic signal controlling the entrance/exit ramps of westbound I-94 and the whole Oakland Drive interchange.

MDOT concurs with the latest mitigation suggestion regarding traffic control at the intersection of the westbound I-94 entrance/exit ramps and Oakland Drive. The mitigation strategy of using a uniformed police officer to manually direct traffic through this intersection during the weekend times when the people attending KVFC will be entering and exiting the area is acceptable to MDOT. This police officer will coordinate movements through the westbound I-94 entrance/exit ramps and Oakland Drive intersection with the police officer stationed at the intersection of Oakland Drive and Vincent Avenue.

As KVFC grows (and other vacant land along Vincent Avenue is developed), there may be potential changes that will need to occur in roadway geometry, traffic signalization, or pavement markings. At that time, MDOT will be willing to consider a split-phase operation at the westbound I-94 entrance/exit ramps and Oakland Drive intersection or other options that would provide for the public's safety and mobility.

MDOT would like to thank you once again for the opportunity to work with the City of Portage, KVFC, and other stakeholders to arrive at a traffic mitigation strategy that provides for optimal safety and mobility of all travelers during each day of the week. If you have any questions, please contact me at 269-375-2570.

Sincerely,

Pete Pfeiffer

Pete Pfeiffer, PE
Manager, Kalamazoo TSC

PAP:MB:

cc: Jason Firman
Michael Bippley
Bobbi Welke

Kalamazoo Department of Public Safety
OFFICE OF THE CHIEF
150 E. Crosstown, Suite A
Kalamazoo, Michigan 49001-2348
(269) 337-8123
Fax (269) 337-8141

April 17, 2008

Pastor Jeff Jones
Valley Family Church
995 Romence Road
Portage, MI 49024

Dear Pastor Jones:

The Kalamazoo Department of Public Safety is committed to insuring the safety and welfare of all citizens and visitors to the City of Kalamazoo. This includes providing attention to traffic safety issues as they arise.

Since March 2001, the Kalamazoo Department of Public Safety has been providing traffic assistance to Calvary Bible Church on Drake Road. One or two Public Safety officers provide traffic support during peak times as the Calvary services dismiss. This alleviates congestion on Drake Road and provides a safe passage for those leaving the Calvary Bible Church parking lot and for those traveling on Drake Road.

The Kalamazoo Department of Public Safety also provides officers to alleviate traffic congestion during and after events at Kalamazoo Wings Stadium. During large events, the area in and around Covenant Road and Sprinkle Road have extremely heavy traffic. Officer support at these events means better traffic safety provided to event-goers and citizens on Kalamazoo streets.

With the move of the Valley Family Church to their new facility on Vincent Road, there may be times when traffic safety is an issue. The intersection of Angling Road and Oakland Drive is within the City of Kalamazoo's jurisdiction and if the Valley Family Church needs assistance, it would be possible to provide Public Safety officers at this intersection during the times that the church services dismiss to provide for increased traffic safety and smoother traffic flow.

If you would like to discuss this further, please feel free to give me a call. The Kalamazoo Department of Public Safety would like to assist in any way to help transition Valley Family Church to their new facility.

Sincerely,

Jim Mallery
Interim Chief

April 23, 2008

Tom Fox, Chairman
City Of Portage Planning Commission
7900 S. Westnedge
Portage, Michigan, 49002

RECEIVED
APR 25 2008
COMMUNITY DEVELOPMENT

Dear Mr. Fox:

My wife and I attended last Thursday's five hour Planning Commission meeting where Valley Family Church, owners of the property at 2500 Vincent Drive have petitioned the city for a special land use permit in order to develop the property as a church site. My purpose in writing is to add a point in support for the approval of the petition.

No one spoke of how an increase in traffic on Oakland Drive would affect the quality of life of those living on or just adjacent to that street. And that is the point I wish to raise with this letter.

Oakland Drive can be a busy road at times. For the past 13 years we have lived at 2016 Greenbriar Drive, Portage, which is just two doors away from Oakland Drive. During this time, the traffic has increased with the growth of the area, but has never become a problem for my wife or myself as we move in and out of the development for work and activities.....no back up's, no traffic jams....nothing unusual. In fact, I was amazed to learn that there are 24,000 cars moving back and forth on Oakland.....I believe this figure was for the five day period of Monday through Friday. So the addition of 400 cars on Saturday and 500 cars on Sunday is a very small incremental increase. I should add that the cars will probably arrive at the church over a 30 minute period with no further activity over the next hour and one half and then at the end of the services, the cars would leave the area and be on their way over another 30 minute period....an orderly entrance and an orderly exit.

Synchronized traffic lights and Portage police (paid by the church) will be an enhancement but may prove to not be needed. As a resident of a home just two doors away from Oakland Drive, our position is that the addition of a few more cars on Saturday evening and on Sunday morning will present no

problem to my family, and we would welcome the arrival of VFC to the Vincent Avenue location.

Portage is known as a city that does things right. Now we are asking the Planning Commission to do the right thing and approve the special land use permit.

Thank you,

Sincerely,

Merle McCoy
Jan Ann McCoy
Merle & Jan McCoy

From: Deva Ludwig <devaludwig@chartermi.net>
To: <stephent@portagemi.com>
Date: 4/24/2008 9:10 AM
Subject: Special Land Use Permit on Vincent

Dear Planning Committee,

I live at 2616 Sunnybrook Drive, Kalamazoo. I have been following the Valley Family Church's request from Portage for a special land use permit for building their Mega Church on Vincent Road. I have attended two Portage Planning Committee meetings and I understand that you will probably make a decision on May 1.

I feel that this is a unique situation because the city of Portage's decision will affect my neighborhood in Kalamazoo. I am especially concerned about the traffic situation and do not feel that a church of it's size and projected growth should be built in this existing neighborhood as I do not feel we can handle the traffic it will bring.

I am very concerned about the intersection of Angling and Oakland, which in my opinion, is already dangerous. It is on an angle, on a slight hill, with no shoulder and no sidewalk. Joggers, walkers, bikers, must be in the street on the section of Angling between Sunnybrook and Oakland. It is also a wildlife crossing, where deer, duck, geese, swans, and turtles all cross, which can be a traffic hazard. I do not think that the impact on this Kalamazoo intersection was properly addressed at the Planning Committee meetings. I have always thought that intersection was an accident waiting to happen, although so far it has a good safety record. I think with the increased traffic the Mega Church will bring the possibility for accidents only increases.

Even with the recent, positive changes to the light, cars on Angling sometimes have to wait 5 minutes to get a green light so they can make a left hand turn on to Oakland. I must admit that on at least two occasions in the past year I have turned left on a red light because I waited so long. And when the light does change to green no more than 3 cars can make a left on to Oakland before the light turns red again. Oftentimes only two cars are able to turn left because there is sometimes a car that has been waiting to make a left turn from Oakland on to Angling, which delays the cars on Angling.

I resent the fact that Portage has all the decision power over this in my Angling neighborhood. I will continue to actively voice my objections to both the City of Portage and Kalamazoo to stop this development from negatively impacting my neighborhood.

Thank you,

Deva Ludwig
2616 Sunnybrook Drive
Kalamazoo, MI 49008

Christopher Forth - Valley Family Church (Kalamazoo) Expansion

From: "N M Sachritz"
To:
Date: 4/19/2008 10:22 AM
Subject: Valley Family Church (Kalamazoo) Expansion
CC: ,

Portage Planning Commission
c/o Mr. Chris Forth, Deputy Director of Planning and Development Services
Portage City Hall
7900 South Westnedge Avenue
Portage, MI 49002

Dear Mr. Forth and Commissioners:

Much was said at the 4/17 meeting. Too much. However, there were a few things that were not said.

A priest mentioned that his denomination grows churches to a certain size and then births a new church. The implication was that VFC should, too. That is a personal preference. While that is one model, it is not VFC's model. You would not prohibit a Meijer just because some people prefer D&W or Sweet Convenience. Likewise, determining a church's "business" model is not the role of the commission. We know that you know that.

In VFC's model, size does matter to some extent. The church is not saying that bigger is better. Bigger is different. But bigger does mean more resources with which to provide the social services we do.

One of the neighbors' concerns was that the church will have the potential for unlimited growth. This is simply not true. The reason VFC wants to expand at the Cathedral is because growth is not possible where we are. There are physical constraints. There are physical limitations at the Cathedral site, too. We will grow. But there is a limit.

Lastly, I want you to know, that we know, that you are the Portage Planning Commission. Not the Church Planning Commission. Not the Angling-Vincent Planning Commission. Your mission is to plan for the city as a whole. We thank you for doing just that.

With warmest regards,

Nathan M. and Ann B. Sachritz
1560 Brookmoor Lane
Portage, MI 49024

Christopher Forth - FW: Portage Planning Commission

From: "Jeff Jones"
To: "Christopher Forth"
Date: 4/19/2008 11:20 AM
Subject: FW: Portage Planning Commission
CC:

Dear Mr. Forth:

We received this email from Dr. Felton on Friday and it looks like he was wanted us to forward it to you.

Thank you-

Jeff & Beth Jones
Senior Pastors
Valley Family Church-Kalamazoo

From: JL Felton [mailto:jlf2@sbcglobal.net]
Sent: Friday, April 18, 2008 2:58 PM
To: Jeff Jones; J. Louis Felton
Subject: Portage Planning Commission

THE GALILEE BAPTIST CHURCH
1216 North Westnedge Ave.
Kalamazoo, Michigan 49007
Dr. J. Louis Felton, Pastor

Portage Planning Commission
Portage City Hall
Portage, Michigan
c/o Pastors Jeff & Beth Jones

Dear Portage Planning Commission;

I am writing to you in support of the Kalamazoo Valley Family Church, the fastest growing church in Kalamazoo County. We have a jewel among us in the KVFC Family, and the benefit of their tremendous presence extends to all of Western Michigan.

I fully support the vision of Pastor Jeff Jones and Pastor Beth Jones, a dynamic duo of gospel ministry, and a powerful force in both the Portage and Kalamazoo cities, as well as the surrounding area. May you find the balance necessary to facilitate the expansion efforts of this great church campus, so that all of us can continue to experience the positive influence of Kalamazoo Valley Family Church.

Sincerely,

Dr. J. Louis Felton
The Galilee Baptist Church
Kalamazoo, Michigan

From: "Ed Sackley, Mayor Pro Tem - City of Portage, MI" <edsackley@msn.com>
To: "Frankie Holzbach" <frankie@chartermi.net>
Date: 4/19/2008 2:24 PM
Subject: Re: About the Family Church debate

CC: "Evans, Maurice" <evansm@portagemi.com>

Hi, Frankie!

The application of Valley Family Church is pending before the Planning Commission, not City Council. The elected body does not get involved under state law unless a zoning change is requested, which doesn't apply in this case. I am forwarding you message to City Manager Evans so that he may direct it to city staff and the Planning Commission. Thanks for your comments!

Ed
Sent via BlackBerry by AT&T

-----Original Message-----
From: "Frankie Holzbach" <frankie@chartermi.net>

Date: Sat, 19 Apr 2008 14:12:58
To:<edsackley@msn.com>
Subject: About the Family Church debate

Dear Ed,

I have listened and watched with some interest the hoopla over the Family Church and the Angling Road neighborhood. Last night I read you are waiting to see the results of the traffic survey of weekday traffic, and it occurred to me, since I am not going that way as much since the construction in the Oakland bridge area, I won't be counted as part of the traffic. Mine is a temporary situation and will end when it's more convenient to go that way again, but I wonder how many others won't be reflected for the same reason as me?

I fail to understand what the argument of more traffic to restaurants and shopping has to do with this church and its chosen location? While I'm at it, the argument that the couple who pastor the church are kind, considerate, caring, etc. people is fine, but they won't be there forever, and the monument they are building will.

I assume you have surveyed the opinions of the neighborhood at the present church's location on Romence. They should give some insight as to whether the Family Church is a good neighbor.

Summary
1. Traffic survey will not reflect the usual traffic because of construction detours.
2. The argument of more patronage of restaurants and shopping, in my opinion, is irrelevant to the debate.
3. The opinions of the Romence Road neighborhood surrounding the Family Church should be considered.

Frankie Holzbach
6347 Trotwood St
269-327-0293
frankie@chartermi.net

Christopher Forth - Re: The Family Church debate

From: "Margaret O'Brien"
To: "Frankie Holzbach"
Date: 4/21/2008 7:15 AM
Subject: Re: The Family Church debate
CC: "Maurice Evans"

Dear Frankie,

Thank you for contacting me! I would like to share some thoughts with you:
1. The Planning Commission is the body that has the oversight of this issue. Council will not be approving this project nor does council have any role in this project.
2. I do attend this church, so I have not been participating in this process, except to provide clarification or information on any of the processes. Even if this did come in front of council (which it will not), I would not participate in any decision since I would have a conflict of interest.
3. The traffic study was performed prior to the shutting down of the ramp to 94 (I do not have the exact dates), sometime late last year I believe. The traffic study engineers can take into consideration road construction that may be limiting traffic. The company that was hired has done work in Portage before and is well known to city staff.
4. The planning commission has a process of what information they use in decision making. You mentioned surveying the neighbors on Romence Road. While that is a great idea, it is my understanding that that is not part of the decision making process. It comes down to traffic, building specifics and items that pertain directly to Portage's ordinances and zoning.
5. The opinions of the Angling road neighbors is one factor. You mentioned points that should or should not be considered. The planning commission will not consider economic impact to Portage, and the planning commission will consider neighborhood comments they have direct control over. While both parties offer great information about their church and neighborhood, not all of it can be considered or used into the decision making process.

I am cc'ing our city manager so he can correct anything if I misspoke and he can pass your concerns onto the planning commission.

I hope I addressed the concerns you shared. This project has been emotional for both parties. I am confident the planning commission will consider all comments and information.

If you would like to attend the next public hearing, it will be on May 1st. Thank you again for contacting me- it is wonderful to see that Portage residents care about their community and other neighborhoods. Please let me know if I can offer any other information.

Thanks again,

Margaret

On 4/19/08, **Frankie Holzbach** <frankie@chartermi.net> wrote:

Dear Margaret,

I have listened and watched with some interest the hoopla over the Family Church and the Angling Road neighborhood. Last night I read you are waiting to see the results of the traffic survey of weekday traffic, and it occurred to me, since I am not going that way as much since the construction in the Oakland bridge area, I won't be counted as part of the traffic. Mine is a temporary situation and will end when it's more convenient to go that way again, but I wonder how many others won't be

reflected for the same reason as me?

I fail to understand what the argument of more traffic to restaurants and shopping has to do with this church and its chosen location? While I'm at it, the argument that the couple who pastor the church are kind, considerate, caring, etc. people is fine, but they won't be there forever, and the monument they are building will.

I assume you have surveyed the opinions of the neighborhood at the present church's location on Romence. They should give some insight as to whether the neighbors have a case or not.

Summary
1. Traffice survey will not be a true picture of usual traffic because of construction detours.
2. The argument of more patronage of restaurants and shopping does not hold water.
3. The opinions of the neighborhood existing present with the Family Church should be considered.

Frankie Holzbach

6347 Trotwood St

269-327-0293

frankie@chartermi.net

Frankie Holzbach

Women With Dreams Team

269-327-0293

866-343-1244

frankie@chartermi.net

http://frankie.womenwithdreams.net

--
Margaret O'Brien
Portage City Councilwoman

effrey Erickson - Request for Planning Commission

rom: "Harry Ledebur" <Ledebur@nanomedpharm.com>
'o: <ericksoj@portagemi.com>
ıate: 4/22/2008 1:18 PM
ubject: Request for Planning Commission
'C: "Harry Ledebur" <Ledebur@nanomedpharm.com>

lr. Erickson,

recently moved to the Angling community and have attempted to come up to speed the debate surrounding ıe VFC expansion. As I reviewed the materials, one item seemed to be missing from the traffic study. pecifically, an analysis that takes into account multiple VFC services on Saturday and Sunday. Although ıe church states they will only conduct one service on Saturday and one on Sunday, I am of the belief there no way to prevent the VFC from booking multiple services on those days. To that end, I do not believe the ty can legally regulate and/or restrict the number of services per day at VFC, as it would be in opposition to ederal law. Even if the city initially put a collar on the number of services, I highly doubt this would be pheld upon appeal. Moreover, it would be naïve to assume that VFC would voluntarily limit the number of ervices/day, as the VFC is expanding and will draw additional attendance over time that may dictate dditional services and/or the need to create more flexibility for attendees.

multiple services were to occur on Saturday and Sunday (as they currently are), this would entail traffic aving and arriving from the church at the same time. To my knowledge, the current modeling only takes ıto account a single service, unidirectional traffic. Therefore, I believe it would behoove the Planning ommission and debate to conduct an additional traffic study that takes into account multiple services.

would appreciate if you could forward the request above to the Planning Commission for consideration. hank you.

egards,

larry

arry C. Ledebur, Jr., Ph.D.
P R&D, CSO
anoMed Pharmaceuticals®, Inc.
107 Elm Valley Drive, Room B1210
alamazoo, MI 49009
hone: (269) 488-8526
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ttp://www.nanomedpharm.com

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effrey Erickson - Comments for Planning Commission

'rom: "Daniel Smith" <danielbrentsmith@gmail.com>
'o: <tom_f@kiarts.org>, <forthc@portagemi.com>, <ericksoj@portagemi.com>
ıate: 4/24/2008 3:51 PM
ubject: Comments for Planning Commission

Portage City Planning Commissioners,

We would like to input additional thoughts for your consideration as you make your decision on the VFC applicant special permit
and site plan for the Vincent Drive property.

There were many comments made by VFC members in support of the special use permit at the April 17th meeting. However, they only reinforced the neighborhood's contention that the expansion project on Vincent Drive would cause unsupportable traffic volumes for the area due to growth of this dynamic institution. Speaker after speaker, on behalf of the applicant mentioned many activities beyond "Saturday night - Sunday morning". Mentioned were Fall Festivals, summer gatherings, Halloween, a skateboard park for 400 kids, and Harley motorcycle rallies. There are large theatrical events coinciding with the major holidays which are advertised on billboards throughout the area, and many more activit It is clear that having a 1500 seat venue will attract even more events. The applicants' remarks underscored our insiste that the City has to make a decision based on what the not-so-distant future will surely bring. The proposed location at Vincent simply is not designed to handle this traffic without disruption to the peace and safety of the neighborhood and to the affected intersections.

Please note that the traffic modeling did not look at scenarios of back-to-back services which are occurring at the current location and which will surely occur in the new location. In addition, effects on the Angling Road / Oakland Drive intersection were not presented.

We would hope that each and every Planning Commission member would take the following test drive during a busy time of the day: Go west on I-94, take the NB Oakland Drive exit, and then turn left on Vincent. You will then get a good idea of how dangerous this maneuver is. Then try to extrapolate this into hundreds of additional cars coming from all directions. Even if we were only talking about Saturday and Sunday, there is the Park-n-Drive lot on Vincent, which gets a lot of activity every weekend, Saturday nights Oakland Drive is busy with folks going places, and on Sunday, there are several other growing churches in the immediate area to add to the mix.

If one were to grant for the sake of argument, that there will be no traffic backup on Oakland or Vincent as members enter or exit VFC, then there should be no objection to the following: Require as a condition on the special use permit that no right turns be allowed out of the VFC driveway. This theoretically will cause no inconvenience to members, since they would naturally take the quickest route (left turn to Oakland). But just in case it does not work out that way, this would give the neighborhood some minimum "insurance" against cars speeding down Angling Road.

We said "speeding down Angling Road", realizing that this does happen far too often even now. The difference is that no we can follow someone to their home in the neighborhood (We have done this) and talk to them about it. If they are fro Plainwell or Galesburg this is a bit more difficult.

We feel that preserving the integrity of our neighborhoods is the most important task before the Planning Commission. The Vincent Drive property is zoned for single family housing, and a mega-church just does not fit.

We are concerned not just for ourselves and for our neighbors, but for the children and families who will be discovering what it means to live in this special place, tucked in between "hill and brook", for years to come.

Best regards and thank you,

Daniel Smith

Jeannette Greselin

3022 Fleetwood Drive, Portage

Christopher Forth - Comments for Planning Commission

From: "Daniel Smith"
To: , ,
Date: 4/24/2008 3:51 PM
Subject: Comments for Planning Commission

Portage City Planning Commissioners,

We would like to input additional thoughts for your consideration as you make your decision on the VFC applicant sp use permit
and site plan for the Vincent Drive property.

There were many comments made by VFC members in support of the special use permit at the April 17th meeting. However, they only reinforced the neighborhood's contention that the expansion project on Vincent Drive would cau unsupportable traffic volumes for the area due to growth of this dynamic institution. Speaker after speaker, on beh of the applicant mentioned many activities beyond "Saturday night - Sunday morning". Mentioned were Fall Festiva summer gatherings, Halloween, a skateboard park for 400 kids, and Harley motorcycle rallies. There are large thea events coinciding with the major holidays which are advertised on billboards throughout the area, and many more activities.
It is clear that having a 1500 seat venue will attract even more events. The applicants' remarks underscored our insistence
that the City has to make a decision based on what the not-so-distant future will surely bring. The proposed locatio Vincent simply is not designed to handle this traffic without disruption to the peace and safety of the neighborhood and to the affected intersections.

Please note that the traffic modeling did not look at scenarios of back-to-back services which are occurring at the current location and which will surely occur in the new location. In addition, effects on the Angling Road / Oakland I intersection were not presented.

We would hope that each and every Planning Commission member would take the following test drive during a busy time of the day: Go west on I-94, take the NB Oakland Drive exit, and then turn left on Vincent. You will then get a good idea of how dangerous this maneuver is. Then try to extrapolate this into hundreds of additional cars coming from all directions. Even if we were only talking about Saturday and Sunday, there is the Park-n-Drive lot on Vincent, which gets a lot of activity every weekend, Saturday nights Oakland Drive is busy with folks going pl and on Sunday, there are several other growing churches in the immediate area to add to the mix.

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Daniel Smith

Jeannette Greselin

3022 Fleetwood Drive, Portage

MATERIALS TRANSMITTED

CITY OF PORTAGE ZONING BOARD OF APPEALS
Minutes of Meeting – August 9, 2010

The City of Portage Zoning Board of Appeals meeting was called to order by Vice Chair Rob Linenger at 7:00 p.m. in the Council Chambers. Approximately 5 people were in the audience.

MEMBERS PRESENT: Timothy Bunch, Rob Linenger, Betty Schimmel, Lowell Seyburn, Marianne Singer, Donald Mordas
MEMBERS EXCUSED: Henry Kerr, David Felicijan, Daniel Rhodus
IN ATTENDANCE: Jeff Mais, Zoning & Codes Administrator, Charles Bear, Assistant City Attorney

APPROVAL OF THE MINUTES: Schimmel moved and Singer seconded a motion to approve the July 12, 2010 minutes as submitted. Upon voice vote, motion was approved 6-0.

NEW BUSINESS:

ZBA# 10-03; 8037 Portage Road: Staff summarized the request for an outdoor 2,731 square-foot fenced animal/patient enclosure area for veterinary hospital animals/patients where the Zoning Code requires all activities to be conducted within a totally enclosed building. Dr. Cynthia Lunney and Dr. Andrew Helmholdt were present on behalf of Portage Animal Hospital. Dr. Lunney agreed with the conditions set forth in the staff report, but stated they needed more than 900 square feet to accommodate more animals at a time, as they anticipated treating more patients when the new facility is completed. Dr. Lunney explained they were also prepared to go with a smaller 1,575 square-foot enclosure that would otherwise meet staff's recommended setbacks and conditions, but would allow more animals to go out at a time than their current enclosure. Seyburn inquired if it was practical for dogs not to have a fence, and what other veterinarians in town do for this purpose. Dr. Lunney stated the fence is essential for the safety of both patients and staff, and that other veterinarians walk their dogs inside enclosures if they have them, or outside if they don't, but having the enclosure was safer. Bunch inquired if the only reason they were requesting the outdoor enclosure was to provide an area for dogs to eliminate. Dr. Lunney stated yes. Linenger inquired what their practical difficulties were. Dr. Lunney stated patient and staff safety.

A public hearing was opened. A letter of support from Treystar Holdings, LLC was read into the record. Seyburn inquired if a new veterinary clinic was established would they be told they couldn't have an outdoor area for dog elimination. Staff responded yes. There being no further comments the public hearing was closed.

A motion was made by Seyburn, supported by Singer, to grant a variance allowing a 1,650 square-foot fenced animal/patient enclosure area for veterinary hospital animals/patients where the Zoning Code requires all activities to be conducted within a totally enclosed building, conditioned upon: 1) the area not extend closer to the south property line than the building; 2) security lighting for the area be mounted on the building only; 3) hospital staff be present any time an animal is in the area; 4) no cages/runs be established in this area. There are exceptional or extraordinary circumstances or conditions applying to the property that do not apply generally to other properties in the same zoning district, which include the safety of staff and patients based on the hours they may be there, and the proximity to two major streets, Portage Road and East Centre Avenue; the variance is necessary for the preservation and enjoyment of a substantial property right, the right to adequate use relating to normally accepted standards for animal hospitals, which is similar to that possessed by other properties in the same zoning district; the immediate practical difficulty causing the need for the variance request was not created by the applicant; the variance will not be detrimental to adjacent property and the surrounding neighborhood inasmuch as the owners of the surrounding properties support the variance; and the variance will not materially impair the intent and purpose of the Zoning Ordinance. In addition, the application and supporting materials, staff report, and all comments, discussion and materials presented at the hearing are to be incorporated in the record and the action of the Board shall be final and effective immediately. After further discussion and upon roll call vote (Linenger-Yes, Schimmel-Yes, Singer-Yes, Seyburn-Yes, Bunch-Yes, Mordas-Yes) motion carried 6-0.

ZBA# 10-04; 9303 Portage Road: Staff summarized the requests for a) a 114 square-foot variance to construct a 686 square-foot first floor of a two-story dwelling, where 800 square feet is required; and b) a four-foot south side yard setback variance where eight feet is required. The applicant, Alex Gwiazdowski, was present to answer questions. Linenger noted that it seemed like the applicant had pretty much settled on a specific house plan and wondered if they had considered alternative floor plans or possibly re-orienting the dwelling to meet setbacks. The applicant

stated he had looked at over 20 different plans but thought this proposal was the best option. Mr. Gwiazdowski stated he thought it preferable to keep the foundation away from the channel and by obtaining a four foot side setback variance, he would be allowed to construct a standard two-stall garage instead of having cars always parked in the driveway, which could potentially cause traffic visibility issues. Seyburn noted there was a split rail fence to the south of the property and inquired if it would in any way impede emergency access to the rear yard. Mr. Gwiazdowski stated the fence belonged to the city and was 8 to 12 feet south of the property line. Seyburn noted moving the dwelling to a more conforming location closer to the channel might actually impede emergency access on the north side of the dwelling, whereas there did not appear to be access issues to the south even if the dwelling were constructed four feet from the south side property line. Mordas expressed concern over vehicles backing out of the driveway onto Portage Road and thought a turnaround should be provided.

A public hearing was opened. As no written or verbal comments were received, the public hearing was closed.

A motion was made by Seyburn, supported by Mordas, to approve: a) a 114 square-foot variance to construct a 686 square-foot first floor of a two-story dwelling, where 800 square feet is required; and b) a four-foot south side yard setback variance where eight feet is required, conditioned upon a suitable turnaround be provided to the south side of the proposed driveway. There are exceptional or extraordinary circumstances or conditions applying to the property that do not apply generally to other properties in the same zoning district, which include that 40% of the lot is taken up by a channel and floodplain, and the property is of limited size and as indoor parking is desirable a side yard setback is needed; the variance is necessary for the preservation and enjoyment of a substantial property right, the right to develop the property which is similar to that possessed by other properties in the same zoning district and in the vicinity; the immediate practical difficulty causing the need for the variance request was not created by the applicant; the variance will not be detrimental to adjacent property and the surrounding neighborhood, and; the variance will not materially impair the intent and purpose of the Zoning Ordinance. In addition, the application and supporting materials, staff report, and all comments, discussion and materials presented at the hearing are to be incorporated in the record and the action of the Board shall be final and effective immediately. Upon roll call vote (Linenger-Yes, Schimmel-Yes, Singer–Yes, Mordas-Yes, Seyburn-Yes, Bunch-no) motion carried 5-1.

STATEMENT OF CITIZENS: None

ADJOURNMENT: There being no further business, the meeting was adjourned at approximately 7:55 p.m.

Respectfully submitted,

Jeff Mais
Zoning & Codes Administrator

CITY COUNCIL MEETING MINUTES FROM AUGUST 24, 2010

The Regular Meeting was called to order by Mayor Strazdas at 7:30 p.m.

At the request of Mayor Strazdas, Reverend Barry Petrucci of the Chapel Hill United Methodist Church gave the invocation and the City Council and the audience recited the Pledge of Allegiance.

The City Clerk called the roll with the following members present: Councilmembers Elizabeth A. Campbell, Margaret E. O'Brien, Patricia M. Randall, Claudette S. Reid and Terry R. Urban, Mayor Pro Tem Edward J. Sackley and Mayor Peter J. Strazdas. Also in attendance were City Manager Maurice S. Evans, City Attorney Randall Brown and City Clerk James R. Hudson.

PROCLAMATIONS: Mayor Strazdas issued a Kalamazoo River Valley Trail Proclamation and a Proclamation commemorating the 85th Birthday of the Kalamazoo Community Foundation.

APPROVAL OF MINUTES: Motion by O'Brien, seconded by Reid, to approve the August 10, 2010 Regular Meeting Minutes as presented. Upon a voice vote, motion carried 7 to 0.

* **CONSENT AGENDA:** Mayor Strazdas asked Councilmember O'Brien to read the Consent Agenda. Motion by O'Brien, seconded by Reid, to approve the Consent Agenda motions as presented. Upon a roll call vote, motion carried 7 to 0.

* **APPROVAL OF ACCOUNTS PAYABLE REGISTER OF AUGUST 24, 2010:** Motion by O'Brien, seconded by Reid, to approve the Accounts Payable Register of August 24, 2010. Upon a roll call vote, motion carried 7 to 0.

REPORTS FROM THE ADMINISTRATION:

* **PORTAGE DOWNTOWN DEVELOPMENT AUTHORITY:** Motion by O'Brien, seconded by Reid, to adopt Resolution No. 2 to Approve Second Amendment to Development Agreement Selling Real Estate and authorize the City Manager to execute the agreement. Upon a roll call vote, motion carried 7 to 0. Resolution recorded on page 83 of City of Portage Resolution Book No. 44.

* **MICHIGAN DEPARTMENT OF TRANSPORTATION CONTRACT – WIDENING OF I-94 FROM APPROXIMATELY OAKLAND DRIVE TO LOVERS LANE:** Motion by O'Brien, seconded by Reid, to approve Contract 10-5539 between the Michigan Department of Transportation and the City of Portage concerning funding for street modifications on South Westnedge Avenue at the Trade Centre Way intersection and adopt a resolution authorizing the City Manager to sign Contract 10-5539 on behalf of the city. Upon a roll call vote, motion carried 7 to 0. Resolution recorded on page 89 of City of Portage Resolution Book No. 44.

* **PROPOSED ONE-YEAR LABOR AGREEMENT WITH THE UNITED AUTO WORKERS:** Motion by O'Brien, seconded by Reid, to authorize the Mayor and City Clerk to execute a one-year labor agreement between the City of Portage and the United Auto Workers. Upon a roll call vote, motion carried 7 to 0.

* **JULY 2010 SUMMARY ENVIRONMENTAL ACTIVITY REPORT AS – INFORMATION ONLY:** Motion by O'Brien, seconded by Reid, to receive the communication from the City Manager regarding the July 2010 Summary Environmental Activity Report as information only. Upon a roll call vote, motion carried 7 to 0.

* **DEPARTMENT MONTHLY REPORTS:** Motion by O'Brien, seconded by Reid, to receive the Department Monthly Reports from the various city departments. Upon a roll call vote, motion carried 7 to 0.

COMMUNICATION:

PARK BOARD CHAIR MARK ANTHONY MARTIN: Mayor Strazdas deferred to City Manager Maurice Evans, who indicated that the Park Board has been investigating options for prohibiting or limiting smoking in city park properties. He noted the existing park rule prohibiting smoking at the Ramona Park beach area, reviewed the results of their internet survey that supported the prohibition and the Park Board recommendation of restricting smoking in playground and picnic shelter areas. City Council expressed various concerns and questions:

Councilmember Reid asked if the rationale of the Park Board was based upon the health considerations of second hand smoke or safety concerns as the effects of second hand smoke in outside areas are not conclusive. Discussion followed.

Councilmember Randall expressed a concern for enforcement as with patrols and any fine that may apply. Discussion followed. City Attorney Randy Brown indicated that it would be like a simple violation of a city ordinance, a civil infraction, and a ticket would be issued. If it were considered a more serious infraction, a person could be subjected to expulsion from the park.

Mayor Pro Tem Sackley noted that the Park Board narrowed the scope of the review to only the playground and picnic shelter areas and expressed a preference for the Administration to review the entire park system.

Councilmember Reid asked if the reason for the smoking ban at Ramona Park beach area was a question of litter or was it based upon safety concerns.

Councilmember O'Brien asked whether the trail system would be included when reviewing the entire park system.

Motion by Sackley, seconded by O'Brien, to refer the communication from the Portage Park Chair Mark Anthony Martin recommending the prohibition of smoking in playground and picnic shelter areas in Portage parks to the Administration for review and recommendation with the understanding that the review not be limited to playground areas, but should include the whole park system.

Councilmember Urban made the suggestion that the Administration check with other municipalities to find out what rules have been established to address this issue. Discussion followed. Upon a roll call vote, motion carried 7 to 0.

UNFINISHED BUSINESS:

* **WATER MAIN EASEMENT, 10619 WOODLAWN DRIVE AND 10625 WOODLAWN COURT:** Motion by O'Brien, seconded by Reid, to reconfirm the Resolution to Relinquish an existing Water Main Easement located on the properties addressed as 10619 Woodlawn Drive and 10625 Woodlawn Court. Upon a roll call vote, motion carried 7 to 0. Resolution recorded on page 91 of City of Portage Resolution Book No. 44.

* **MINUTES OF BOARDS AND COMMISSIONS:** City Council received the minutes for the following boards and commissions:

Portage Human Services Board of May 6, 2010.
Portage Environmental Board of June 9, 2010.
Portage Zoning Board of Appeals of July 12, 2010.
Kalamazoo County Board of Commissioners Regular of July 20, 2010.

BID TABULATION:

* **ICE CONTROL SALT PURCHASE:** Motion by O'Brien, seconded by Reid, to approve the purchase of ice control salt from: Detroit Salt Company in the low bid amount of $52.45 per ton for 3,000 tons at a total cost not to exceed $157,350 for early delivery and North American Salt Company in the low bid amount of $62.19 per ton for 1,300 tons at a total cost not to exceed $80,847 for seasonal backup on an as-needed basis and authorize the City Manager to execute all documents related to these purchases on behalf of the city. Upon a roll call vote, motion carried 7 to 0.

OTHER CITY MATTERS:

STATEMENTS OF CITY COUNCIL AND CITY MANAGER: Councilmember Urban expressed his appreciation to the firefighters he and his four year old daughter observed for forty-five minutes who also allowed her to sit in the driver seat of a fire engine at the end of their training.

Mayor Pro Tem Sackley indicated that he was pleased to see Jerry Albertson at the meeting to accept the Kalamazoo River Valley Trail Proclamation and Juan Olivera to receive the Proclamation commemorating the 85th Birthday of the Kalamazoo Community Foundation and revealed his dream of riding his bike from the Portage Public Library to South Haven.

Mayor Strazdas invited City Council to accompany him and some Kalamazoo County officials to the east side of the state on Saturday, August 28, 2010, from 7 a.m. to 6 p.m. to tour the Regional Farmers Market in consideration of a regional farmers market for the Southwest Region.

ADJOURNMENT: Mayor Strazdas adjourned the meeting at 8:00 p.m.

_____

James R. Hudson, City Clerk

***Indicates items included on the Consent Agenda.**