HISTORIC DISTRICT COMMISSION

June 6, 2024 - 6:00PM
Saugatuck City Hall
102 Butler St. Saugatuck, MI 49453

Our Purpose
Protect, celebrate, and advocate for the historic fabric of Saugatuck. We are caretakers of something special, carefully preserving what we love today for those who come after us to enjoy tomorrow.

1. **Call to Order**
2. **Roll Call**
3. **Agenda Changes/Additions/Deletions**
4. **Approval of Minutes:**
   - **A.** Minutes of Regular Meeting held on May 2, 2024
   - **B.** Minutes of Special Meeting held on May 7, 2024
5. **Public Comments on Agenda Items** *(Limit 3 Minutes)*
6. **Unfinished Business:**
7. **New Business:**
   - **A.** Lake Street / Blue Star Highway Intersection – Shift pallet sign (5 ft), installation of traffic and pedestrian signals, and construction of a multi-model pathway extension. ***(Pg. 16)***
   - **B.** 120 Mary – Renovation of the principal dwelling (including a fireplace), conversion of an accessory building into a pool house, and installation of a pool and hot tub. ***(Pg. 62)***

NOTICE:
This public meeting will be held in-person. The public can join via Zoom video/audio conference technology.
Join online by visiting:
https://us02web.zoom.us/j/2698572603
Join by phone by dialing:
(312) 626-6799
-or-
(646) 518-9805
Then enter "Meeting ID":
269 857 2603
Please send questions or comments regarding meeting agenda items prior to meeting to:
rcummins@saugatuckcity.com

C. 215 Butler - Replace the front entry door and a screening fence along the side deck area. ***(Pg. 105)***

D. 202 Butler - Expanded outdoor seating areas on the sidewalks along Butler and Mason Streets ***(Pg. 125)***

E. Resolution in Support of House Bill 5430 for the Expansion of the Michigan State Historic Preservation Tax Credits Established under Public Act 343 of 2020 ***(Pg. 140)***

F. Reschedule July 4 Meeting

8. **Administrative Approvals & Updates:**

   A. 647 Butler – Gutters

   B. 868 Holland – Sign

   C. 237 Butler – Siding, gutters

   D. 790 Lake – Fence

9. **Communication:**

10. **Public Comments** *(Limit 3 Minutes)*

11. **Commission Comments**

12. **Adjourn** *(Voice Vote)*

The Saugatuck Historic District Commission has the responsibility to regulate the construction, demolition, and improvements to the exterior of structures in the historic district. The intent is to safeguard the heritage of the City of Saugatuck, to protect the architecture and local village character of the City, to foster civic beauty, and to promote the use of historic districts for the education, pleasure, and welfare of the residents, visitors, and general public.

City of Saugatuck
Historic District Commission
Meeting Minutes May 2, 2024, 6:00 PM - PROPOSED.
Saugatuck City Hall
102 Butler Street

Call to Order/Roll Call: Chair Straker called the meeting to order at 6:00 p.m.

Present: Chairman Straker, Commission members: Paterson, Cannarsa, Donahue, & Gardner.

Absent: Commission members Godfrey & Leo.

Others Present: Director of Planning, Zoning, and Project Management Cummins, Clerk Wolters.

Agenda Changes/Additions/Deletions: None.

Approval of Minutes for April 4, 2024:

Motion by Gardner, second by Cannarsa, to approve the minutes for the April 4, 2024, meeting minutes. Upon voice vote, the motion was carried 5-0.

Public Comments: None.

Unfinished Business: None.

New Business:

A. <u>322 Culver – Outdoor Dining on Patio and Parking Space</u>:

The applicant requests Historic District Commission approval for an expanded outdoor seating area at El Burrito Feliz.

The property is located in the City Center C-1 zoning district and the Historic District . While 322 Culver is not a contributing structure, it is connected to 302 Culver, which is the corner building and a contributing structure. The applicant provided specifications for the proposed tables, chairs, planters, barrier materials, and lighting.

Four tables with four chairs each are proposed along the sidewalk against the curb, two two-seat tables against the building, and four tables with four chairs each within the on-street parking

spaces. The chairs will be steel and have a rounded back with a black powder-coated finish. The tables will be steel-framed and round with a black finish. Umbrellas are not proposed.

Each barrier post will include a solar light fixture and LED rope lighting, which is color-changing or white. The Menards specification sheet states that the barrier will be green pressure-treated preassembled railing.

We were not provided with information about garbage cans and sanitation stations as well as the location and number of planters.

Motion by Paterson, second by Donahue, to approve the outdoor dining areas in accordance with the plans, materials, and details submitted with the application for 322 Culver Street. Upon voice vote, motion carried 5-0.

B. <u>201 Culver – Outdoor Dining in Parking Spaces</u>:

The applicant requests Historic District Commission approval for an expanded outdoor seating area at New Holland Brewing Company.

The property is located in the Water Street South C-2 zoning district and the Historic District. The building is not a contributing structure. The applicant provided specifications for the proposed tables, chairs, barrier materials, and lighting.

Two six-seat tables are proposed within an on-street dining area. The proposed tables have a grey metal top with black posts, and grey metal chairs are proposed. The barrier is constructed of horizontal rough-cut timbers with black metal posts. String lighting with white bulbs is proposed around the perimeter.

A small hand sanitizer station is proposed, and an existing garbage can is shown to the corner of the dining area along the sidewalk.

Motion by Paterson, second by Cannarsa to approve the outdoor dining areas in accordance with the plans, materials, and details submitted with the application for 201 Culver Street. Upon voice vote, motion carried 5-0.

C. <u>248 Culver – Remove an attached rear freezer, construct a small northern/rear building addition, install rooftop cooling equipment, install new double doors for rear service access, and construct a screened dumpster area</u>:

The applicant requests Historic District Commission approval to remove an attached rear freezer, construct a small northern/rear building addition, install rooftop cooling equipment, install new double doors for rear service access, and construct a screened dumpster area.

The property is in the City Center C-1 zoning district and the Historic District. The building is a contributing structure. The applicant received special land use and site plan approval for the improvements and the change of use to a brewery and restaurant with outdoor dining and service of alcoholic beverages.

The building addition will have a flat roof with E.I.F.S. siding to match the siding of the existing building. A chiller will be installed on top of the addition, and the equipment appears to project approximately four feet above the roof , but it is significantly lower than the principal building height. Double doors will be included as a service entry to the rear of the building for the brewing area. The dumpster enclosure is proposed to be constructed with wood fencing materials.

Motion by Donahue, second by Gardner to approve the removal of an attached freezer, the addition of a small northern/rear building addition with rooftop cooling equipment, new double doors for a rear service access, and a new screened dumpster area at 248 Culver Street in accordance with the plans and details submitted within the application materials. Approval should be subject to the following conditions: The applicant is to provide a spec sheet with the manufacturer and material for the double door. Upon voice vote, motion carried 5-0.

D. Review of Quick Tips and Previous Brochure:

Zoning Administrator Cummins said that Commissioner Godfrey put this sheet together for the Commission. He thinks that they could include it as the first page of their application packet. Chair Straker thinks the document is terrific and will make a couple of small edits and will send it back to the Zoning Administrator. Commissioner Gardner thinks that they need new Historic District signs for the community to replace the old brown metal signs.

Administrative Approvals & Updates:

A. 220 Culver – Sign.
B. 421 Water – Roof Replacement.
C. 727 Butler – Roof Replacement.
D. 245 Spear – Roof Replacement.

Communication:

A. Gary Medler.
B. Special Meeting for May 7:

Zoning Administrator Cummins noted that there would be a Special Meeting on Tuesday, May 6th at City Hall to discuss the playground further. Commissioner Gardner would like a scale of the playground compared to all surrounding buildings.

Public Comment: None.

Commission Comments:

Chair Straker – He noted that the Commission's purpose statement has been placed at the top of the agenda. He said that the Commission is sending a note to every owner, and every property owner listed on the application, just thanking them for their collaboration and letting them know they did a great job, and that they are wishing them all the best.

Zoning Administrator Cummins - He announced that Nico Leo resigned from the Commission as he sold his home in the City. The Commission thanked him for his services.

Adjourn:

Motion by Gardner, second by Cannarsa to adjourn. Upon voice vote, motion carried 5-0. Chairman Straker adjourned the meeting at 6:34 p.m.

Respectfully Submitted by,
Sara Williams

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Deputy Clerk

City of Saugatuck
Historic District Commission

Special Meeting Minutes May 2, 2024, 6:00 PM - PROPOSED.
Saugatuck City Hall
102 Butler Street

Call to Order/Roll Call: Chair Straker called the meeting to order at 6:00 p.m.

Present: Chairman Straker, Commission members: Cannarsa, Donahue, & Gardner (arrived at 6:50 pm), Godfrey, Paterson.

Absent: None.

Others Present: Director of Planning, Zoning, and Project Management Cummins, Deputy Clerk Williams, City Attorney Witte.

Agenda Changes/Additions/Deletions: None.

Approval of Minutes for: None.

Public Comments:

- Dan Fox (1006 Elizabeth) – In favor of playground, not in favor of amplified audio.
- Catherine Simon (428 Butler) – In favor of playground. Primary concerns are the proximity of equipment, ordinance compliance, survival of trees, overall footprint, mass, and safety.
- Chris Peterson (742 Pleasant) – In favor of playground. Has concerns about tree removal and ordinance violations in the park.
- Scott Dean (544 St Joseph) – In favor of playground. He attended the meeting of post 137 of the American Legion, where he is a member. Their primary concern is that the park will be completed by Memorial Day so they can have their ceremony there. They express no concern about scale of playground.
- Kelly Roche (413 Hoffman) – In favor of playground. She advocates for an inclusive and safe playground for the children. She trusts that that HDC will remember that all criteria have been met and approved and that they are only in front of the Commission again as this was oddly requested as part of the lawsuit settlement with the Maplewood Hotel and not as a standard practice.

- Lauren Stanton (740 Lake) – In favor of playground. She said that she is here for public comment as a citizen and as your Mayor, as the item that is being discussed won't be coming back in front of City Council. She thanked member of the HDC for their service to the community and making the time to be here for the special meeting. She says that they are fortunate to have a Historic Commission with years of experience and expertise, and members who understand what is in the Commission's purview when it comes to new structures and neighboring properties. She thanked the Commission for approving the plan that originally came before them and today as they go over specific areas that are getting a second look because of a settlement agreement.
- Glenna DeJong (Saugatuck Township) – In favor of playground. She claimed that some are trying to create alternative facts about the playground project, including violating PPW goals and maximizing the footprint. She clarified that keeping existing trees was a priority, but conflicted with the ADA compliance, and a blue spruce tree had to be removed due to infection.
- Laura Durham (747 Water) – Says she just wants everyone to get along. In favor of playground but does not want tax dollars going towards more litigation.
- Barry Johnson (348 Main) – In favor of playground, has concerns about 12-foot drop from equipment.
- Mark Klungle (747 Water) – In favor of playground, proposes moving the playground to face the other direction to accommodate businesses.

Unfinished Business: None.

New Business:

Chair Straker reminded commissioners of guidelines for evaluating applications, including US Secretary of Interior Standards and compatibility with the surrounding area. He said that the Commission will not address issues outside of guidelines, such as zoning or noise ordinances, but will focus on new features only. He emphasized the importance of preserving green space and ensuring compatibility with existing streetscape. He said that Historic Districts do not supersede universal design and accessibility standards, with a focus on inclusivity for all abilities.

A. Village Square Playground (Butler/Main St) – Additional playground features that are situated predominately outside the footprint of the previous playground and the movement of the canoe.

The City of Saugatuck requests Historic District Approval for several elements of the future Village Square Park Playground that are proposed to be outside of the primary footprint of the previously demolished playground area. In additions to these "additional features," as referenced in the application materials, the location of the "canoe spring rider" is proposed to shift further away from an existing tree than shown during the prior HDC review.

The subject lot is located within the City Center C-1 zoning district and the Historic District, and the property as a whole is not classified as a contributing resource.

On October 5, 2023, the HDC voted 4-0 to approve the demolition and removal of the past playground equipment and authorized a new design developed by Sinclair Recreation. Due to a lawsuit and resulting settlement agreement, the City must resubmit for HDC approval. However,

it must only do so for the additional features outside of the primary footprint of the previous play area and the relocated canoe spring rider.

Elements considered additional features include a track ride, ground-level ninja equipment, vertical climbing equipment, a jeepster, and a top spinner, all shown on the plans approved on October 5. As such, the plans are exactly the same as reviewed in October, except for the southern shift of the canoe spring rider. However, this review gives the HDC the opportunity to reconsider plans based on additional details and background information and reconfirm or revise its position on the appropriateness of the additional features. Further, the HDC can decide upon the necessity of relocating the canoe spring rider.

Zoning Administrator Cummins explains the City's request to reapprove the additional features of the playground. The City's application includes a fairly lengthy packet with requests related to the playground's main features, situated predominately within the previous playground footprint. Cummins explained the additional features outside of the previous playground footprint and explained that the City seeks approval for those features with the exception of the City withdrawing the request for the spinner feature in the northwest corner. He said that there are some concerns with the location of the spinner being too close to the tree and the tree having an impact on the spinner. They will potentially bring that back to the Commission at a later date. They are also seeking approval to move the canoe feature located on the west side due to the settlement agreement, without impacting trees in the area.

Cummins said that they worked on a pretty comprehensive application for the Commission to consider and have presented you with at least from the City's perspective, provided some narratives on how they believe the project meets those ordinance requirements and guidelines. Those are things such as the historical and architectural significance of the noncontributing resources at Village Square Park and the previous dilapidated playground, compatibility of the exterior, the structure and the space around it with the visual and historical context of the surrounding area, provided some narrative around the impact of the exterior on the structure of the character and contextual aesthetic of the city, and other factors that the Commission might find pertinent. One of them that he thinks is important to consider was the previous playground's safety issues that are provided in a report in the packet. He also provided narratives as it relates to the guidelines that Chair Straker touched on as the Commission was getting started. Things such as streetscape compatibility, architectural style, compatibility of sighting and massing. Consistent with how other applications that come before the Commission are handled, they submitted the application materials to the City Consultant David Jirousek. The consultants reviewed the plans and provided his evaluation and the guidelines from his perspective and his recommendation. Cummins said that they also provided the Commission with a link to the owner's manual which contains all the specs related to the playground down to the actual bolt level and will show every piece of the playground and all the details for each piece. There are a number of exhibits that are in the packet that support the narratives that the City has submitted.

Parks & Public Works Chair Baldwin updated the commission on the new playground build, highlighting its modernity, safety, accessibility, and appeal to all ages and abilities. Baldwin seeks approval for a few remaining features outside the old playground's perimeter, citing their historical or educational significance.

Cummins told the Commission that they are happy to answer as many questions as the Commission has. He said that Chair Straker touched on concerns related to whether noise relates

to the Historic District Commission or whether this project was subject to zoning approval and whether or not there is a conflict of interest that needs to be addressed.

City Attorney Witte clarified zoning and noise concerns are separate from HDC review. He explained that the project was exempt from City zoning as a governmental function. Witte explained what a conflict of interest was and asked the Commission members if anyone needed to disclose a conflict. He went on to confirm that no conflict would exist if the Commissioners do not have a pecuniary interest in the request and are otherwise able to evaluate the project in the best interests of the city's historic district.

The Commission began deliberations, with Godfrey asking Cummins to confirm what features that they would be considering since the spinner was being withdrawn. Cummins explained that it is jeepster, mountain climbers, get a grip, track ride, butterflies, flowers, and pods and confirmed that it was for any additional features that are outside of the previous playground footprint. Godfrey asked what would be done with the canoe feature and Cummins said that the canoe was one of the main features that was approved previously. Initially it was centered on the playground, and the City is asking for approval to move that further south due to a tree in the area that they have concerns about impacting so they feel it would be better if they moved the location of the canoe further south towards Main Street.

Godfrey asked about the withdrawal of the spinner and what the future holds for that feature such as the location of where it will be placed, and how it affects the discussion during this meeting. Cummins stated that they had just started construction of that piece and the discussions are still early on. He said that they need to have some further review with the designers and maybe the Parks and Public Works Committee and City Council on if they are going to construct that in the future or where that would go and what it would look like.

Donahue asked for reference, where the Maplewood Hotel is located in the sketch that they were looking at. Cummins explained that the hotel is North if you are looking at this sketch and that the additional features are located towards the hotel. Donahue questioned if they are closer to the hotel or are they in the same location as the original proposal. Cummins said that all of the features are in the exact same location as they were on the approved plans.

Cannarsa said that they have heard a lot about what the HDC is not responsible for but would like to be laser focused about what they are responsible for like the streetscape compatibility, considering there are parks on each side of it that has tennis and basketball courts. He is also focusing on the accessibility and would like to hear more about that because that is the reason some of the features were moved, such as the canoe that didn't have enough space around it. Cummins said that the canoe, when originally designed, had enough space around it. The movement of the feature is more related to avoiding the impacts on trees.

Cummins then welcomed Diane Sinclair to speak to the Commission and answer any questions they have relating to design, and she can explain why certain features were placed in the locations that they were placed and the buffering that is needed to make them accessible. Cannarsa asked about the yellow lines around each item and their relation to universal design principles, seeking clarification on the required space for accessibility. She explained the safety zones and alternate routes in an accessible playground and emphasized the importance of parallel play for children with disabilities. She highlighted the gradual incline of playground equipment to accommodate different abilities and provide various climbing experiences. Sinclair then discussed the design of the jeepster and went on to discuss how they incorporated musical elements to engage all ages, abilities, and emotions. They designed spaces for children to escape

sensory overload and have quiet time. She went on to say that the playground will be something that the entire generation can use as there are features for 2–5-year-olds, 5–12-year-olds, and stuff for 13 plus years up to adults.

Paterson agreed with Cannarsa that it's a streetscape issue of those features which they did approve previously, and they haven't moved their position. He said that he doesn't see anything that violates anything that they already approved for the canoe location from a streetscape compatibility and massing and scale.

Gardner apologized for his late arrival and Chair Straker asked if he had any questions from the packet. Gardner stated that he had reviewed the packet but did not have any questions.

Straker asked if Sinclair could give the Commission an overview of the features. Sinclair started with the jeepster and said that it is not meant to move, it's meant for children to congregate and sit and play. She explained that when they design playgrounds, there are basically 700 elements of a good playground, and you have all of them here. You are spinning, sliding, balancing, brachiating (upper body movement), imagine to play, and then social and emotional play, and music falls into that too. She said that they had intentionally added musical elements just because Saugatuck has arts and music and that is what the city is known for. But the second reason is because if you are at this playground and have auditory issues, music is something that you can participate in. If you don't have something that echoes or talks back to you, or has some sort of sound, you are losing a little bit of that element of spontaneity and play as a child. That is the reason they always try to include music and they also found that the adults like it. They know that adults will be coming to the playground, and this is a source of entertainment for them, so they have something to do. She said that the music is not very loud unless you bang on the equipment to make it loud. It has specific tones that it plays, and you can play an actual song, it's not just banging on a loud drum. Sinclair said that they included that in this particular playground to make sure that they had something for every age group to participate as well as every child and every ability. They know that there are not a lot of kids that want to be right in the center of life, but they know that there is a very large element of children today that they need a different place to go in and escape and get away from all of the sensory overload. They specifically place equipment by itself for this reason and the child can remove himself, gather his thoughts, have a little quiet time, talk to your friends or parents and then jump back in and play. It's not just a bench where you're obviously not playing. Sinclair said that this way they can go off and are by themselves and not ostracized by their peers. The canoe is another example that has a rocking motion to it, and they know that children on the spectrum love rocking and spinning because it has a calming effect on them. This is the reason they have thoughtfully placed the equipment where it has been placed.

Chair Straker asked the Commission if they had any other questions and stated that he doesn't want to shortchange or move to quickly on this. He said that they have covered streetscape and compatibility, architectural style and review, and compatibility of sighting and massing. The original approved application doesn't come close to eclipsing anything around it and Straker says that it's transparent and can see through it and creates a sense of space. The pedestrian scale is not that dissimilar from what was there before. He asked the Commissioners if they have any other part of the guideline or anything that anyone wants to look at or ask about as they have touched on the main three or four guidelines that were outlined in the packet.

Godfrey commented on the inconsistencies in the construction guidelines and the potential for future litigation. She expressed frustration with animosity towards the project. The

Commission discussed the status of the spinner that has been withdrawn. Straker suggested waiting for the application to determine the spinner placement, rather than moving forward with the plan.

Motion by Paterson, second by Cannarsa, to approve and issue a certificate of appropriateness for the City of Saugatuck Historic District permit application herein known as application dated April 26, 2024, to: (1) Construct additional features of the Village Square Park playground, as described in the application, with the exception of the spinner feature located in the northwest corner of the playground; and (2) Modify the approved plans for the main features, as described in the application to adjust the location of the canoe feature by moving it further south, based on the following standards, findings of fact, and conditions of approval:

1. *The Commission finds that the application provides all the supporting plans and documents required by section 152.07.B of the city code, including detailed narrative information, site plans, playground equipment details, current site photographs, and 3d renderings as specified in the City Code and City Consulting Planner report and here known as planner report, dated May 3, 2024.*
2. *The Commission finds that the application meets the specific requirements of section 152.07.D.1 known as application and review procedure guidelines after consideration of:*
    a. *The historical and architectural significance of the noncontributing resource of Village Square Park and the previously dilapidated playground.*
    b. *The compatibility of the exterior of the structure and the space around it with the visual and historical context of the surrounding area.*
    c. *The impact of the exterior of the structure on the character and contextual aesthetic of the City.*
    d. *Other factors such as the decommissioning recommendations of the existing playground, due to dangerous priority number one and two safety concerns documented in the ODC inspection report, dated March 31, 2023.*
3. *The Commission further finds that the application satisfies the Commission's requirements of the Historic Preservation Review Guidelines for new construction, including:*
    a. *Streetscape Compatibility*
    b. *Architectural Style*
    c. *Compatibility of siting and massing such as historic relationship between buildings, landscape features and open space, height and bulk, and variation in siting or in height and bulk from the immediately surrounding buildings, compatible details, pedestrian scale and distinguishing new from old features.*
4. *The Commission's findings that the application satisfies the review guidelines and standards of section 152.07.D of the city code and commission's requirements of the historic preservation review guidelines for new construction are based on the following:*
    a. *The reasons set forth in the planner report, which recommends that the proposed additional features continue to be an appropriate addition to the historic district and will serve as an essential community amenity.*

b. *The reasons stated in the applicant's narrative for HDC application for Village Square Park playground modification, dated April 26, 2024, submitted as part of the application along with the accompanying exhibits thereto.*
c. *Correspondence in the support of the playground, including the letter provided by Diane Sinclair, President of Sinclair Recreation, dated April 26, 2024, which notes that the design is a national demonstration site using all elements of play, historical elements that pay tribute to Saugatuck's past, multi-generational design, and structures that allow and encourage children of all abilities to play together.*
d. *The reasons stated in the public comment in support of the application,*
e. *The Parks & Public Works Committee evaluation and approval of the original playground plans in 2023.*
f. *The Commission's original unanimous approval of substantially the same plans, excepting the location of the new feature, on October 5, 2023.*
g. *The City Council's approval of the original playground plans on October 9, 2023.*
h. *The reasons stated by the members of the Commission on the record.*

Upon voice vote, motion carried 5-1.

Yes: Straker, Paterson, Cannarsa, Donahue, Godfrey.
No: Gardner.

Administrative Approvals & Updates: None.

Communication:

A. Diana Sinclair
B. Anna Gregg
C. Brooke Yost
D. Charlie Benson
E. Christian Kindle
F. Doug Rodewald
G. Glenna DeJong
H. Ingrid & Chris Benson
I. Jessica Ruthsatz
J. Julie Barman
K. Julie Meivogel
L. Kara O'Connor
M. Livinia Oancea
N. Richard Williams
O. Brady Bailiff

Public Comment:

- Glenna DeJong (Saugatuck Township) – Thanked the HDC for following their guidelines and reaffirming what they had already said. She said she would like to calm some fears

related to some misinformation tonight. There is no amplified sound in the playground, nor are there any speakers. They are musical instruments that look like nature. She suggests before you make any decisions about them, you go to the park and actually play them. She says they are very nice, pleasant, and have a very low tone. When they were looking at those for the design, they did extensive research online for decibels and they are within regulation, which was confirmed by Sinclair. They have always been included in the plan, even though they never spoke about each piece individually. The plans were not changed. She said there also is not 12-foot drop, nor would Sinclair or anyone would allow that for a playground that is being built.

- Catherine Simon (428 Butler) – Said that it is exceedingly uncomfortable for her to be suing the City. She says she has been a contributor, a resident, and a taxpayer for 35 years and she finds it appalling that she has taken this position. She owns a Historic asset in this community and has a moral obligation to defend it for her own investment and her family.
- Barry Johnson (348 Main) – He thinks the Commission did a really good job. He was also reminded about the HDC approval does not absolve it from zoning but in fact the government function exempt from zoning approval. His biggest concern was that he felt assured in the beginning that the playground was going to stay within the same footprint, which was incorrect.
- Gary Medler (461 Vine) – He wanted to clarify that the City is not exempt from the government function under the local Historic Districts act. The State of Michigan imposes the obligations of that act and therefore, the historic regulations on the city. The historic regulations require that the City comply with the zoning district regulations in place under the city code. The playground was a non-conforming use and any expansion outside the original footprint is a non-conforming expansion, which they did not have authority for.

Commission Comments:

Commissioner Gardner – He apologized to the Commission and the public for arriving late to the meeting. He stated that his no vote this evening was based on his understanding of what they had to apply standard wise to the additional features. He voted yes on the playground back on October 5, 2023. As a City Council member, he is in support of the playground. He said that he has a long history with this playground and Catherine Simon. In 1985 he opposed the upgrade to the equipment that was removed, because he thought the old equipment was fine. It is a learning experience for him as to how this should work. He thanked Sinclair and said that from what he has seen, the design is thoughtful and well done and overall good design. He thanked the volunteers for helping with the community build. He stated that this has been a struggle for him and hopes that his no vote is taken in context of where he is coming from on this. It was a reasonable decision on his part, and he is in support of the playground.

Chair Straker – He said that he hopes that everyone in the audience comes back when the Commission is talking about windows because it is interesting too. He wishes that on all of these issues regarding this topic or anything else, that everyone would start believing positive intent. Everyone had positive intent for the position that they were starting from, and Straker thinks that they could get to a better place if they just believed that and assumed that. He thinks that is what

this Commission tried to do, both times, and what they always have tried to do and wishes that every part of this awesome little city organization would have that front and center.

Adjourn:

Motion by Godfrey, second by Paterson to adjourn. Upon voice vote, motion carried unanimously. Chairman Straker adjourned the meeting at 7:19 p.m.

Respectfully Submitted by,
Sara Williams

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Deputy Clerk

MEMORANDUM

TO: Historic District Commission
City of Saugatuck

FROM: David M. Jirousek, AICP
Consulting Planner

DATE: June 3, 2024

RE: Historic District Permit Application, Ryan Cummins: Lake Street/Blue Star Highway

REQUEST: The City of Saugatuck requests Historic District Commission approval to move the City gateway sign approximately five feet, landscape the surrounding area, install new traffic signals, install new pedestal-mounted signal displays, and construct a pathway extension at the intersection of Lake Street and Blue Star Highway.

BACKGROUND: The intersection and project fall within the Historic District.

APPLICABILITY: A permit shall be obtained before any work affecting the exterior appearance of a resource is performed within the Historic District (§ 152.03).

COMPLETENESS REVIEW: All applications to construct, alter, repair, move, or demolish any structure or install or alter any signage or fence structure in a historic district shall include the supporting plans and documents as specified by § 152.07 B. The applicant has provided detailed narrative information, site plans, details, renderings, and engineering information.

§ 152.07 D. GUIDELINES:

1. *In reviewing applications and plans submitted under this chapter, the Commission shall follow U.S. Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures as set forth in 36 C.F.R. part 67, as amended. Additional guidelines may be developed and followed if they are equivalent in guidance to the Secretary's standards and guidelines and are approved by the Center. Any additional guidelines must be adopted by the Commission and approved by the City Council. In reviewing applications and plans, the Commission shall also give consideration to:*

a. *The historical or architectural significance of the resource and its relationship to the historic value of the surrounding area.*

b. *The compatibility of the exterior of the structure and the space around it with the visual or historical context of the surrounding area.*

c. *The impact of the exterior of the structure and the space around it on the village/rural character and contextual aesthetic of the city.*

d. *Other factors which the Commission considers to be pertinent.*

2. *In exercising its authority to approve or deny an application under this chapter, the Commission shall exercise its educated judgment on a case-by-case basis in interpreting these guidelines and the following the applicable standards.*

Comment: The City is working to balance the aesthetics and character of its gateway entry feature with traffic and pedestrian safety measures as part of a comprehensive streetscape and pathway system improvement project.

The gateway "pallet" sign is an essential defining feature of the City, and aside from its relocation, it will remain unchanged. The most significant impact on the sign could have been the placement of the crosswalk's pedestal-mounted signal display. However, the most recent plan shows a 3.6-foot separation and location directly to the east side of the sign, which will not block the view of the sign. Additionally, the landscaping design will freshen the look of the sign's base area.

The base of the traffic signal and pedestal-mounted signal display on the northwest corner of the intersection opposite the sign are also intended to be shifted back slightly. Additionally, the overall character and design of the pedestal-mounted signal displays and traffic signal structures are intended to match the 3D renderings as closely as possible.

RECOMMENDATION: The proposed entryway sign relocation, landscaping, signaling, and bicycle/pedestrian accommodations appear to meet all standards of the Historic Preservation Review Guidelines.

I move to approve the shifting of the City gateway sign 4.8 feet, landscaping of the surrounding area, installation of new traffic signals and new pedestal-mounted signal displays, and extend the pathway at the intersection of Lake Street and Blue Star Highway in accordance with the plans and details submitted within the application materials. Approval shall be subject to the following conditions (if applicable):

1. _____

2. _____

3. _____

4. _____

5. _____

6. _____

Commission Review Fee: $250
Administrative Review Fee: $50

Historic District Permit Application

Location Information

Application Number ____ - _____

Address: No Address - Intersection of Lake St / Blue Star Hwy

Parcel Number: 57-ROW

Applicants Information

Name: Ryan Cummins

Address / PO Box: 102 Butler / PO BOX 86

City: Saugatuck State: MI Zip: 49453 Phone: 269-857-2603

Interest In Project: Interim City Manager Carrying out Council Directive

E-Mail: rcummins@saugatuckcity.com

Signature: RC

Date: 5-20-24

Owners Information (if different from applicants)

Name: City of Saugatuck

Address / PO Box: 102 Butler / PO Box 86

City: Saugatuck State: MI Zip: 49453 Phone: 269-857-2603

E-Mail: lstanton@saugatuckcity.com / jwolters@saugatuckcity.com

I hereby authorize that the applicant as listed above is authorized to make this application for proposed work as my agent and we agree to conform to all applicable laws and regulations of the City of Saugatuck. I additionally grant City of Saugatuck staff or authorized representatives thereof access to the property to inspect conditions, before, during and after the proposed work is completed.

Signature:

Date: 5/22/24

Contractors/ Developers Information (unless proposed work is to be done by the property owner)

Name: C2AE

Contact Name: Jared Secor

Address / PO Box: 50 Louis St NW, Suite 200 City: Grand Rapids

State: MI Zip: 49503 Phone: 616-389-2634 Fax: _____

E-Mail: jared.secor@c2ae.com

License Number: _____ Expiration Date: _____

Property Information

Depth: See Plan Width: See Plan Size: See Plan Zoning District: Community Residential Current Use: Essential Public Service / Right of Way

Check all that apply: Waterfront_____ Dunes_____ Vacant _____

Project Description (attach more sheets if necessary)

Please see attached.

Historic District Application

Application #____-____

Historic District Requirements (Section 152.07)

Pursuant to Section 152.07, please attach the following supporting documents when applying for historic district approval if applicable:

Y	N	NA	
☑	☐	☐	Photographs of the structure and its relationship to adjacent structures.
☑	☐	☐	A plot plan with the placement of the proposed addition, or location of fencing to be constructed.
☑	☐	☐	Elevation drawings of the exterior of the structure or improvements.
☑	☐	☐	Samples of all proposed exterior finishes and materials.
☑	☐	☐	Photographs showing, in detail, the problem areas to be addressed during the proposed repair or alteration.
☑	☐	☐	A scale drawing of all proposed signage, including design, lettering style, type of illumination (if any), placement or location on the lot or building, and the type of support(s) for the sign(s).
☐	☐	☒	If an application for signage is made by tenants of a building located within a historic district, the tenants must obtain written permission from the building owner to install or alter the proposed sign(s).
☑	☐	☐	Plot plan showing the following:
☑	☐	☐	Current location, shape, area and dimension of the lot.
☑	☐	☐	Current site improvements (including structures, sidewalks, decks, streets, fences, etc).
☑	☐	☐	Proposed improvements and distances from other improvements or property lines.
☑	☐	☐	Proposed and/or current yard, open space and parking space dimensions and calculations.
☐	☐	☒	Location of any flood plains, watersheds, wetlands, easements, critical dunes, or other applicable features.
☑	☐	☐	Description of proposed use and of the building (dwelling, structure, barn, garage and the like) or improvements.
☑	☐	☐	Detailed written description of the activities related to the proposed use and/or improvements.

Office Use Only:
Application Complete _____ Fee Paid____Date Paid _____
Notes: _____

Historic District Commission

Application Narrative

FROM: Ryan Cummins – Interim City Manager

MEETING DATE: June 6, 2024

SUBJECT: Intersection Improvements at Lake/Blue Star for Multi-Modal Trail

DESCRIPTION:

For several years, the Friends of the Blue Star Trail have been working to construct a 1.14-mile segment of the Blue Star Trail, a non-motorized pathway for pedestrians and cyclists. This section would connect existing trails on Blue Star Highway, creating a contiguous path from Douglas to Saugatuck Township. This would be a part of a larger regional trail connecting Holland and South Haven.

The Friends of the Blue Star Trail, City of the Village of Douglas, Saugatuck Township and City of Saugatuck have partnered on the trail connection.

The trail connection is proposed to run through the Lake/Blue Star intersection. Certain improvements are proposed to make adequate room for the trail and improve intersection safety for pedestrians, cyclists, and motor vehicles.

The proposed intersection alterations/improvements include:

- Keeping the pallet sign at the intersection but shifting it 4.8 feet to make room for the new trail.
- New landscaping around the pallet that incorporates native materials including:
    - Dune Grass
    - Mixed perennials
    - Cedar trees
    - Crabapple tree
    - Drystacked stone planter
- A new traffic signal consistent with a previous rendering by City Engineer, Fleis and Vandenbrink.

- Two previous engineering studies reviewed a traffic signal for this intersection which considered the new trail being constructed:
  - 2019 Fleis and Vandenbrink Recommendation: “The trail crosses Lake Street similar to a traditional crosswalk at a controlled intersection. The intersection could either remain stop-controlled or be upgraded to signal control, depending on City and Fire Department operational preference.”
  - 2021 Hubbel, Roth & Clark (HRC) Recommendation to Road Commission: “Given that Lake Street meets multiple signal warrants, HRC recommends installing a traffic signal at this intersection. Volumes are sufficiently high at this intersection, and the signal could provide additional safety for bicyclists and pedestrians once multi-modal connections are completed.”

The Parks and Public Works Committee and City Council have reviewed the intersection improvements and approved. This intersection is within the Historic District and is also subject to Historic District Commission review.

Previously Developed Traffic Signal Rendering

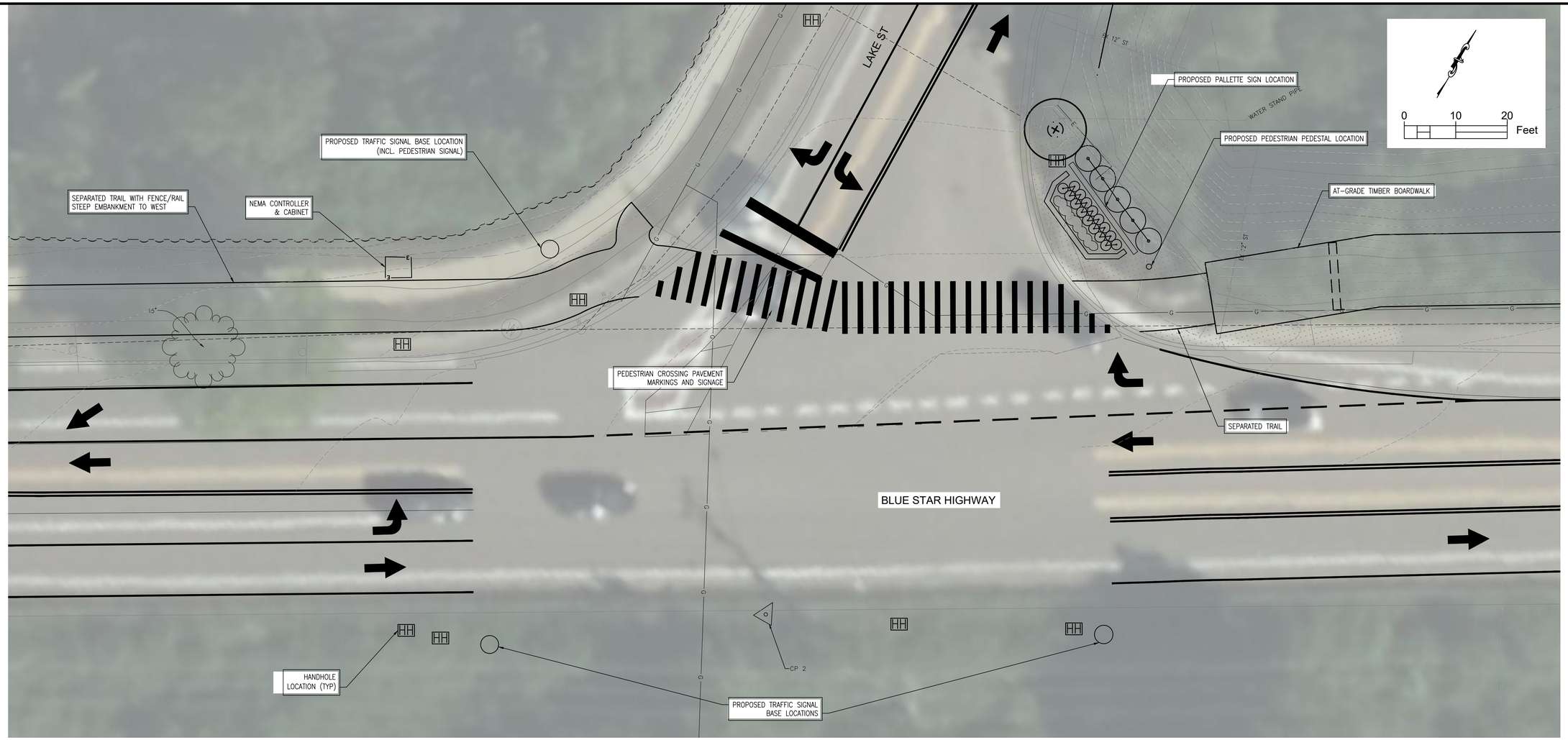


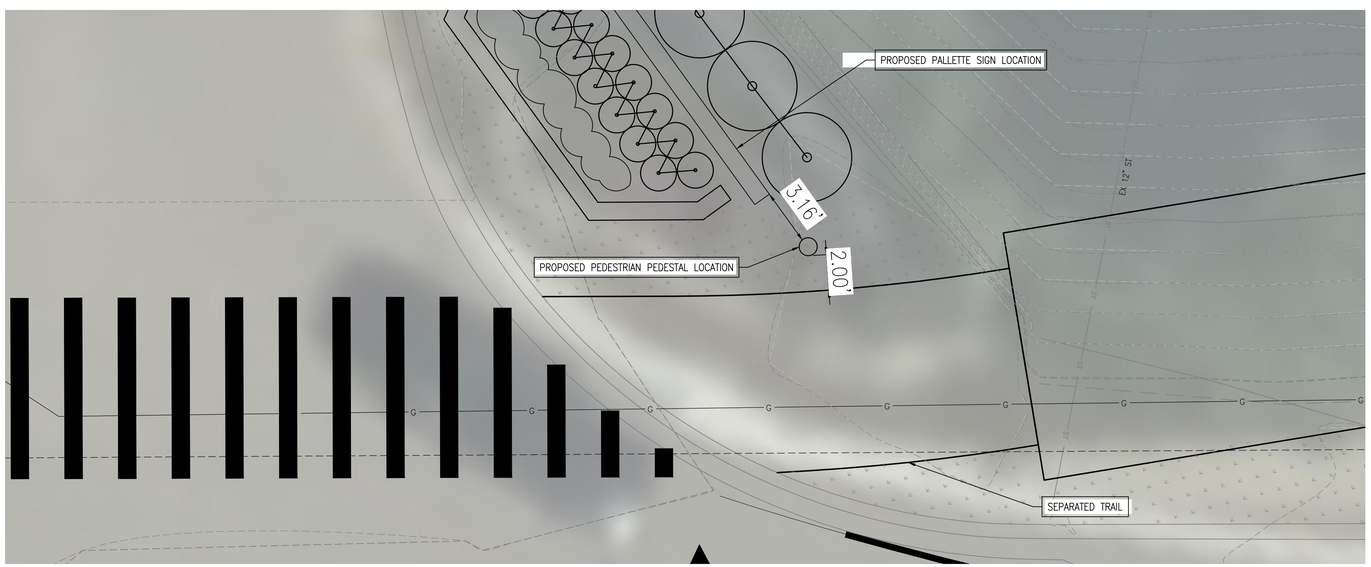

SAUGATUCK

WE RECYCLE

THE BAR BELOW SHOWS GRAYSCALE FROM WHITE TO SOLID BLACK

WHITE BLACK





PLOTTED BY: BRYAN WALKER 6/20/24 5:11 PM
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CIVIL24 MASTER.ctb

DESIGNED BY: - APPROVED BY: -

CHECKED BY: -

c2ae architecture · engineering
www.c2ae.com

SAUGATUCK PALLETTE SIGN
ALLEGAN COUNTY, MI

LAKE STREET TRAFFIC SIGNAL LOCATIONS

REVISIONS

REV	DESCRIPTION	DATE
	-	
	-	

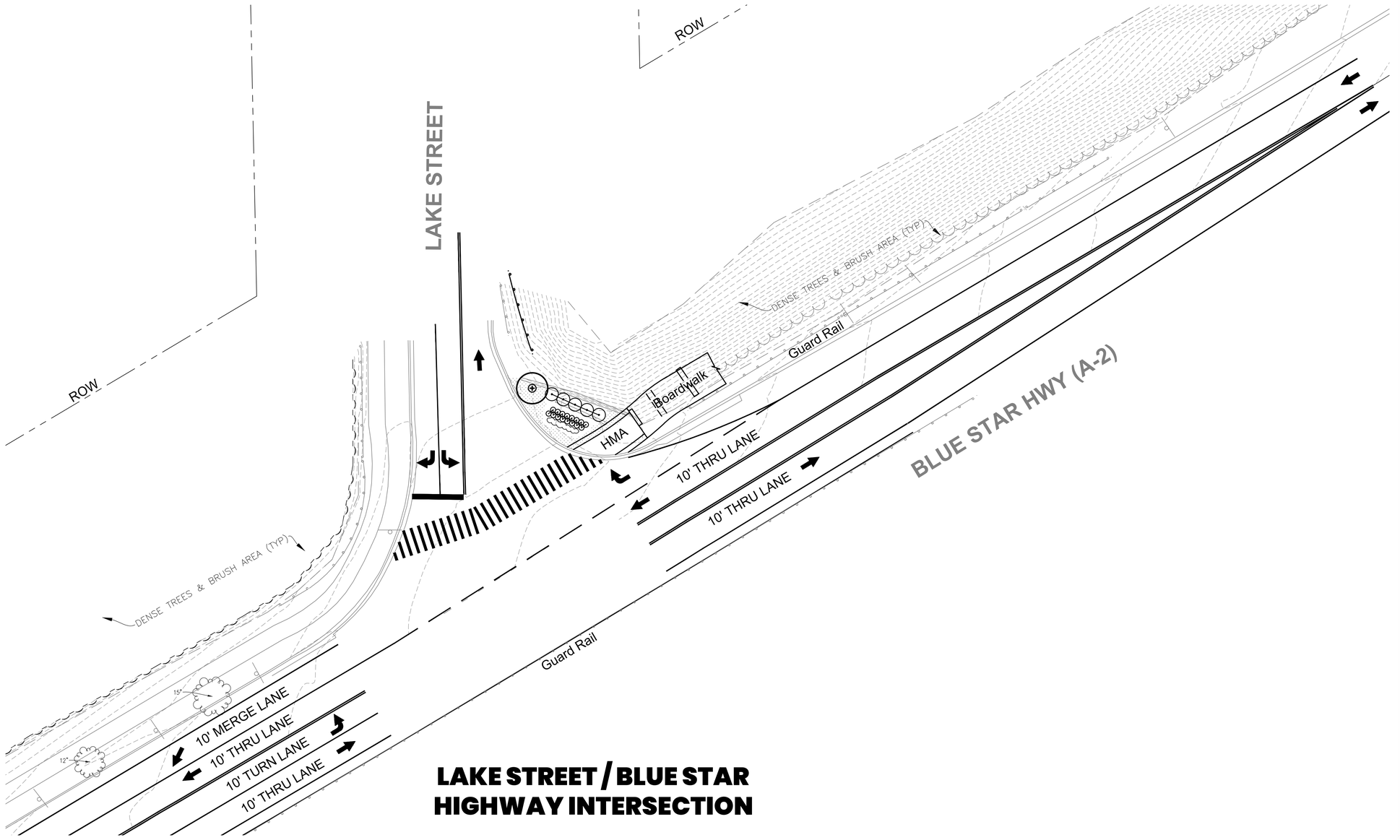
PROJ. #: 230038

DATE: JUNE 2024

SHEET

1

FINAL



LAKE STREET / BLUE STAR HIGHWAY INTERSECTION

INTERSECTION GENERAL PLAN

SAUGATUCK PALETTE SIGN
ALLEGAN COUNTY, MI

(866) 454-3923 | WWW.C2AE.COM

PHASE
SCHEMATIC DESIGN

ISSUANCES

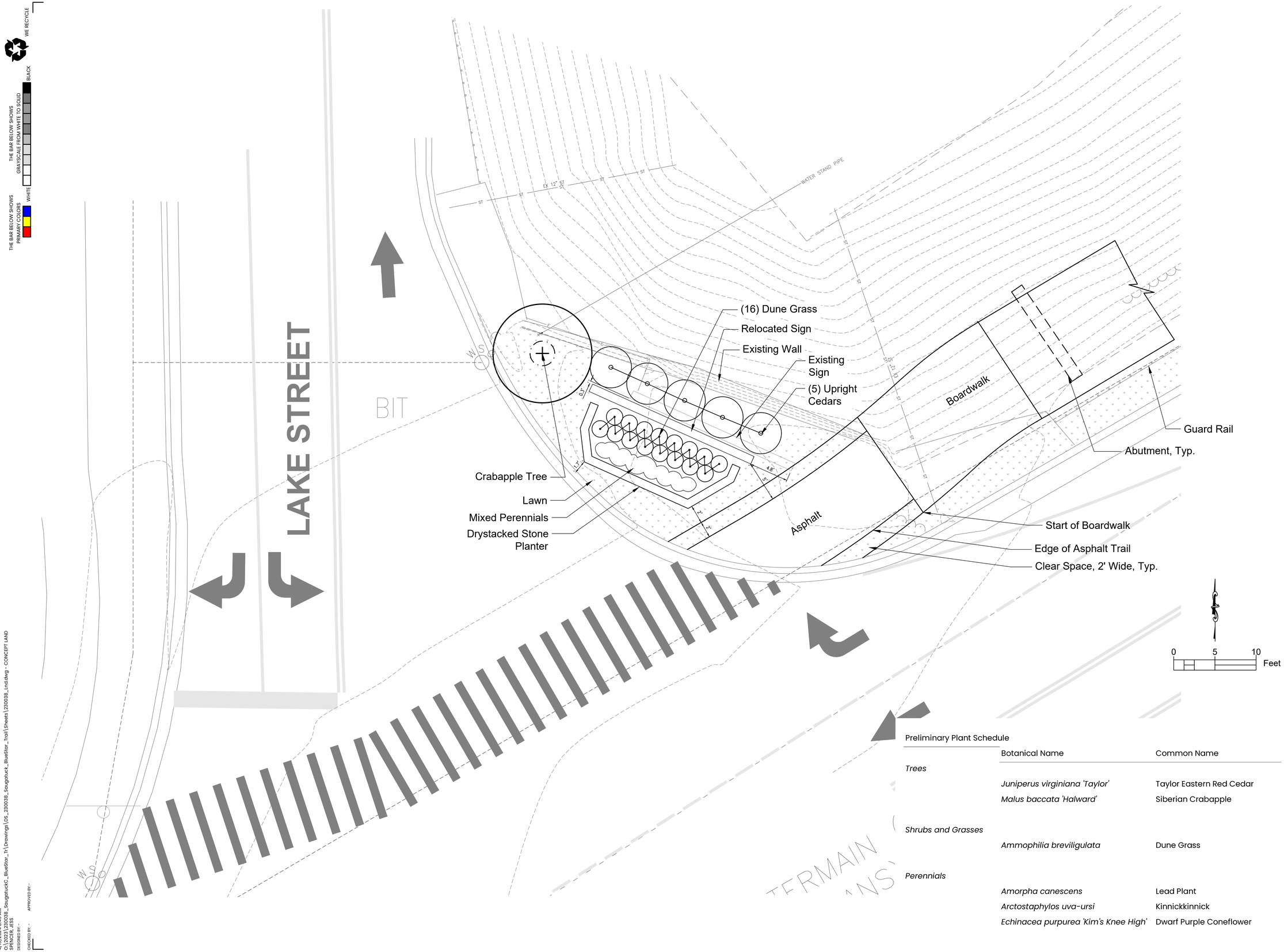
#	DESCRIPTION	DATE
0	SCHEMATIC DESIGN	18JAN2024

PROJ. #: 230038

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THE BAR BELOW SHOWS PRIMARY COLORS
WHITE
THE BAR BELOW SHOWS GRAYSCALE FROM WHITE TO SOLID
BLACK
WE RECYCLE

4/8/2024 1:16 PM
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ADAMS, MARK
DESIGNED BY: -
CHECKED BY: -
APPROVED BY: -



Preliminary Plant Schedule

	Botanical Name	Common Name
Trees		
	Juniperus virginiana 'Taylor'	Taylor Eastern Red Cedar
	Malus baccata 'Halward'	Siberian Crabapple
Shrubs and Grasses		
	Ammophilia breviligulata	Dune Grass
Perennials		
	Amorpha canescens	Lead Plant
	Arctostaphylos uva-ursi	Kinnickkinnick
	Echinacea purpurea 'Kim's Knee High'	Dwarf Purple Coneflower

WE RECYCLE

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THE BAR BELOW SHOWS PRIMARY COLORS

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SPENCER, JESS
DESIGNED BY: -
CHECKED BY: -
APPROVED BY: -

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LANDSCAPE PLAN

SAUGATUCK PALETTE SIGN
ALLEGAN COUNTY, MI

PHASE

SCHEMATIC DESIGN

ISSUANCES

#	DESCRIPTION	DATE
0	SCHEMATIC DESIGN	18JAN2024
1	FINAL SCHEMATIC	19MAR2024
2	REVISIONS	18APR2024

PROJ. #: 230038

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HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915

STREET: 1925 Breton Road SE
Suite 100
Grand Rapids, MI 49506
PHONE: 616-454-4286
WEBSITE: hrcengr.com

November 2, 2021

Allegan County Road Commission
1308 Lincoln Road
Allegan, MI 49010

Attn: Mr. Craig Atwood, P.E.

Re: Traffic Analysis
Blue Star Highway at Old Allegan Road and Lake Street

HRC Job No. 20210784

Dear Mr. Atwood:

At your request, Hubbell, Roth & Clark, Inc. (HRC) has prepared a Traffic Analysis for two intersections on Blue Star Highway. The intersections are in the City of Saugatuck and Saugatuck Township, Allegan County.

The Study Intersections include:

- Blue Star Highway at Lake Street (City of Saugatuck)
- Blue Star Highway at Old Allegan Road (Saugatuck Township)

As part of the study, HRC has completed the following tasks for each intersection:

- Collected 24-hour turning movements counts at the study intersections and reviewed traffic volumes
  - HRC reviewed traffic volumes to determine if Blue Star Highway volumes were higher due to active construction on I-196, per the RFP.
- Conducted a Signal Warrant Analysis
- Conducted a crash analysis over a 5-year period
- Analyzed intersections for multi-modal traffic uses
- Summarized analysis in letter report to provide recommendations

Study Area

The study area includes two intersections: Blue Star Highway at Lake Street and Blue Star Highway at Old Allegan Road.

Blue Star Highway

- Allegan County Road (A-2)
- Classified as a minor arterial
- 2-lane undivided highway with auxiliary left turn lanes
- Speed limit:
  - Signed at 35 mph at Lake Street
  - Signed at 50 mph at Old Allegan Road

Lake Street

- Classified as a local road
- Signed at 25 mph.
- One right turn lane, one left turn lane, and one receiving lane
- Stop controlled on SB approach to Blue Star Highway

Old Allegan Road

- Classified as a local road west of Blue Star Highway, minor collector east of Blue Star Highway
- Speed limit:
  - Signed at 25 mph west of Blue Star Highway
  - Signed at 45 east of Blue Star Highway
- Both approaches to intersection have one left, thru, right lane, and one receiving lane
- Stop controlled on the EB and WB approaches to Blue Star Highway

The two study intersections are shown within a map of the study area in **Figure 1**.



Figure 1. Map of Study Area

Non-motorized Traffic Characteristics

Blue Star Highway at Lake Street

Non-motorized facilities at this intersection are characterized by facilities for bicyclists and pedestrians. A sidewalk exists on the north side of the west leg of Blue Star Highway leading to the west side of Lake Street. This path provides a connection between the cities of Douglas and Saugatuck. There is no pedestrian facility to facilitate travel along Blue Star Highway east of this intersection.

A westbound conventional bike lane is signed to begin on the east leg of this intersection. The eastbound conventional bike lane is signed to end on the east leg of the intersection, as the shoulder tapers to an inadequate width. The EB and WB bike lanes continue along Blue Star Hwy west of the intersection across the bridge over the Kalamazoo River. Ultimately, both bike lanes converge to a two-way separated bike lane as part of the Blue Star Trail.

Blue Star Highway at Old Allegan Road

There are facilities for non-motorized users at this intersection. A sidewalk exists on the north side of the west leg of Old Allegan Road. The sidewalk terminates approx. 65 ft. west of the intersection at a shared used path heading north along the west side of the north leg of Blue Star Highway, part of the Blue Star Trail. There are no pedestrian facilities at other legs of this intersection. There is an existing concrete sidewalk ramp and concrete pad across Old Allegan Road from the terminus of the sidewalk/shared use path. This may be employed for a future extension of the Blue Star Trail. There are no dedicated bicycle facilities, however, the shoulders are 8-10 ft. wide in this location.

US Bike Route 35 and Blue Star Trail

Currently, two designated non-motorized facilities exist along Blue Star Highway near or within the study intersections. US Bike Route (BR) 35 is routed through Douglas and Saugatuck as it travels from New Buffalo to Sault Ste. Marie. BR 35 travels along Blue Star Highway then turns north to Lake Street. Ultimately, BR 35 rejoins Blue Star Highway north of Old Allegan Road at Washington Road.

The Blue Star Trail is part of a plan to connect communities in Allegan County and surrounding counties using non-motorized facilities. The shared-use path on the north side of Old Allegan Road and Blue Star Highway, along with the two-way bike lane and shared use path south of the bridge over the Kalamazoo River are portions of the currently built Blue Star Trail. Friends of the Blue Star Trail indicate FY 2021 plans to connect the two previously described sections. Additionally, FY 2020 plans indicate a trail connection for the Old Allegan shared use path to BR 35 on the north side of the city of Saugatuck. Friends of the Blue Star Trail indicate that delays due to the pandemic pushed construction of the FY 2020 and FY 2021 Blue Star Trail extensions to 2023.

Existing Traffic Volumes

Turning movement counts were collected on September 8, 2021 at the two study intersections. Summaries of existing traffic volumes are provided in **Tables 1 and 2**. Turning movement counts are provided in **Attachment A**.

Table 1. Blue Star Highway at Lake St Existing Volumes (9/8/2021)

Time	Southbound	Eastbound	Westbound
	Lake St	Blue Star Hwy	Blue Star Hwy
12:00 AM	5	6	5
1:00 AM	0	8	4
2:00 AM	2	5	1
3:00 AM	1	4	1
4:00 AM	2	13	6
5:00 AM	5	43	12
6:00 AM	16	104	75
7:00 AM	40	306	297
8:00 AM	125	404	276
9:00 AM	100	358	348
10:00 AM	128	483	323
11:00 AM	174	490	352
12:00 PM	191	579	393
1:00 PM	208	530	402
2:00 PM	179	539	438
3:00 PM	241	691	411
4:00 PM	176	564	428
5:00 PM	171	584	414
6:00 PM	164	407	315
7:00 PM	186	304	247
8:00 PM	116	280	126
9:00 PM	85	133	66
10:00 PM	40	64	53
11:00 PM	5	8	9

Table 2. Blue Star Highway at Old Allegan Rd Existing Volumes (9/8/2021)

Time	Northbound	Southbound	Eastbound	Westbound
	Blue Star Hwy	Blue Star Hwy	Old Allegan Rd	Old Allegan Rd
12:00 AM	4	6	1	0
1:00 AM	6	4	2	1
2:00 AM	4	1	0	0
3:00 AM	4	1	1	0
4:00 AM	10	4	1	1
5:00 AM	45	10	1	2
6:00 AM	91	63	6	15
7:00 AM	213	273	25	76
8:00 AM	283	295	56	91
9:00 AM	281	316	33	77
10:00 AM	328	319	30	59
11:00 AM	329	343	41	72
12:00 PM	395	412	44	85
1:00 PM	362	370	63	70
2:00 PM	359	423	47	76
3:00 PM	488	378	102	83
4:00 PM	429	416	69	78
5:00 PM	396	417	67	68
6:00 PM	275	311	42	58
7:00 PM	213	232	53	45
8:00 PM	208	129	25	27
9:00 PM	100	71	54	10
10:00 PM	56	56	31	5
11:00 PM	8	12	5	1

A comparison was made using 2015 volumes taken at Blue Star Highway west of the Lake Street intersection. The 2015 volumes were collected from MDOT Transportation Data Management System and grown using a 1% growth rate to 2021 volumes.

$$Growth\ Rate = (1 + r)^n = 1.062$$

$r =$ Annual Growth Rate (i.e. 1%)
$n =$ Number of years (i.e. 6)

Using the growth rate of 1.062, the grown 2021 volumes were compared to actual 2021 volumes, and it was found that actual count volumes were, on average, 20% higher.

HRC received additional turning movement counts from Allegan County at Blue Star Highway and Wiley Road in Douglas in 2019. These counts were 3% higher than Old Allegan Road and 12% lower than Lake Street, respectively.

These percentages were utilized in signal warrant analysis to determine whether warrants were influenced by I-196 construction traffic. Given this information, HRC has determined that traffic volumes are higher than normal due to construction on I-196. Impacts of higher traffic volumes on signal warrant analysis is discussed in sections below.

Blue Star Highway Crash Analysis

HRC has reviewed the crashes at the two project intersections along Blue Star Highway. Crash data used for the five-year period was compiled using the Traffic Improvement Association Traffic Crash Analysis Tool (TCAT) website. For all intersection analyses, any crash within 250 ft. the intersection is considered an intersection crash.

Blue Star Highway at Lake Street

A summary of the crash characteristics for the intersection is shown in **Table 3**. A total of 15 crashes occurred in the five-year study period. All crashes were minor injury or property damage only.

Table 3. Blue Star Highway at Lake Street Crash Summary (2016-2020)

Crash Characteristic		2016	2017	2018	2019	2020	Total	%
Crash Severity	PDO	0	0	1	0	0	**1**	**7%**
	Injury C	0	0	3	6	5	**14**	**93%**
	Total	**0**	**0**	**4**	**6**	**5**	**15**	**100%**
Crash Type	Rear End	0	0	4	3	1	**8**	**53%**
	Rear End - Right Turn	0	0	0	1	3	**4**	**27%**
	Single Motor Vehicle	0	0	0	1	1	**2**	**13%**
	Other	0	0	0	1	0	**1**	**7%**
	Total	**0**	**0**	**4**	**6**	**5**	**15**	**100%**
Pavement Condition	Dry	0	0	3	5	5	**13**	**87%**
	Wet	0	0	1	1	0	**2**	**13%**
	Total	**0**	**0**	**4**	**6**	**5**	**15**	**100%**
Lighting Condition	Dark - Lighted	0	0	0	1	0	**1**	**7%**
	Dark - Unlighted	0	0	0	0	1	**1**	**7%**
	Daylight	0	0	4	5	4	**13**	**87%**
	Total	**0**	**0**	**4**	**6**	**5**	**15**	**100%**

The most frequent crash types were Rear End and Rear End - Right Turn, comprising 80% of crashes at the intersection. The next most frequent crash type was Single Motor Vehicle, representing 13% of the total. It is important to note that 10 of the 12 Rear End collisions (83%) occurred on the stop-controlled Lake Street approach at the intersection. MDOT indicates that installation of a Rural Box Span Signal is associated with up to a 40% reduction in all collision types other than Angle.

Blue Star Highway at Old Allegan Road

A summary of the crash characteristics for the intersection is shown in **Table 4**. A total of 12 crashes occurred in the five-year study period. The majority of crashes were minor injury or property damage only (75%). However, in the five-year period there were two (2) Level B Injury crashes and one (1) Level A Injury crash.

Level A Injury Crash:

- The Level A Injury crash occurred December 2018. A vehicle traveling WB on Old Allegan Road disregarded the stop sign at the intersection. The WB Vehicle then struck a vehicle traveling SB on Blue Star Highway. The driver of the SB vehicle was transported to the hospital for Level A injuries and stated they could not avoid the collision. The driver of the SB vehicle also stated they were impaired by medical marihuana prior to the collision. The WB driver was cited for disregarding a stop sign. The crash occurred under Dark – Lighted and Dry pavement conditions.

Level B Injury Crashes:

- The first Level B crash occurred July 2017. A vehicle traveling WB on Old Allegan Road did not stop at the stop sign and struck a vehicle heading NB on Blue Star Highway. The NB vehicle spun and flipped into the NW quadrant of the intersection. The driver of the WB vehicle stated they were looking at a phone for directions and did not react in time to stop and avoid the collision. The driver of the NB vehicle was transported to the hospital for Level B injuries. The crash occurred in the Daylight and under Dry pavement conditions.
- The second Level B crash occurred September 2020. A vehicle heading WB on Old Allegan Road disregarded

the stop sign and entered the intersection. The NB vehicle ultimately struck the WB vehicle on the left side as it crossed the intersection. The driver of the NB vehicle was transported to the hospital for Level B injuries. The crash occurred in the Daylight and under Dry pavement conditions.

Table 4. Blue Star Highway at Old Allegan Road Crash Summary (2016-2020)

Crash Characteristic		2016	2017	2018	2019	2020	Total	%
Crash Severity	PDO	1	0	3	3	1	**8**	**67%**
	Injury C	1	0	0	0	0	**1**	**8%**
	Injury B	0	1	0	0	1	**2**	**17%**
	Injury A	0	0	1	0	0	**1**	**8%**
	Total	**2**	**1**	**4**	**3**	**2**	**12**	**100%**
Crash Type	Angle	1	1	2	1	1	**6**	**50%**
	Backing	0	0	1	0	0	**1**	**8%**
	Rear End	1	0	1	2	1	**5**	**42%**
	Total	**2**	**1**	**4**	**3**	**2**	**12**	**100%**
Pavement Condition	Dry	1	1	4	2	2	**10**	**83%**
	Snow	0	0	0	1	0	**1**	**8%**
	West	1	0	0	0	0	**1**	**8%**
	Total	**2**	**1**	**4**	**3**	**2**	**12**	**100%**
Lighting Condition	Dark - Lighted	0	0	1	0	0	**1**	**8%**
	Dawn	0	0	0	1	0	**1**	**8%**
	Daylight	2	1	3	2	2	**10**	**83%**
	Total	**2**	**1**	**4**	**3**	**2**	**12**	**100%**

The most frequent crash type was Angle, comprising 50% of the total. The next most frequent crash type was Rear End, entailing 42% of all crashes in the study period. MDOT has noted that installation of a Rural Box Span Signal is associated with a 75% reduction in Angle crashes and a 40% reduction in all other crash types. Additional reductions in Angle and Rear End crashes of up to 30% can be realized through upgrades to signing and pavement markings.

Traffic Signal Warrant Analysis

Signal warrants for both intersections were considered to be in isolated communities of 10,000 population or less. Combining the populations of the City of Saugatuck, Village of Douglas, and Saugatuck Township equals approx. 5,500. Results of traffic signal warrants are provided in **Attachment C** as spreadsheets.

Blue Star Highway at Lake Street

HRC performed a signal warrant analysis for Blue Star Highway at Lake Street. Based on existing traffic volumes at the intersection, provided in **Table 1**, HRC found the intersection meets the requirements for various signal warrants.

A summary of the traffic warrant analysis is shown in **Table 5**. Note Warrant 9 related to rail crossings is not applicable.

Table 5. Blue Star Highway at Lake Street Signal Warrant Analysis

Traffic Signal Warrants		Met?
Warrant 1: Eight-Hour Vehicular Volume	Condition A	YES*
	Condition B	YES*
	Combination of A & B	N/A
Warrant 2: Four-Hour Vehicular Volume		YES*
Warrant 3: Peak Hour		YES*
Warrant 4: Pedestrian Volume		No
Warrant 5: School Crossing		No
Warrant 6: Coordinated Signal System		No
Warrant 7: Crash Experience		No
Warrant 8: Roadway Network		No
Warrant 9: Intersection Near a Grade Crossing		N/A

* Indicates that warrant would also be met considering grown 2015 volumes and adjusted 2019 volumes on Blue Star Hwy

The Blue Star Highway at Lake Street Intersection met the warrants for Warrant 1 (Condition A and B): Eight-Hour Vehicular Volume, Warrant 2: Four-Hour Vehicular Volume, and Warrant 3: Peak Hour Volume. There were not enough crashes susceptible to correction by signalization to meet Warrant 7, as a majority were Rear End type.

Left-Turn Analysis

HRC performed a left-turn phasing analysis and determined that a permissive-protected left turn phase is warranted for EB Blue Star Highway. Included in implementing the left turn phasing is installing a flashing yellow arrow signal and installing a doghouse signal for Lake St. The doghouse signal allows for a protected right turn phase on SB Lake Street while the EB protected left turn phase is active. Results are provided in **Attachment B**.

Blue Star Highway at Old Allegan Road

HRC conducted a signal warrant analysis for Blue Star Highway at Old Allegan Road. Based on existing traffic volumes, provided in **Table 2,** HRC found the intersection meets the requirements for various signal warrants.

A summary of the traffic warrant analysis is shown in **Table 6**. Note Warrant 9 related to rail crossings is not applicable.

Table 6. Blue Star Highway at Old Allegan Road Signal Warrant Analysis

Traffic Signal Warrants		Met?
Warrant 1: Eight-Hour Vehicular Volume	Condition A	No
	Condition B	YES*
	Combination of A & B	N/A
Warrant 2: Four-Hour Vehicular Volume		YES*
Warrant 3: Peak Hour		No*
Warrant 4: Pedestrian Volume		No
Warrant 5: School Crossing		No
Warrant 6: Coordinated Signal System		No
Warrant 7: Crash Experience		No
Warrant 8: Roadway Network		No
Warrant 9: Intersection Near a Grade Crossing		N/A

* Indicates that warrant would also be met considering grown 2015 volumes and adjusted 2019 volumes on Blue Star Hwy.

The Blue Star Hwy at Old Allegan Rd intersection met the warrants for Warrant 1 (Condition B): Eight-Hour Vehicular Volume and Warrant 2: Four-Hour Vehicular Volume. The results of the crash analysis from 2016-2020 found a total of 12 crashes. Over the five-year period, six (6) crashes, Angle, are correctable by signalization. However, a minimum of five (5) must occur in a 12-month period to meet Warrant 7.

Left-Turn Analysis

HRC performed a left-turn phasing analysis and determined left-turn phasing is not warranted. Results are provided in **Attachment B**. Note that there is currently a left turn lane on NB Blue Star Highway only. The left-turn phasing analysis did not indicate warranting on the other three intersection approaches.

Construction Impacts on Signal Warrants

As previously mentioned, the construction on I-196 has significantly increased traffic on Blue Star Highway. The signal warrant analyses were conducted considering three traffic volume frameworks:

- Actual 2021 counts
- 2015 MDOT counts grown to 2021 volumes
- 2021 counts adjusted proportionally by Allegan County 2019 counts

In all three scenarios, the warrants met by the actual 2021 counts are still met when traffic is adjusted to levels not impacted by construction. This provides evidence as to the accuracy of the signal warrants met by actual 2021 counts.

Conclusions and Recommendations

Results of the crash analysis indicate that the frequency and severity of crashes are low at the two study intersections. The majority of crashes at the Lake Street intersection were Rear End type and the majority at Old Allegan Rd were Angle.

HRC recommends that Allegan County Road Commission consider the upcoming Blue Star Trail extension when considering installation of signals. Increases to pedestrian and bicycle traffic at the study intersections could present new opportunities for signalization to improve multi-modal road user safety.

Blue Star Highway at Lake Street

Given that Lake Street meets multiple signal warrants, HRC recommends installing a traffic signal at this intersection. Volumes are sufficiently high at this intersection, and the signal could provide additional safety for bicyclists and pedestrians once multi-modal connections are completed. HRC recommends implementing the left-turn phasing and associate signals. HRC also recommends installing pedestrian signals on the north leg of the intersection, given upcoming extension of the multimodal trail. Non-motorized signals should be revisited after the trail extension is completed.

Multi-Modal Recommendations

- Upgrade pavement markings and install 24” stop bars
- Install high emphasis crosswalk marking to improve pedestrian safety
- Investigate continuing bike lanes where they terminate north of bridge
- Install green bicycle conflict pavement markings
- Install green bike boxes to allow opportunities for safe wayfinding to existing and future bicycle routes

Blue Star Highway at Old Allegan Road

Old Allegan Rd met two of the warrants for vehicular volume. The most common crash type at this intersection was Angle, noted by MDOT to experience a 75% reduction after signalization. The most severe crashes (Injury A and B) were all Angle type crashes. However, there were not enough crashes susceptible to correction to meet Warrant 7. As vehicular and multimodal volumes increase, there is a potential for greater frequency of crashes. The signal would provide an additional safety measure for all road users. Given these factors, HRC recommends installing a traffic signal at this intersection. HRC

also recommends installing pedestrian signals on the west leg of the intersection, located dependent on alignment of upcoming extension of the multimodal trail. Non-motorized signals should be revisited after the trail extension is completed.

Multi-Modal Recommendations

- Upgrade pavement markings and install 24" stop bars
- Install high emphasis crosswalk marking to improve pedestrian safety
- Install green bicycle conflict pavement markings
- Install green bike boxes to allow opportunities for safe wayfinding to existing and future bicycle routes

Alternative Recommendations

Should the county choose to not pursue installation of signals, HRC presents the following alternative recommendations for the intersections:

- Install dual 36" Stop (R1-1) signs
  - Install Cross Traffic Does Not Stop Plaques (W4-4) under 36" signs
  - Install Stop Ahead (W3-1) signs in appropriate locations
- Consider overhead flasher if crashes continue and/or increase, and with consideration of potential increasing bicycle volumes

HRC notes that a roundabout is recommended as a viable alternative at the intersection of Blue Star Highway and Old Allegan Road. Roundabouts are noted as a Proven Safety Countermeasure by the Federal Highway Administration (FHWA). The FHWA notes roundabouts lower speeds and reduce conflict points, thus reducing severe crashes. The configuration of a roundabout provides multiple opportunities to provide crossing locations for non-motorized traffic. Reducing speeds, lowering conflict points, and creating additional crossing locations benefits the safety of all road users. There is forest and little development surrounding this intersection, reducing the likelihood of major right-of-way conflicts from man-made obstruction or difficulty in potential acquisition. The geography of the intersection surroundings may create challenges to constructing a roundabout. The road surface of Blue Star Highway is elevated from ground level, with relatively steep foreslopes and guardrail. In addition, the alignment of this section of Blue Star Highway is on a high-speed horizontal curve. As mentioned above, the lack of development could allow ample opportunity to reconfigure the intersection. With the necessary reduction of speeds for a potential roundabout, the horizontal curve may be re-designed for a lower design speed. This may allow the county to take advantage of existing grades when building the new facility.

Multi-Modal Recommendations

- Upgrade pavement markings and install 24" stop bars
- Install high emphasis crosswalk marking to improve pedestrian safety
- Install green bicycle conflict pavement markings

If you have any questions or require any additional information, please contact the undersigned.

Very truly yours,

HUBBELL, ROTH & CLARK, INC.

Cole G. Villalobos, P.E., PTOE
Staff Engineer – Transportation Department

CGV/jdh

Attachments:

A– Turning Movement Counts
B- Left Turn Warrants Graphs
C– Traffic Signal Warrants Spreadsheets

Enclosure
pc: HRC; File, Lia Michaels, Larry Hummel, Jordan Hankin

HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915

Attachment A: 24-Hour Turning Movement Counts

Lake Street and Blue Star HWY - TMC

Wed Sep 8, 2021
Full Length (11:30 PM-11:30 PM (+1))
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 871046, Location: 42.649657, -86.195827

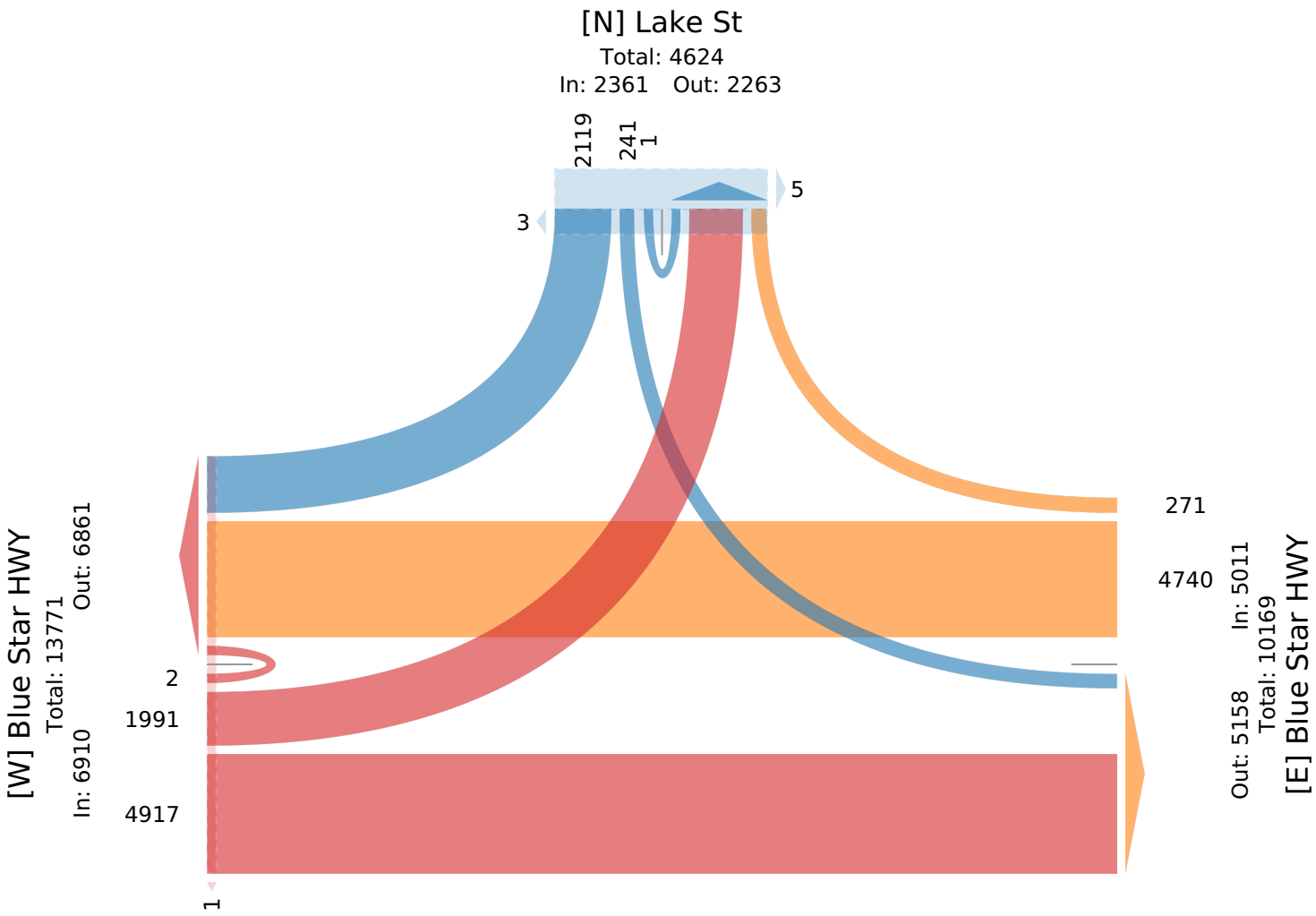
Provided by: Hubbell, Roth & Clark, Inc.
555 Hulet Drive,
Bloomfield Hills, MI, 48302, US

Leg Direction	Lake St Southbound					Blue Star HWY Westbound					Blue Star HWY Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-09-08 11:00PM	1	0	0	**1**	0	2	7	0	**9**	0	2	1	0	**3**	0	**13**
2021-09-09 12:00AM	5	0	0	**5**	0	0	5	0	**5**	0	4	2	0	**6**	0	**16**
1:00AM	0	0	0	**0**	0	0	4	0	**4**	0	7	1	0	**8**	0	**12**
2:00AM	2	0	0	**2**	0	0	1	0	**1**	0	4	1	0	**5**	0	**8**
3:00AM	1	0	0	**1**	0	0	1	0	**1**	0	4	0	0	**4**	0	**6**
4:00AM	2	0	0	**2**	0	0	6	0	**6**	0	11	2	0	**13**	0	**21**
5:00AM	4	1	0	**5**	1	1	11	0	**12**	0	41	2	0	**43**	1	**60**
6:00AM	14	2	0	**16**	2	2	73	0	**75**	0	90	14	0	**104**	0	**195**
7:00AM	37	3	0	**40**	1	5	292	0	**297**	0	243	63	0	**306**	0	**643**
8:00AM	116	9	0	**125**	0	11	265	0	**276**	0	299	105	0	**404**	0	**805**
9:00AM	89	11	0	**100**	1	17	331	0	**348**	0	266	91	1	**358**	0	**806**
10:00AM	112	16	0	**128**	0	21	302	0	**323**	0	334	149	0	**483**	0	**934**
11:00AM	149	24	1	**174**	0	18	334	0	**352**	0	315	175	0	**490**	0	**1016**
12:00PM	178	13	0	**191**	0	28	365	0	**393**	0	404	175	0	**579**	0	**1163**
1:00PM	182	26	0	**208**	0	22	380	0	**402**	0	353	177	0	**530**	0	**1140**
2:00PM	166	13	0	**179**	0	27	411	0	**438**	0	372	167	0	**539**	0	**1156**
3:00PM	216	25	0	**241**	0	22	389	0	**411**	0	496	195	0	**691**	0	**1343**
4:00PM	161	15	0	**176**	1	25	403	0	**428**	0	410	154	0	**564**	0	**1168**
5:00PM	159	12	0	**171**	0	26	388	0	**414**	0	407	177	0	**584**	0	**1169**
6:00PM	144	20	0	**164**	1	14	301	0	**315**	0	272	135	0	**407**	0	**886**
7:00PM	167	19	0	**186**	0	13	234	0	**247**	0	208	96	0	**304**	0	**737**
8:00PM	102	14	0	**116**	0	8	118	0	**126**	0	212	68	0	**280**	0	**522**
9:00PM	73	12	0	**85**	0	5	61	0	**66**	0	105	27	1	**133**	0	**284**
10:00PM	35	5	0	**40**	0	4	49	0	**53**	0	53	11	0	**64**	0	**157**
11:00PM	4	1	0	**5**	1	0	9	0	**9**	0	5	3	0	**8**	0	**22**
Total	2119	241	1	**2361**	8	271	4740	0	**5011**	0	4917	1991	2	**6910**	1	**14282**
% Approach	89.8%	10.2%	0%	**-**	-	5.4%	94.6%	0%	**-**	-	71.2%	28.8%	0%	**-**	-	-
% Total	14.8%	1.7%	0%	**16.5%**	-	1.9%	33.2%	0%	**35.1%**	-	34.4%	13.9%	0%	**48.4%**	-	-
Motorcycles	21	0	0	**21**	-	1	27	0	**28**	-	42	16	0	**58**	-	107
% Motorcycles	1.0%	0%	0%	**0.9%**	-	0.4%	0.6%	0%	**0.6%**	-	0.9%	0.8%	0%	**0.8%**	-	0.7%
Lights	2045	239	1	**2285**	-	266	4572	0	**4838**	-	4737	1920	2	**6659**	-	13782
% Lights	96.5%	99.2%	100%	**96.8%**	-	98.2%	96.5%	0%	**96.5%**	-	96.3%	96.4%	100%	**96.4%**	-	96.5%
Single-Unit Trucks	14	2	0	**16**	-	3	73	0	**76**	-	76	20	0	**96**	-	188
% Single-Unit Trucks	0.7%	0.8%	0%	**0.7%**	-	1.1%	1.5%	0%	**1.5%**	-	1.5%	1.0%	0%	**1.4%**	-	1.3%
Articulated Trucks	6	0	0	**6**	-	0	25	0	**25**	-	30	3	0	**33**	-	64
% Articulated Trucks	0.3%	0%	0%	**0.3%**	-	0%	0.5%	0%	**0.5%**	-	0.6%	0.2%	0%	**0.5%**	-	0.4%
Buses	15	0	0	**15**	-	0	31	0	**31**	-	21	17	0	**38**	-	84
% Buses	0.7%	0%	0%	**0.6%**	-	0%	0.7%	0%	**0.6%**	-	0.4%	0.9%	0%	**0.5%**	-	0.6%
Bicycles on Road	18	0	0	**18**	-	1	12	0	**13**	-	11	15	0	**26**	-	57
% Bicycles on Road	0.8%	0%	0%	**0.8%**	-	0.4%	0.3%	0%	**0.3%**	-	0.2%	0.8%	0%	**0.4%**	-	0.4%
Pedestrians	-	-	-	-	5	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	62.5%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	37.5%	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lake Street and Blue Star HWY - TMC
Wed Sep 8, 2021
Full Length (11:30 PM-11:30 PM (+1))
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 871046, Location: 42.649657, -86.195827

Provided by: Hubbell, Roth & Clark, Inc.
555 Hulet Drive,
Bloomfield Hills, MI, 48302, US



Lake Street and Blue Star HWY - TMC

Thu Sep 9, 2021
AM Peak (Sep 09 2021 7:30AM - 8:30 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 871046, Location: 42.649657, -86.195827

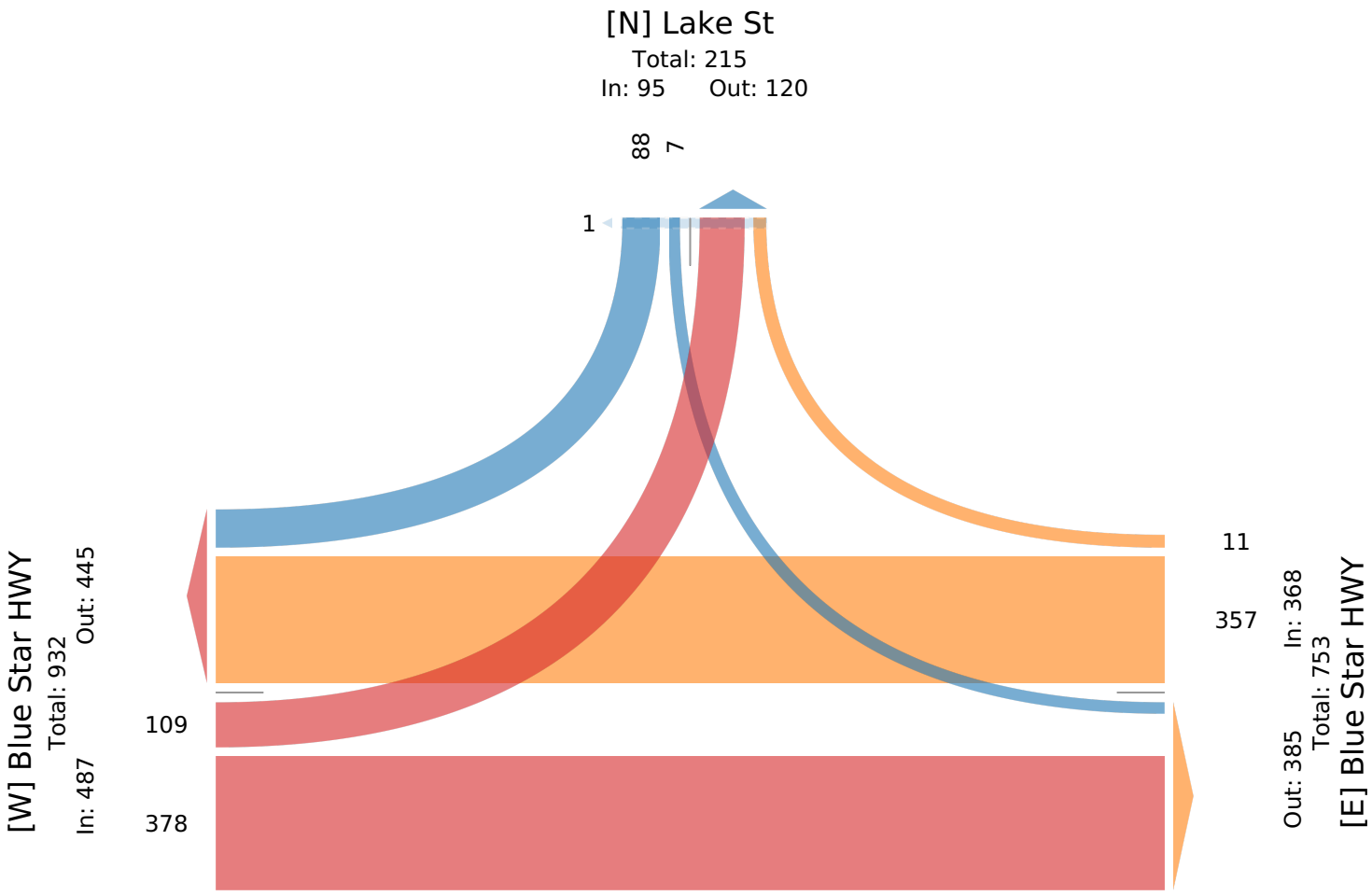
Provided by: Hubbell, Roth & Clark, Inc.
555 Hulet Drive,
Bloomfield Hills, MI, 48302, US

Leg Direction	Lake St Southbound					Blue Star HWY Westbound					Blue Star HWY Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-09-09 7:30AM	14	0	0	**14**	1	1	97	0	**98**	0	63	12	0	**75**	0	**187**
7:45AM	10	2	0	**12**	0	3	112	0	**115**	0	119	30	0	**149**	0	**276**
8:00AM	22	2	0	**24**	0	1	75	0	**76**	0	117	35	0	**152**	0	**252**
8:15AM	42	3	0	**45**	0	6	73	0	**79**	0	79	32	0	**111**	0	**235**
Total	88	7	0	**95**	1	11	357	0	**368**	0	378	109	0	**487**	0	**950**
% Approach	92.6%	7.4%	0%	**-**	-	3.0%	97.0%	0%	**-**	-	77.6%	22.4%	0%	**-**	-	**-**
% Total	9.3%	0.7%	0%	**10.0%**	-	1.2%	37.6%	0%	**38.7%**	-	39.8%	11.5%	0%	**51.3%**	-	**-**
PHF	0.530	0.583	-	**0.534**	-	0.458	0.797	-	**0.800**	-	0.799	0.771	-	**0.798**	-	0.861
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	2	0	**2**	-	2
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	1.8%	0%	**0.4%**	-	0.2%
Lights	82	7	0	**89**	-	11	339	0	**350**	-	360	104	0	**464**	-	903
% Lights	93.2%	100%	0%	**93.7%**	-	100%	95.0%	0%	**95.1%**	-	95.2%	95.4%	0%	**95.3%**	-	95.1%
Single-Unit Trucks	0	0	0	**0**	-	0	9	0	**9**	-	9	0	0	**9**	-	18
% Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	2.5%	0%	**2.4%**	-	2.4%	0%	0%	**1.8%**	-	1.9%
Articulated Trucks	2	0	0	**2**	-	0	3	0	**3**	-	3	1	0	**4**	-	9
% Articulated Trucks	2.3%	0%	0%	**2.1%**	-	0%	0.8%	0%	**0.8%**	-	0.8%	0.9%	0%	**0.8%**	-	0.9%
Buses	3	0	0	**3**	-	0	6	0	**6**	-	5	1	0	**6**	-	15
% Buses	3.4%	0%	0%	**3.2%**	-	0%	1.7%	0%	**1.6%**	-	1.3%	0.9%	0%	**1.2%**	-	1.6%
Bicycles on Road	1	0	0	**1**	-	0	0	0	**0**	-	1	1	0	**2**	-	3
% Bicycles on Road	1.1%	0%	0%	**1.1%**	-	0%	0%	0%	**0%**	-	0.3%	0.9%	0%	**0.4%**	-	0.3%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lake Street and Blue Star HWY - TMC
Thu Sep 9, 2021
AM Peak (Sep 09 2021 7:30AM - 8:30 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 871046, Location: 42.649657, -86.195827

Provided by: Hubbell, Roth & Clark, Inc.
555 Hulet Drive,
Bloomfield Hills, MI, 48302, US



Lake Street and Blue Star HWY - TMC

Thu Sep 9, 2021
Midday Peak (Sep 09 2021 11:45AM - 12:45 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 871046, Location: 42.649657, -86.195827

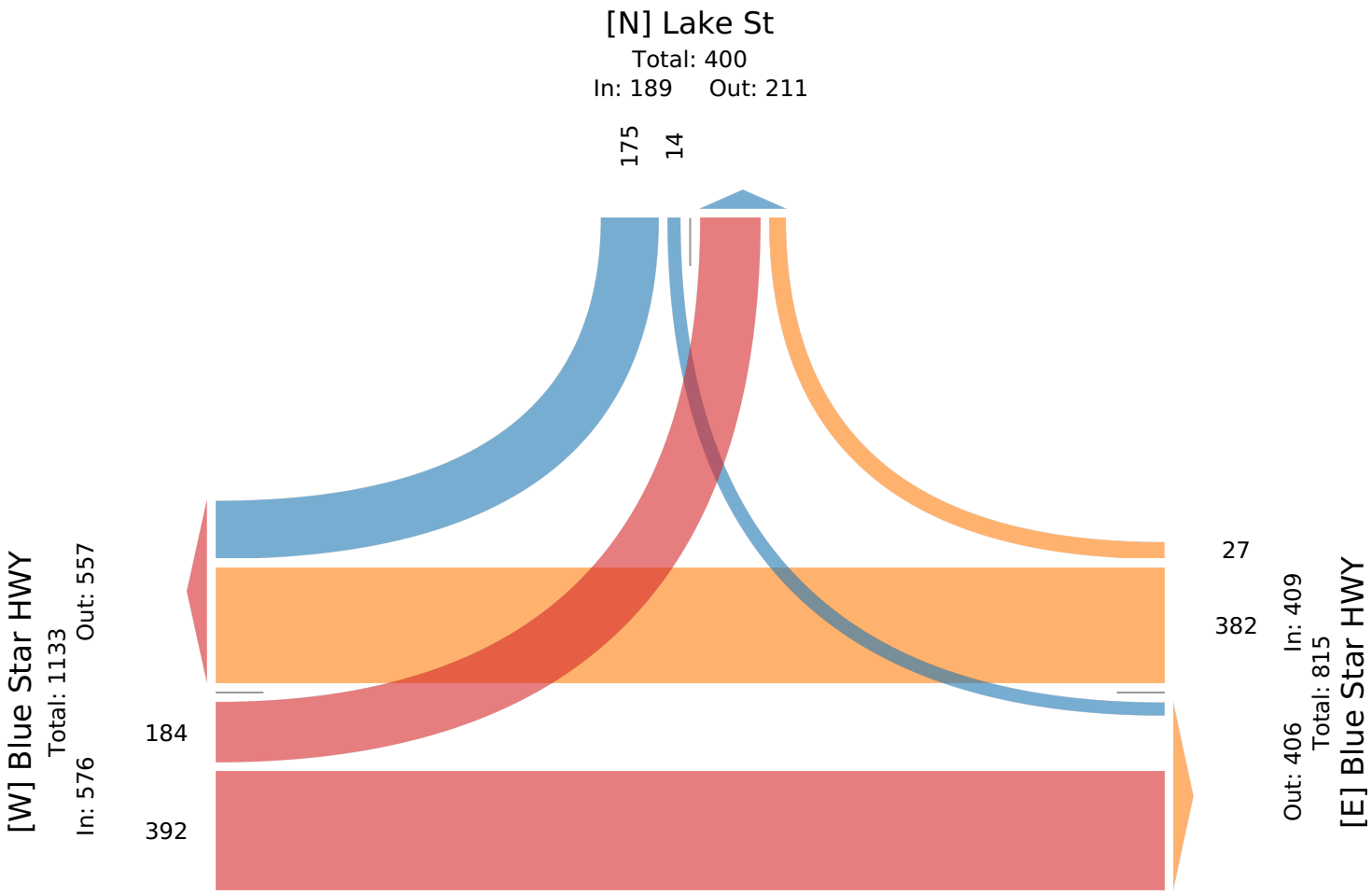
Provided by: Hubbell, Roth & Clark, Inc.
555 Hulet Drive,
Bloomfield Hills, MI, 48302, US

Leg / Direction	Lake St Southbound					Blue Star HWY Westbound					Blue Star HWY Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-09-09 11:45AM	45	7	0	**52**	0	6	99	0	**105**	0	81	48	0	**129**	0	**286**
12:00PM	31	4	0	**35**	0	8	104	0	**112**	0	101	38	0	**139**	0	**286**
12:15PM	53	1	0	**54**	0	4	90	0	**94**	0	97	51	0	**148**	0	**296**
12:30PM	46	2	0	**48**	0	9	89	0	**98**	0	113	47	0	**160**	0	**306**
Total	175	14	0	**189**	0	27	382	0	**409**	0	392	184	0	**576**	0	**1174**
% Approach	92.6%	7.4%	0%	**-**	-	6.6%	93.4%	0%	**-**	-	68.1%	31.9%	0%	**-**	-	**-**
% Total	14.9%	1.2%	0%	**16.1%**	-	2.3%	32.5%	0%	**34.8%**	-	33.4%	15.7%	0%	**49.1%**	-	**-**
PHF	0.821	0.500	-	**0.870**	-	0.750	0.918	-	**0.913**	-	0.873	0.897	-	**0.903**	-	0.963
Motorcycles	6	0	0	**6**	-	0	0	0	**0**	-	1	4	0	**5**	-	11
% Motorcycles	3.4%	0%	0%	**3.2%**	-	0%	0%	0%	**0%**	-	0.3%	2.2%	0%	**0.9%**	-	0.9%
Lights	166	13	0	**179**	-	27	367	0	**394**	-	383	174	0	**557**	-	1130
% Lights	94.9%	92.9%	0%	**94.7%**	-	100%	96.1%	0%	**96.3%**	-	97.7%	94.6%	0%	**96.7%**	-	96.3%
Single-Unit Trucks	1	1	0	**2**	-	0	8	0	**8**	-	7	4	0	**11**	-	21
% Single-Unit Trucks	0.6%	7.1%	0%	**1.1%**	-	0%	2.1%	0%	**2.0%**	-	1.8%	2.2%	0%	**1.9%**	-	1.8%
Articulated Trucks	1	0	0	**1**	-	0	7	0	**7**	-	0	1	0	**1**	-	9
% Articulated Trucks	0.6%	0%	0%	**0.5%**	-	0%	1.8%	0%	**1.7%**	-	0%	0.5%	0%	**0.2%**	-	0.8%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	1	0	0	**1**	-	0	0	0	**0**	-	1	1	0	**2**	-	3
% Bicycles on Road	0.6%	0%	0%	**0.5%**	-	0%	0%	0%	**0%**	-	0.3%	0.5%	0%	**0.3%**	-	0.3%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lake Street and Blue Star HWY - TMC
Thu Sep 9, 2021
Midday Peak (Sep 09 2021 11:45AM - 12:45 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 871046, Location: 42.649657, -86.195827

Provided by: Hubbell, Roth & Clark, Inc.
555 Hulet Drive,
Bloomfield Hills, MI, 48302, US



Lake Street and Blue Star HWY - TMC

Thu Sep 9, 2021
PM Peak (Sep 09 2021 2:45PM - 3:45 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 871046, Location: 42.649657, -86.195827

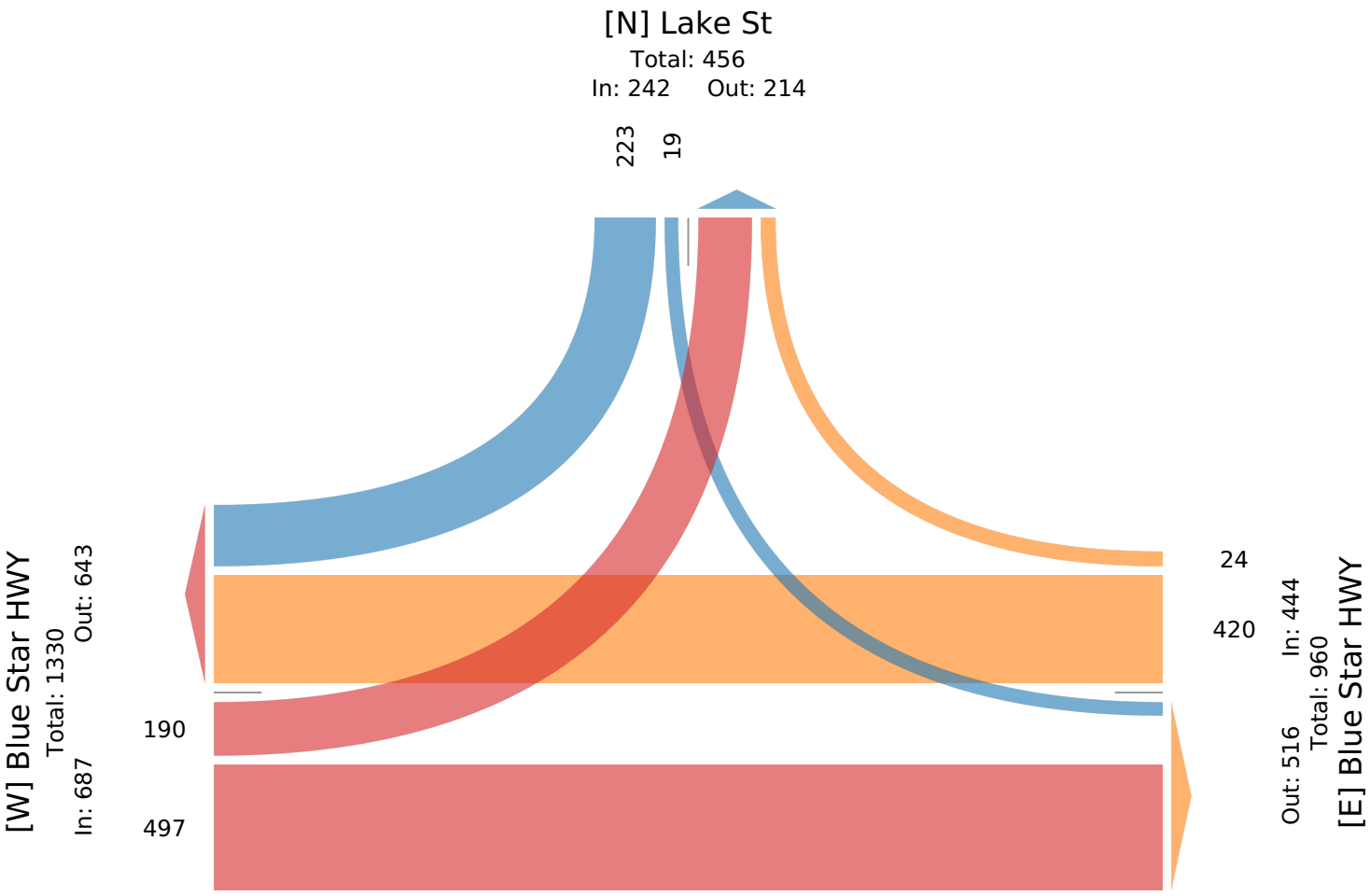
Provided by: Hubbell, Roth & Clark, Inc.
555 Hulet Drive,
Bloomfield Hills, MI, 48302, US

Leg Direction	Lake St Southbound					Blue Star HWY Westbound					Blue Star HWY Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-09-09 2:45PM	49	2	0	**51**	0	6	126	0	**132**	0	85	43	0	**128**	0	**311**
3:00PM	47	4	0	**51**	0	5	97	0	**102**	0	160	56	0	**216**	0	**369**
3:15PM	66	5	0	**71**	0	7	106	0	**113**	0	148	50	0	**198**	0	**382**
3:30PM	61	8	0	**69**	0	6	91	0	**97**	0	104	41	0	**145**	0	**311**
Total	223	19	0	**242**	0	24	420	0	**444**	0	497	190	0	**687**	0	**1373**
% Approach	92.1%	7.9%	0%	**-**	-	5.4%	94.6%	0%	**-**	-	72.3%	27.7%	0%	**-**	-	**-**
% Total	16.2%	1.4%	0%	**17.6%**	-	1.7%	30.6%	0%	**32.3%**	-	36.2%	13.8%	0%	**50.0%**	-	**-**
PHF	0.845	0.594	-	**0.852**	-	0.857	0.848	-	**0.855**	-	0.775	0.848	-	**0.794**	-	0.896
Motorcycles	4	0	0	**4**	-	0	3	0	**3**	-	7	1	0	**8**	-	15
% Motorcycles	1.8%	0%	0%	**1.7%**	-	0%	0.7%	0%	**0.7%**	-	1.4%	0.5%	0%	**1.2%**	-	1.1%
Lights	216	19	0	**235**	-	23	406	0	**429**	-	474	185	0	**659**	-	1323
% Lights	96.9%	100%	0%	**97.1%**	-	95.8%	96.7%	0%	**96.6%**	-	95.4%	97.4%	0%	**95.9%**	-	96.4%
Single-Unit Trucks	1	0	0	**1**	-	1	7	0	**8**	-	7	2	0	**9**	-	18
% Single-Unit Trucks	0.4%	0%	0%	**0.4%**	-	4.2%	1.7%	0%	**1.8%**	-	1.4%	1.1%	0%	**1.3%**	-	1.3%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	6	0	0	**6**	-	6
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	1.2%	0%	0%	**0.9%**	-	0.4%
Buses	2	0	0	**2**	-	0	1	0	**1**	-	2	2	0	**4**	-	7
% Buses	0.9%	0%	0%	**0.8%**	-	0%	0.2%	0%	**0.2%**	-	0.4%	1.1%	0%	**0.6%**	-	0.5%
Bicycles on Road	0	0	0	**0**	-	0	3	0	**3**	-	1	0	0	**1**	-	4
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0.7%	0%	**0.7%**	-	0.2%	0%	0%	**0.1%**	-	0.3%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lake Street and Blue Star HWY - TMC
Thu Sep 9, 2021
PM Peak (Sep 09 2021 2:45PM - 3:45 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 871046, Location: 42.649657, -86.195827

Provided by: Hubbell, Roth & Clark, Inc.
555 Hulet Drive,
Bloomfield Hills, MI, 48302, US



Old Allegan Street and Blue Start HWY - TMC

Wed Sep 8, 2021
Full Length (11:30 PM-11:30 PM (+1))
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 871058, Location: 42.654775, -86.190445

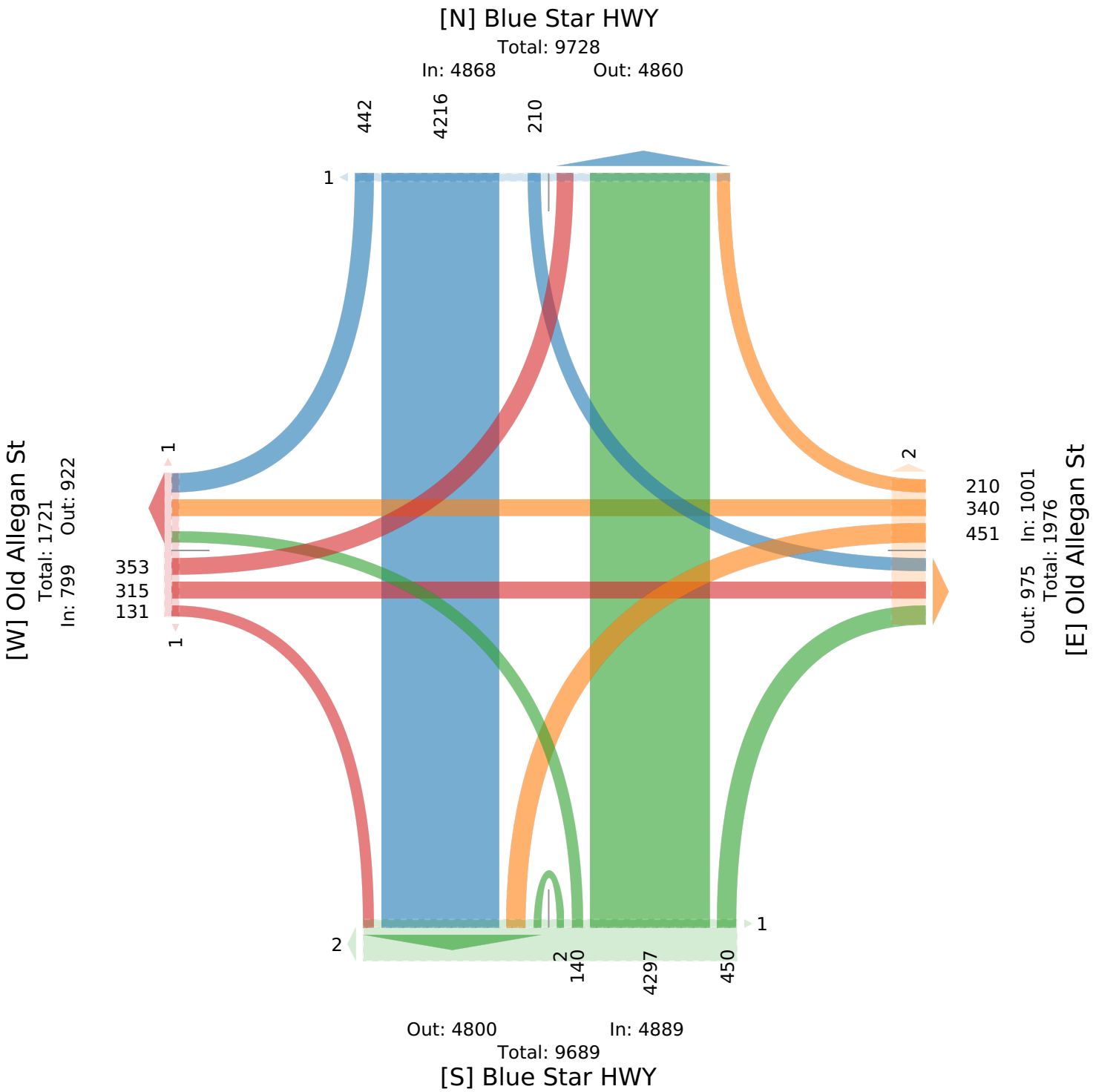
Provided by: Hubbell, Roth & Clark, Inc.
555 Hulet Drive,
Bloomfield Hills, MI, 48302, US

Leg	Blue Star HWY						Old Allegan St						Blue Star HWY						Old Allegan St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2021-09-08 11:00PM	0	6	0	0	**6**	0	0	0	1	0	**1**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**9**
2021-09-09 12:00AM	1	5	0	0	**6**	0	0	0	0	0	**0**	0	1	3	0	0	**4**	0	0	0	1	0	**1**	0	**11**
1:00AM	0	4	0	0	**4**	0	0	0	1	0	**1**	0	0	6	0	0	**6**	0	0	1	1	0	**2**	0	**13**
2:00AM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	4	0	0	**4**	0	0	0	0	0	**0**	0	**5**
3:00AM	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	4	0	0	**4**	0	0	1	0	0	**1**	0	**6**
4:00AM	0	4	0	0	**4**	0	1	0	0	0	**1**	0	1	9	0	0	**10**	0	0	0	1	0	**1**	0	**16**
5:00AM	0	10	0	0	**10**	0	0	2	0	0	**2**	0	0	44	0	1	**45**	0	0	0	1	0	**1**	0	**58**
6:00AM	0	59	4	0	**63**	0	3	3	9	0	**15**	0	6	85	0	0	**91**	0	1	5	0	0	**6**	0	**175**
7:00AM	25	237	11	0	**273**	0	8	19	49	0	**76**	0	18	180	15	0	**213**	0	5	10	10	0	**25**	0	**587**
8:00AM	58	225	12	0	**295**	0	12	50	29	0	**91**	2	25	236	22	0	**283**	1	8	25	23	0	**56**	0	**725**
9:00AM	20	281	15	0	**316**	1	17	18	42	0	**77**	0	29	244	8	0	**281**	2	7	7	19	0	**33**	1	**707**
10:00AM	32	278	9	0	**319**	0	17	12	30	0	**59**	0	29	292	7	0	**328**	0	7	9	14	0	**30**	0	**736**
11:00AM	26	302	15	0	**343**	0	20	21	31	0	**72**	0	29	291	9	0	**329**	0	8	15	18	0	**41**	0	**785**
12:00PM	35	358	19	0	**412**	0	19	25	41	0	**85**	0	30	360	5	0	**395**	0	6	15	23	0	**44**	0	**936**
1:00PM	24	336	10	0	**370**	0	20	21	29	0	**70**	0	37	315	10	0	**362**	0	15	18	30	0	**63**	0	**865**
2:00PM	39	374	10	0	**423**	0	11	30	35	0	**76**	0	31	325	3	0	**359**	0	14	11	22	0	**47**	0	**905**
3:00PM	35	323	20	0	**378**	0	17	33	33	0	**83**	0	49	414	24	1	**488**	0	21	45	36	0	**102**	0	**1051**
4:00PM	36	359	21	0	**416**	0	22	26	30	0	**78**	0	33	389	7	0	**429**	0	7	24	38	0	**69**	0	**992**
5:00PM	42	358	17	0	**417**	0	9	26	33	0	**68**	0	42	344	10	0	**396**	0	9	31	27	0	**67**	0	**948**
6:00PM	27	269	15	0	**311**	0	10	21	27	0	**58**	0	27	239	9	0	**275**	0	7	18	17	0	**42**	0	**686**
7:00PM	12	203	17	0	**232**	0	12	17	16	0	**45**	0	20	188	5	0	**213**	0	11	22	20	0	**53**	1	**543**
8:00PM	13	107	9	0	**129**	0	10	8	9	0	**27**	0	26	180	2	0	**208**	0	1	14	10	0	**25**	0	**389**
9:00PM	9	59	3	0	**71**	0	1	6	3	0	**10**	0	13	85	2	0	**100**	0	2	30	22	0	**54**	0	**235**
10:00PM	6	48	2	0	**56**	0	0	2	3	0	**5**	0	3	52	1	0	**56**	0	2	11	18	0	**31**	0	**148**
11:00PM	1	10	1	0	**12**	0	1	0	0	0	**1**	0	1	6	1	0	**8**	0	0	3	2	0	**5**	0	**26**
Total	442	4216	210	0	**4868**	1	210	340	451	0	**1001**	2	450	4297	140	2	**4889**	3	131	315	353	0	**799**	2	**11557**
% Approach	9.1%	86.6%	4.3%	0%	**-**	-	21.0%	34.0%	45.1%	0%	**-**	-	9.2%	87.9%	2.9%	0%	**-**	-	16.4%	39.4%	44.2%	0%	**-**	-	-
% Total	3.8%	36.5%	1.8%	0%	**42.1%**	-	1.8%	2.9%	3.9%	0%	**8.7%**	-	3.9%	37.2%	1.2%	0%	**42.3%**	-	1.1%	2.7%	3.1%	0%	**6.9%**	-	-
Motorcycles	3	22	0	0	**25**	-	0	1	0	0	**1**	-	2	35	0	0	**37**	-	0	2	2	0	**4**	-	67
% Motorcycles	0.7%	0.5%	0%	0%	**0.5%**	-	0%	0.3%	0%	0%	**0.1%**	-	0.4%	0.8%	0%	0%	**0.8%**	-	0%	0.6%	0.6%	0%	**0.5%**	-	0.6%
Lights	425	4101	197	0	**4723**	-	206	328	429	0	**963**	-	429	4144	133	2	**4708**	-	119	306	339	0	**764**	-	11158
% Lights	96.2%	97.3%	93.8%	0%	**97.0%**	-	98.1%	96.5%	95.1%	0%	**96.2%**	-	95.3%	96.4%	95.0%	100%	**96.3%**	-	90.8%	97.1%	96.0%	0%	**95.6%**	-	96.5%
Single-Unit Trucks	8	58	2	0	**68**	-	1	8	10	0	**19**	-	9	75	2	0	**86**	-	4	4	8	0	**16**	-	189
% Single-Unit Trucks	1.8%	1.4%	1.0%	0%	**1.4%**	-	0.5%	2.4%	2.2%	0%	**1.9%**	-	2.0%	1.7%	1.4%	0%	**1.8%**	-	3.1%	1.3%	2.3%	0%	**2.0%**	-	1.6%
Articulated Trucks	3	22	2	0	**27**	-	1	1	1	0	**3**	-	2	23	0	0	**25**	-	0	0	1	0	**1**	-	56
% Articulated Trucks	0.7%	0.5%	1.0%	0%	**0.6%**	-	0.5%	0.3%	0.2%	0%	**0.3%**	-	0.4%	0.5%	0%	0%	**0.5%**	-	0%	0%	0.3%	0%	**0.1%**	-	0.5%
Buses	3	10	1	0	**14**	-	2	2	8	0	**12**	-	4	13	3	0	**20**	-	5	3	3	0	**11**	-	57
% Buses	0.7%	0.2%	0.5%	0%	**0.3%**	-	1.0%	0.6%	1.8%	0%	**1.2%**	-	0.9%	0.3%	2.1%	0%	**0.4%**	-	3.8%	1.0%	0.8%	0%	**1.4%**	-	0.5%
Bicycles on Road	0	3	8	0	**11**	-	0	0	3	0	**3**	-	4	7	2	0	**13**	-	3	0	0	0	**3**	-	30
% Bicycles on Road	0%	0.1%	3.8%	0%	**0.2%**	-	0%	0%	0.7%	0%	**0.3%**	-	0.9%	0.2%	1.4%	0%	**0.3%**	-	2.3%	0%	0%	0%	**0.4%**	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Old Allegan Street and Blue Start HWY - TMC
Wed Sep 8, 2021
Full Length (11:30 PM-11:30 PM (+1))
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 871058, Location: 42.654775, -86.190445

Provided by: Hubbell, Roth & Clark, Inc.
555 Hulet Drive,
Bloomfield Hills, MI, 48302, US



Old Allegan Street and Blue Start HWY - TMC

Thu Sep 9, 2021
AM Peak (Sep 09 2021 7:30AM - 8:30 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 871058, Location: 42.654775, -86.190445

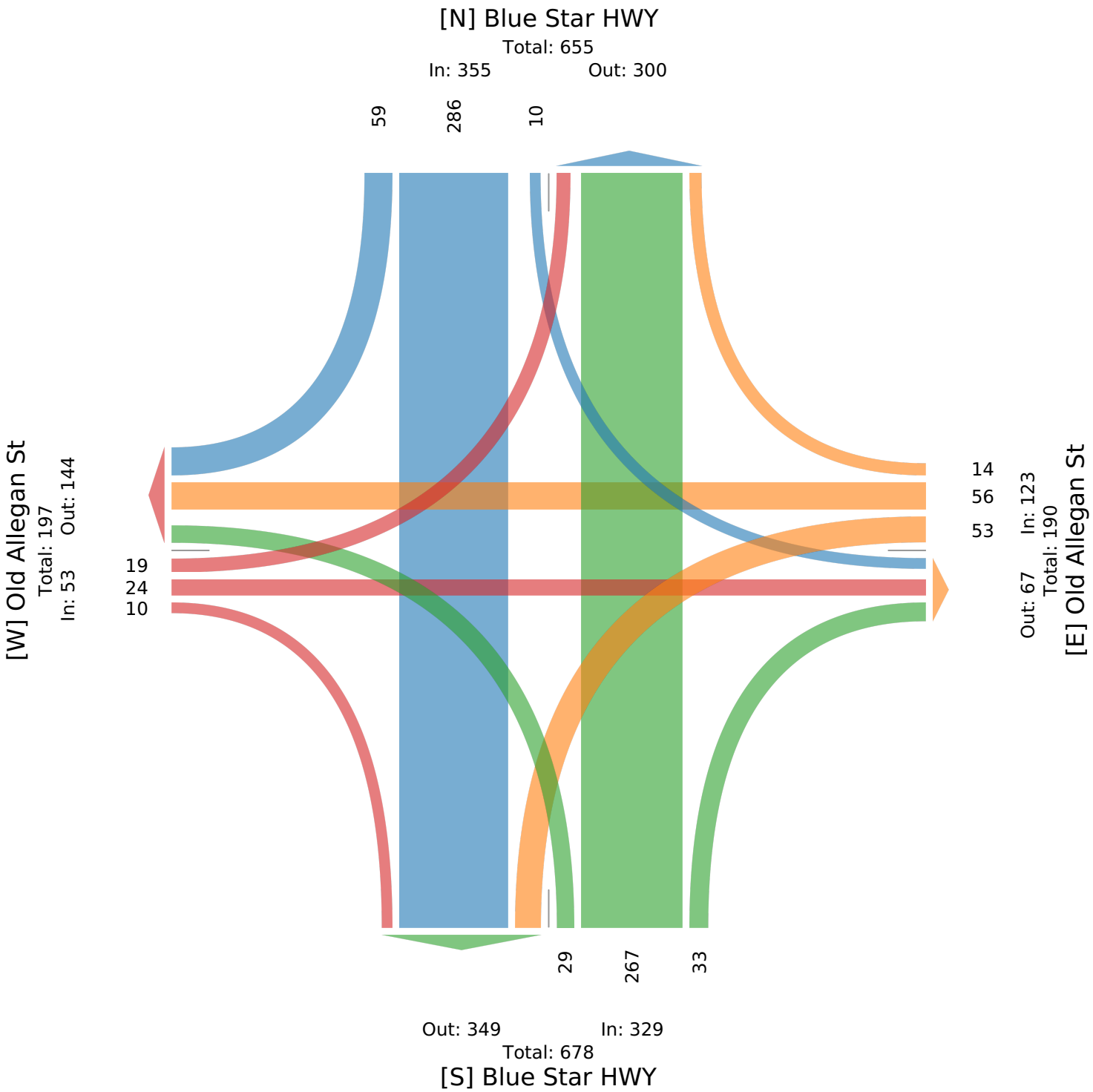
Provided by: Hubbell, Roth & Clark, Inc.
555 Hulet Drive,
Bloomfield Hills, MI, 48302, US

Leg / Direction	Blue Star HWY Southbound						Old Allegan St Westbound						Blue Star HWY Northbound						Old Allegan St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-09-09 7:30AM	7	78	2	0	**87**	0	2	3	18	0	**23**	0	4	44	2	0	**50**	0	0	2	2	0	**4**	0	**164**
7:45AM	11	88	4	0	**103**	0	5	9	17	0	**31**	0	10	85	9	0	**104**	0	3	4	1	0	**8**	0	**246**
8:00AM	15	60	4	0	**79**	0	2	16	9	0	**27**	0	15	75	12	0	**102**	0	3	9	8	0	**20**	0	**228**
8:15AM	26	60	0	0	**86**	0	5	28	9	0	**42**	0	4	63	6	0	**73**	0	4	9	8	0	**21**	0	**222**
Total	59	286	10	0	**355**	0	14	56	53	0	**123**	0	33	267	29	0	**329**	0	10	24	19	0	**53**	0	**860**
% Approach	16.6%	80.6%	2.8%	0%	**-**	-	11.4%	45.5%	43.1%	0%	**-**	-	10.0%	81.2%	8.8%	0%	**-**	-	18.9%	45.3%	35.8%	0%	**-**	-	-
% Total	6.9%	33.3%	1.2%	0%	**41.3%**	-	1.6%	6.5%	6.2%	0%	**14.3%**	-	3.8%	31.0%	3.4%	0%	**38.3%**	-	1.2%	2.8%	2.2%	0%	**6.2%**	-	-
PHF	0.567	0.813	0.625	-	**0.862**	-	0.700	0.500	0.736	-	**0.732**	-	0.550	0.782	0.604	-	**0.788**	-	0.625	0.667	0.594	-	**0.631**	-	0.873
Motorcycles	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Lights	58	274	9	0	**341**	-	12	55	51	0	**118**	-	30	257	28	0	**315**	-	10	23	18	0	**51**	-	825
% Lights	98.3%	95.8%	90.0%	0%	**96.1%**	-	85.7%	98.2%	96.2%	0%	**95.9%**	-	90.9%	96.3%	96.6%	0%	**95.7%**	-	100%	95.8%	94.7%	0%	**96.2%**	-	95.9%
Single-Unit Trucks	0	8	0	0	**8**	-	0	0	0	0	**0**	-	1	7	0	0	**8**	-	0	0	1	0	**1**	-	17
% Single-Unit Trucks	0%	2.8%	0%	0%	**2.3%**	-	0%	0%	0%	0%	**0%**	-	3.0%	2.6%	0%	0%	**2.4%**	-	0%	0%	5.3%	0%	**1.9%**	-	2.0%
Articulated Trucks	1	3	1	0	**5**	-	1	0	0	0	**1**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	7
% Articulated Trucks	1.7%	1.0%	10.0%	0%	**1.4%**	-	7.1%	0%	0%	0%	**0.8%**	-	3.0%	0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0.8%
Buses	0	1	0	0	**1**	-	1	1	2	0	**4**	-	1	2	1	0	**4**	-	0	1	0	0	**1**	-	10
% Buses	0%	0.3%	0%	0%	**0.3%**	-	7.1%	1.8%	3.8%	0%	**3.3%**	-	3.0%	0.7%	3.4%	0%	**1.2%**	-	0%	4.2%	0%	0%	**1.9%**	-	1.2%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Old Allegan Street and Blue Start HWY - TMC
Thu Sep 9, 2021
AM Peak (Sep 09 2021 7:30AM - 8:30 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 871058, Location: 42.654775, -86.190445

Provided by: Hubbell, Roth & Clark, Inc.
555 Hulet Drive,
Bloomfield Hills, MI, 48302, US



Old Allegan Street and Blue Start HWY - TMC

Thu Sep 9, 2021
Midday Peak (Sep 09 2021 12PM - 1 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 871058, Location: 42.654775, -86.190445

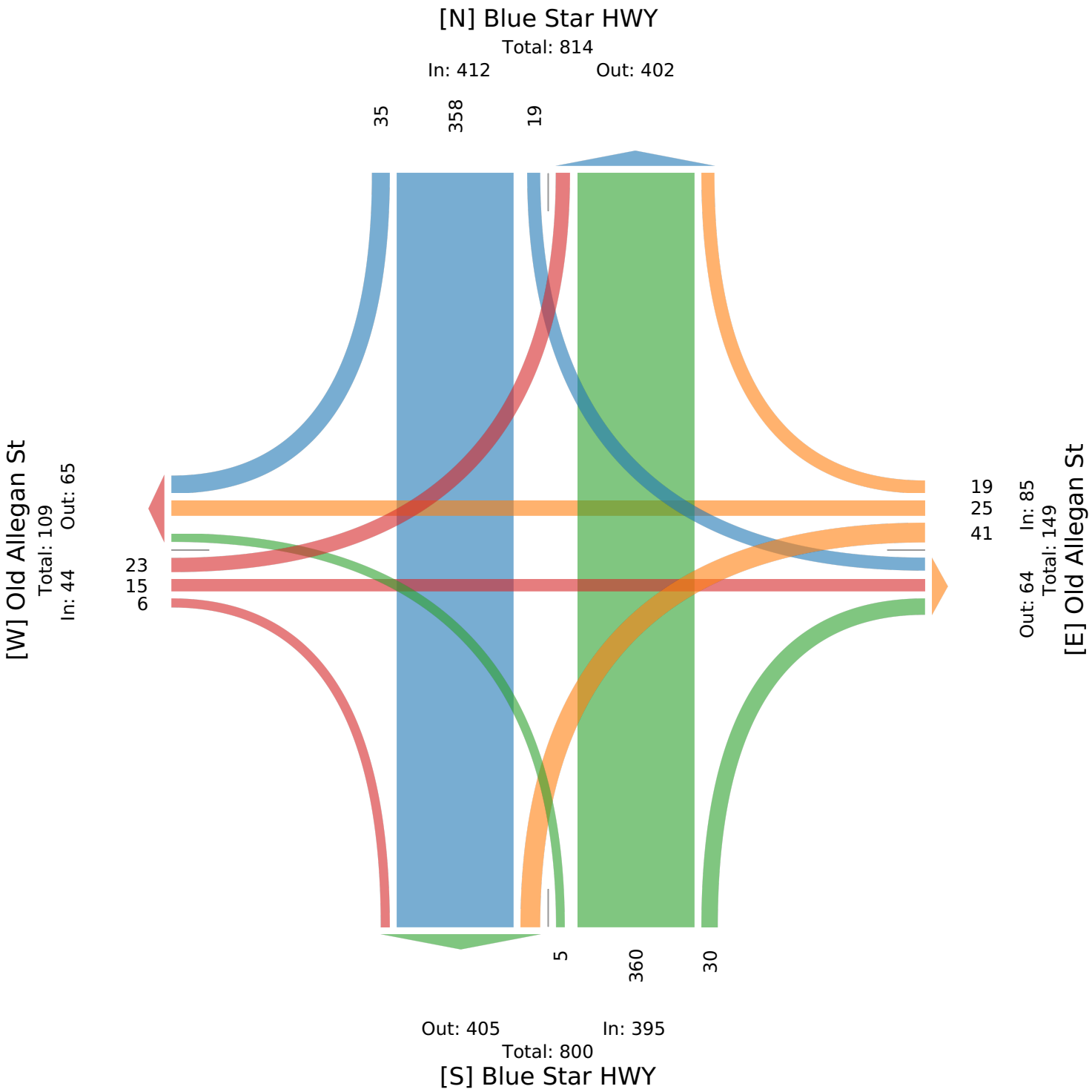
Provided by: Hubbell, Roth & Clark, Inc.
555 Hulet Drive,
Bloomfield Hills, MI, 48302, US

Leg / Direction	Blue Star HWY Southbound						Old Allegan St Westbound						Blue Star HWY Northbound						Old Allegan St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-09-09 12:00PM	5	95	5	0	**105**	0	3	3	12	0	**18**	0	10	91	3	0	**104**	0	1	4	4	0	**9**	0	**236**
12:15PM	11	89	4	0	**104**	0	3	5	10	0	**18**	0	8	86	2	0	**96**	0	0	7	7	0	**14**	0	**232**
12:30PM	6	92	4	0	**102**	0	9	8	8	0	**25**	0	4	92	0	0	**96**	0	4	3	5	0	**12**	0	**235**
12:45PM	13	82	6	0	**101**	0	4	9	11	0	**24**	0	8	91	0	0	**99**	0	1	1	7	0	**9**	0	**233**
Total	35	358	19	0	**412**	0	19	25	41	0	**85**	0	30	360	5	0	**395**	0	6	15	23	0	**44**	0	**936**
% Approach	8.5%	86.9%	4.6%	0%	**-**	-	22.4%	29.4%	48.2%	0%	**-**	-	7.6%	91.1%	1.3%	0%	**-**	-	13.6%	34.1%	52.3%	0%	**-**	-	-
% Total	3.7%	38.2%	2.0%	0%	**44.0%**	-	2.0%	2.7%	4.4%	0%	**9.1%**	-	3.2%	38.5%	0.5%	0%	**42.2%**	-	0.6%	1.6%	2.5%	0%	**4.7%**	-	-
PHF	0.673	0.942	0.792	-	**0.981**	-	0.528	0.694	0.854	-	**0.850**	-	0.750	0.973	0.417	-	**0.945**	-	0.313	0.536	0.821	-	**0.768**	-	0.993
Motorcycles	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Lights	35	346	18	0	**399**	-	19	24	38	0	**81**	-	29	346	5	0	**380**	-	5	15	21	0	**41**	-	901
% Lights	100%	96.6%	94.7%	0%	**96.8%**	-	100%	96.0%	92.7%	0%	**95.3%**	-	96.7%	96.1%	100%	0%	**96.2%**	-	83.3%	100%	91.3%	0%	**93.2%**	-	96.3%
Single-Unit Trucks	0	9	1	0	**10**	-	0	1	1	0	**2**	-	0	9	0	0	**9**	-	0	0	2	0	**2**	-	23
% Single-Unit Trucks	0%	2.5%	5.3%	0%	**2.4%**	-	0%	4.0%	2.4%	0%	**2.4%**	-	0%	2.5%	0%	0%	**2.3%**	-	0%	0%	8.7%	0%	**4.5%**	-	2.5%
Articulated Trucks	0	2	0	0	**2**	-	0	0	1	0	**1**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	5
% Articulated Trucks	0%	0.6%	0%	0%	**0.5%**	-	0%	0%	2.4%	0%	**1.2%**	-	0%	0.6%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Buses	0	1	0	0	**1**	-	0	0	1	0	**1**	-	1	1	0	0	**2**	-	0	0	0	0	**0**	-	4
% Buses	0%	0.3%	0%	0%	**0.2%**	-	0%	0%	2.4%	0%	**1.2%**	-	3.3%	0.3%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	1	0	0	0	**1**	-	3
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.5%**	-	16.7%	0%	0%	0%	**2.3%**	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Old Allegan Street and Blue Start HWY - TMC
Thu Sep 9, 2021
Midday Peak (Sep 09 2021 12PM - 1 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 871058, Location: 42.654775, -86.190445

Provided by: Hubbell, Roth & Clark, Inc.
555 Hulet Drive,
Bloomfield Hills, MI, 48302, US



Old Allegan Street and Blue Start HWY - TMC

Thu Sep 9, 2021

PM Peak (Sep 09 2021 2:45PM - 3:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 871058, Location: 42.654775, -86.190445

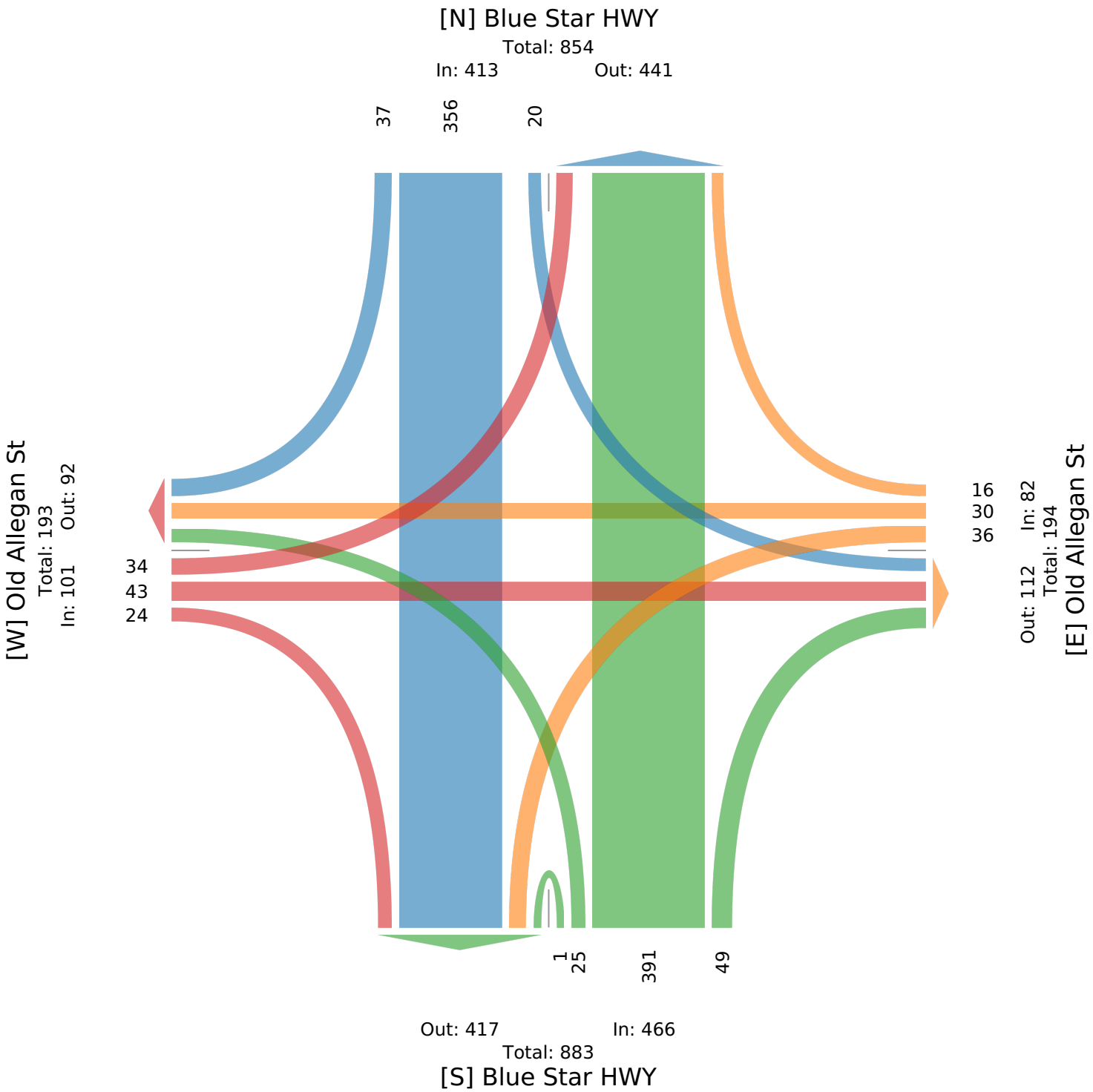
Provided by: Hubbell, Roth & Clark, Inc.
555 Hulet Drive,
Bloomfield Hills, MI, 48302, US

Leg / Direction	Blue Star HWY Southbound						Old Allegan St Westbound						Blue Star HWY Northbound						Old Allegan St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-09-09 2:45PM	13	110	5	0	**128**	0	3	8	14	0	**25**	0	8	64	1	0	**73**	0	5	2	7	0	**14**	0	**240**
3:00PM	11	90	4	0	**105**	0	4	8	5	0	**17**	0	14	103	15	1	**133**	0	3	7	5	0	**15**	0	**270**
3:15PM	8	88	2	0	**98**	0	6	9	6	0	**21**	0	15	124	8	0	**147**	0	8	23	14	0	**45**	0	**311**
3:30PM	5	68	9	0	**82**	0	3	5	11	0	**19**	0	12	100	1	0	**113**	0	8	11	8	0	**27**	0	**241**
Total	37	356	20	0	**413**	0	16	30	36	0	**82**	0	49	391	25	1	**466**	0	24	43	34	0	**101**	0	**1062**
% Approach	9.0%	86.2%	4.8%	0%	**-**	-	19.5%	36.6%	43.9%	0%	**-**	-	10.5%	83.9%	5.4%	0.2%	**-**	-	23.8%	42.6%	33.7%	0%	**-**	-	-
% Total	3.5%	33.5%	1.9%	0%	**38.9%**	-	1.5%	2.8%	3.4%	0%	**7.7%**	-	4.6%	36.8%	2.4%	0.1%	**43.9%**	-	2.3%	4.0%	3.2%	0%	**9.5%**	-	-
PHF	0.712	0.814	0.528	-	**0.815**	-	0.667	0.833	0.708	-	**0.870**	-	0.817	0.786	0.400	0.250	**0.795**	-	0.750	0.467	0.607	-	**0.561**	-	0.852
Motorcycles	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	1	0	0	**1**	-	7
% Motorcycles	0%	0.6%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**0.9%**	-	0%	2.3%	0%	0%	**1.0%**	-	0.7%
Lights	36	346	18	0	**400**	-	16	29	34	0	**79**	-	46	377	24	1	**448**	-	24	39	34	0	**97**	-	1024
% Lights	97.3%	97.2%	90.0%	0%	**96.9%**	-	100%	96.7%	94.4%	0%	**96.3%**	-	93.9%	96.4%	96.0%	100%	**96.1%**	-	100%	90.7%	100%	0%	**96.0%**	-	96.4%
Single-Unit Trucks	1	5	1	0	**7**	-	0	1	0	0	**1**	-	2	6	0	0	**8**	-	0	2	0	0	**2**	-	18
% Single-Unit Trucks	2.7%	1.4%	5.0%	0%	**1.7%**	-	0%	3.3%	0%	0%	**1.2%**	-	4.1%	1.5%	0%	0%	**1.7%**	-	0%	4.7%	0%	0%	**2.0%**	-	1.7%
Articulated Trucks	0	2	0	0	**2**	-	0	0	0	0	**0**	-	1	3	0	0	**4**	-	0	0	0	0	**0**	-	6
% Articulated Trucks	0%	0.6%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	2.0%	0.8%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	2.3%	0%	0%	**1.0%**	-	0.1%
Bicycles on Road	0	1	1	0	**2**	-	0	0	2	0	**2**	-	0	1	1	0	**2**	-	0	0	0	0	**0**	-	6
% Bicycles on Road	0%	0.3%	5.0%	0%	**0.5%**	-	0%	0%	5.6%	0%	**2.4%**	-	0%	0.3%	4.0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Old Allegan Street and Blue Start HWY - TMC
Thu Sep 9, 2021
PM Peak (Sep 09 2021 2:45PM - 3:45 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 871058, Location: 42.654775, -86.190445

Provided by: Hubbell, Roth & Clark, Inc.
555 Hulet Drive,
Bloomfield Hills, MI, 48302, US



HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915

Attachment B: Left Turn Warrant Charts

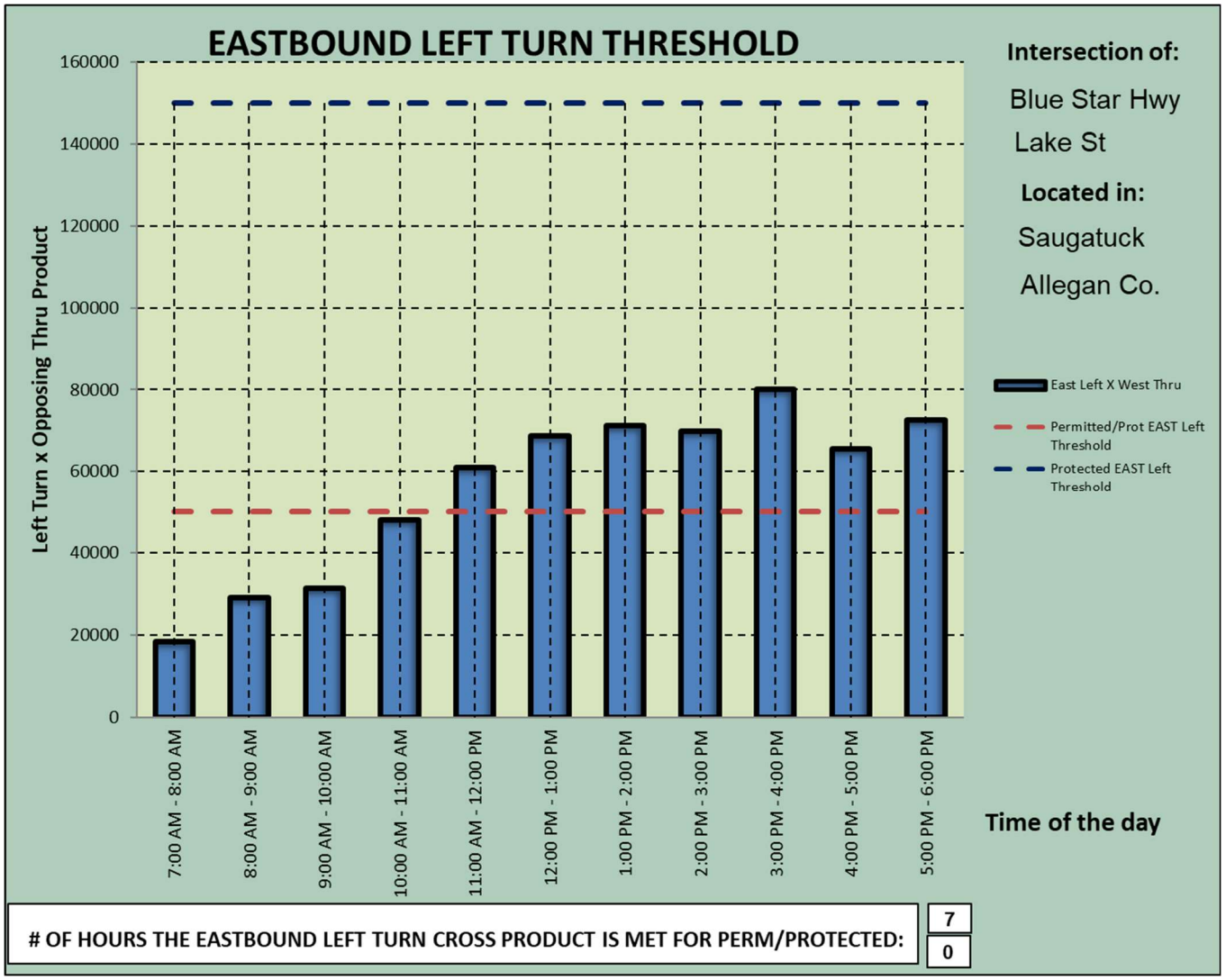


Figure C-1. Left Turn Threshold Graph for Eastbound Blue Star Highway at Lake Street

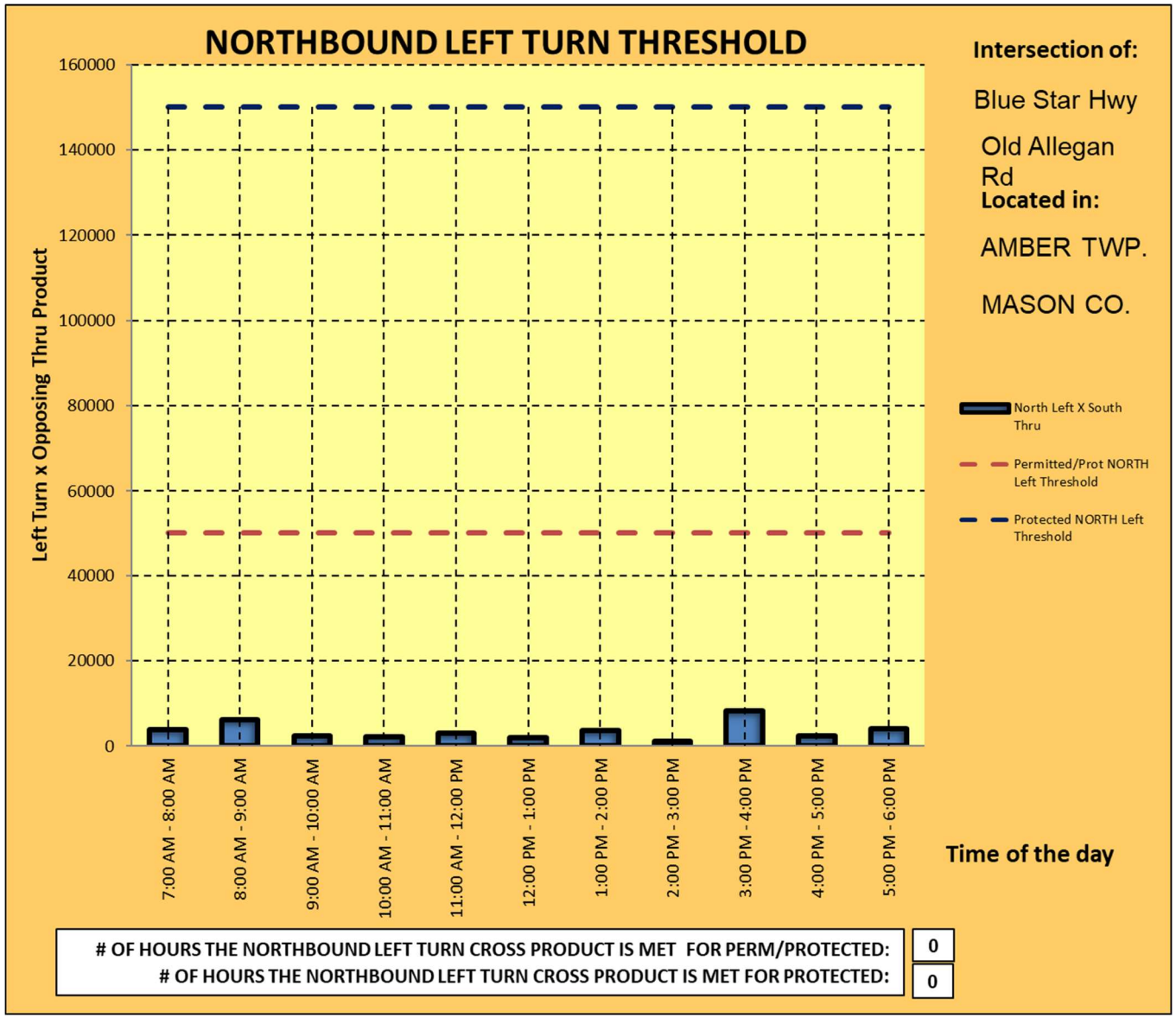


Figure C-2. Left Turn Threshold Graph for Eastbound Blue Star Highway at Lake Street

HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915

Attachment C: Signal Warrant Analysis Spreadsheets

Attached separately as Excel spreadsheets

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

November 13, 2019

Mr. John Adams, President
Friends of the Blue Star Trail
jaquincy48@gmail.com

RE: Blue Star Trail – Status of Current Options

Dear John,

As requested, below is a summary of the Blue Star Trail options that were presented to Saugatuck City council on July 18, 2019. These are the last options that were developed prior to the City meeting with representatives from Douglas and Saugatuck Township to lay out plans for an agency-led project. Following the two options presented in July is a summary of ideas that have been discussed since July 18 in response to concerns raised by the Fire Department.

Option 1D (aka "the sidewalk/road option")

Part 1 (Washington Street to Kalamazoo River Bridge): The concept used in Douglas south of Washington Street would be extended approximately 200 feet, using a raised curb to place the trail within the existing roadway while maintaining the left turn lane onto Main Street. At the end of the left turn lane taper, the raised curb is replaced with a 5-foot buffer area, producing a 2-lane cross section with a wide northbound shoulder, southbound shoulder/buffer and the non-motorized trail within the curb-to-curb width. We note the following advantages and disadvantages:

- The transition between the new trail and the existing one in Douglas would be a relatively simple one. Southbound Blue Star Highway (BSH) driver confusion should be reduced.
- The existing island would be removed. This could increase driver confusion for vehicles turning south on BSH from Washington Street. This would be mitigated with pavement markings and enhanced signage.
- Using a combination curb and buffer preserves a width for vehicular traffic equivalent to 3 lanes. However, unlike the current layout, emergency responders would require motorists to utilize the shoulders and clear the center turn lane to navigate this portion of the corridor.
- There are no physical barriers between motorized and non-motorized traffic north of the raised curb. This could be mitigated with rumble strips, pavement markings and signage. A series of movable planters or similar could be used to provide more visual delineation of the trail, however, the layout would need to consider emergency response impacts.
- The raised curb would need to be considered during winter maintenance activities.

Part 2 (Kalamazoo River Bridge): In this option, the cross section at the north end of Part 1 is carried across the bridge (14' trail, 5' buffer/shoulder, 11' SB lane, 11' NB lane, 5' shoulder). We note the following advantages and disadvantages:

- This option provides an equivalent of 3 lanes of width.
- Similar to Part 1, emergency responders would require motorists to utilize the shoulders to navigate this portion of the corridor.
- There are no physical barriers between motorized and non-motorized traffic north of the raised curb. This could be mitigated with rumble strips (though not ideal on the bridge deck), pavement markings

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and signage. A series of movable planters or similar could be used to provide more visual delineation of the trail, however, the layout would need to consider emergency response impacts.
- Without physical barriers, winter maintenance would be largely unchanged.

Part 3 (Kalamazoo River Bridge to Lake Street): North of the bridge, the trail transitions from being located completely within the curbed width to completely outside the curbed width, merging with the existing sidewalk. The widened sidewalk continues behind the existing tree line on the west side of BSH, requiring slope improvements and fencing. We note the following advantages and disadvantages:
- This option provides an equivalent of 3 lanes of width.
- Similar to Parts 1 & 2, emergency responders would require motorists to utilize the shoulders to navigate the portion south of the transition.
- South of the transition, there are no physical barriers between motorized and non-motorized traffic north of the raised curb. This could be mitigated with rumble, pavement markings and signage. A series of movable planters or similar could be used to provide more visual delineation of the trail, however, the layout would need to consider emergency response impacts.
- At the transition, southbound driver confusion will need to be carefully mitigated with pavement markings, rumble strips and signage (and potentially planters or similar).
- This option has the advantage of maintaining the existing lanes at Lake Street.
- Materials used for slope reinforcement and fencing would be selected based on City input on their longevity, aesthetics and maintenance requirements.
- Winter maintenance would be largely unchanged south of the transition. North of the transition, there would be more surface area to maintain.

Part 4 (Lake Street Intersection): The trail crosses Lake Street similar to a traditional crosswalk at a controlled intersection. The intersection could either remain stop-controlled or be upgraded to signal control, depending on City and Fire Department operational preference. On the north side of the intersection, the trail would maintain clearance around the existing palette sign for landscaping. Beyond that, it would transition into the southbound shoulder area, providing the northbound lane, clear auxiliary area, southbound lane buffer area and trail. We note the following advantages and disadvantages:
- The Lake Street stop bar would be moved back from the intersection. Lake Street drivers would pull forward onto the trail after checking that it is clear to gain sight distance on BSH. This is not an uncommon scenario for crosswalks at skewed intersections.
- The existing wide southbound shoulder currently functions as a right turn lane, of sorts. It would be eliminated under this option.
- Winter maintenance would be largely unchanged.

Part 5 (Lake Street to Maple Street): The trail continues north, utilizing a portion of the existing southbound shoulder area to reduce the slope reinforcement/retaining wall and fencing required. At least part of the buffer area would likely be grass to provide better separation and a space for signage. At Maple Street, the existing ditch would be enclosed to allow the trail to transition out of the roadway and cross Maple Street in a typical crosswalk configuration. We note the following advantages and disadvantages:
- This option can provide an equivalent of 3 lanes of width, depending on the exact positioning of the trail and layout of the buffer area.
- Emergency responders would require motorists to utilize the shoulders to navigate this portion of the corridor.
- Materials used for slope reinforcement and fencing would be selected based on City input on their longevity, aesthetics and maintenance requirements.
- Winter maintenance would need to consider the additional width and snow storage areas but would otherwise be largely unchanged.

Option 2F (aka "the road option")

Parts 1, 2 and 5 are the same as in Option 1D.

Part 3 (Kalamazoo River Bridge to Lake Street): North of the bridge, the trail would continue within the curbed roadway with 2 lanes and shoulder/buffer areas. A raised curb would replace the buffer where the northbound left turn lane onto Lake Street begins. We note the following advantages and disadvantages:

- This option provides an equivalent of 3 lanes of width.
- Emergency responders would require motorists to utilize the shoulders and clear the left turn lane to navigate this portion of the corridor.
- Southbound driver confusion would be reduced from Option 1D. The raised curb would align southbound traffic such that no lateral movement would be required where it transitions to the 5' buffer.
- The southbound acceleration lane at Lake Street would be eliminated.
- Slope improvements and fencing would not be required.
- The raised curb would need to be considered during winter maintenance activities.

Part 4 (Lake Street Intersection): The curb on the south side of the intersection would be realigned to allow the trail to connect to the existing sidewalk and then cross Lake Street similar to a traditional crosswalk at a controlled intersection. The intersection could either remain stop-controlled or be upgraded to signal control, depending on City and Fire Department operational preference. The north side of the intersection is the same as in Option 1D. We note the following advantages and disadvantages:

- The Lake Street stop bar would be moved back from the intersection. Lake Street drivers would pull forward onto the trail after checking that it is clear to gain sight distance on BSH. This is not an uncommon scenario for crosswalks at skewed intersections.
- The existing wide southbound shoulder currently functions as a right turn lane, of sorts. It would be eliminated under this option.
- The raised curb would need to be considered during winter maintenance activities.

Other Ideas

Split Trail: The AASHTO-required clear width of 14 feet (10' trail proper plus 2' shoulders) is intended to serve all non-motorized users in a corridor. In a split trail scenario on the Kalamazoo River Bridge, pedestrians would be directed to the existing 7' wide sidewalk on the west side of the bridge and a narrowed trail width would be provided. The cross section would be similar to the following:

7' sidewalk / 10' 2-way bikes / 5' buffer / 10' SB ln / 9' CTR ln / 10' NB ln / 2' shldr / 5' sidewalk

This option meets the spirit of the AASHTO guidelines in terms of width provided for all users, however, the letter of AASHTO requires that the width be provided at a single elevation. Unfortunately, MDOT staff would not comment on whether this option would be acceptable for either funding directly or connecting to other funded portions of the project.

Wide buffer: Instead of emergency services relying on a center turn lane to navigate the bridge, the 5' buffer would be widened with the intent that it would be used during emergencies. It would be combined with signage directing motorists to stay in their lane when they see/hear emergency vehicles. The cross section would be similar to the following:

7' sidewalk / 10' trail proper / 4' trail shldrs + 8' buffer / 11' SB ln / 11' NB ln / 2' shldr / 5' sidewalk

This option provides the AASHTO-required clear width at the same elevation, but the shoulder area would be consolidated on the east side to provide a wide enough buffer area for emergency responders to utilize. Again, MDOT staff would not comment on the acceptability of this option.

Autoturn analysis was completed to demonstrate fire truck navigation of the corridor under various scenarios.

Other signage enhancements:

- Signage for southbound BSH traffic north of Lake Street indicating "right turn yield to pedestrians" or similar.
- "Pull over for emergency vehicles" signage could be utilized, depending on trail/lane/shoulder configuration.
- Flashers with directional signs throughout the corridor, directing drivers what action they should take could be utilized. The flashers would be controlled by the Fire Department to be activated during calls.

Although the FOTBST already has copies, we have compiled and attached the following resources, for your reference:

- Option 1D & 2F conceptual plans
- Autoturn Exhibits
- Copies of relevant email correspondence

Sincerely,

FLEIS & VANDENBRINK

Jonathan W. Moxey, P. E.
Project Manager

MEMORANDUM

TO: Historic District Commission
City of Saugatuck

FROM: David M. Jirousek, AICP
Consulting Planner

DATE: June 3, 2024

RE: Historic District Permit Application, Michael Waechter: 120 Mary Street

REQUEST: The applicant proposes a comprehensive project at 120 Mary Street, including the renovation of the principal dwelling (including a fireplace), conversion of an accessory building into a pool house, and installation of a pool and hot tub. Landscape improvements are also proposed as part of the project.

BACKGROUND: The property is located in the City Center Transitional Residential District R-4 zoning district. The building is a contributing structure known as the Pierce Abby House, which was built in 1864. The overall plan is for the dwelling and accessory building at 120 Mary to be incorporated into the Wickwood Inn facility. While zoning issues remain outstanding, they do not preclude consideration and review of improvement projects on the subject property.

The principal dwelling is proposed to be improved with several new windows and shutters, and a fireplace will be constructed. A rear entry and stairs are proposed for the north side. The accessory building is proposed to have new windows and entry doors.

Since the April HDC meeting, the following changes have been included in the revised plans:

- Façade front door and front porch to remain
- South-facing garage doors on the pool house to remain

The following details have been provided for review:

- Column base specification (Tuscan)
- Column and column cover specifications (round tapered plain, round tapered fluted, round non-taped plain, square non-tapered plain, square tapered plain, round non-tapered twist, square non-tapered fluted, round non-tapered segmented, square non-

tapered panel, round belly, round tapered Greek Doric, round tapered fluted Greek Doric)
- Raised panel shutters with colonial trim
- Shutter hinges
- Shutter stays
- Anderson double-hung full-frame window specifications

APPLICABILITY: A permit shall be obtained before any work affecting the exterior appearance of a resource is performed within the Historic District (§ 152.03).

§ 152.07 D. GUIDELINES:

1. *In reviewing applications and plans submitted under this chapter, the Commission shall follow U.S. Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures as set forth in 36 C.F.R. part 67, as amended. Additional guidelines may be developed and followed if they are equivalent in guidance to the Secretary's standards and guidelines and are approved by the Center. Any additional guidelines must be adopted by the Commission and approved by the City Council. In reviewing applications and plans, the Commission shall also give consideration to:*
    a. *The historical or architectural significance of the resource and its relationship to the historic value of the surrounding area.*
    b. *The compatibility of the exterior of the structure and the space around it with the visual or historical context of the surrounding area.*
    c. *The impact of the exterior of the structure and the space around it on the village/rural character and contextual aesthetic of the city.*
    d. *Other factors which the Commission considers to be pertinent.*
2. *In exercising its authority to approve or deny an application under this chapter, the Commission shall exercise its educated judgment on a case-by-case basis in interpreting these guidelines and the following the applicable standards.*

COMPLETENESS REVIEW: All applications to construct, alter, repair, move, or demolish any structure or install or alter any signage or fence structure in a historic district shall include the supporting plans and documents as specified by § 152.07 B. The applicant has provided proposed building elevations and interior floor plans. While certain details have been provided, colors have not been specified and changes to siding were not specified. Also, multiple options for columns were provided.

II. PRIMARY STRUCTURES:

The HDC may consider the following guidelines in its decision-making process:

A. Materials, Maintenance, and Substitutes

1. *Original Materials- On contributing resources, original materials shall be used for repairs and additions wherever feasible. (Note: Existing substitute siding or trim may be repaired with the same substitute materials without review, if less than 25% of the material needs to be replaced.)*
2. *Maintenance*
    a. *Exterior materials should be maintained, cleaned and repaired using methods and products which will not endanger the integrity of the materials.*
    b. *Clean wood using gentle methods such as low-pressure washing with detergents and natural bristle brushes. Blasting with particulates, power washing at high pressures, and propane or butane torches are not appropriate.*
    c. *Only types of paint which "breathe" (allow moisture to pass through the surface) should be used on wood surfaces.*
    d. *The cleaning of exterior masonry for the rehabilitation or restoration of a historic structure may be appropriate, provided that the cleaning technique used will not cause damage or permanent alteration to the historic structure. The natural weathering and discoloration or patina of masonry materials is to be respected as the appearance achieved as a result of the original design's selection of exterior materials. The use of any cleaning technique that would totally remove this natural patina from original building materials should be avoided*
    e. *Cleaning guidelines for metal are available from the National Park Service.*
3. *Retaining Wood Features- Wooden features that contribute to the overall historic character of a building and a site should be retained and preserved. These features include, but are not limited to, such functional and decorative elements as siding, shingles, shakes, cornices, architraves, brackets, pediments, columns, balustrades, other architectural trim, porch ceilings, floors and facia.*
4. *Replacing Wood Features*
    a. *If replacement of an entire wooden feature is necessary, it should be replaced in kind, matching the original design, dimension, detail, material and texture.*

Compatible substitute materials should be considered only if using the original material is not technically feasible.

b. *If replacement of a deteriorated detail or element is necessary, replace only the deteriorated detail in kind rather than an entire feature.*

c. *If a wooden feature is completely missing, replace it with a new feature based on accurate documentation of the original feature or a new design compatible in profile, scale, size, material and texture with the historic building and district.*

5. *Substitute Materials*

   a. *The use of substitute siding or trim in any form on an existing building is not recommended. Substitute siding or trim rarely replicates the dimensions or appearance of original materials*

   b. *Cast, molded, composite or synthetic architectural details and exterior materials may be used on existing structures if the original product is no longer available and if such application would not eliminate any architectural details. Such materials shall be permitted in new construction.*

   c. *In order to qualify for the exceptional approval of substitute materials on an existing building, the application must meet the following tests:*

      1. *the substitute material will replace other substitute material on the structure; and*

      2. *the cost of restoring the original material is unreasonable, judged in relation to*

      3. *the finished value of the property; and/ or*

      4. *the original materials (or other suitable alternatives), or the skills necessary to apply those materials are unavailable; or*

      5. *there is an emergency (probably temporary) need to provide the material in a time period which does not allow use of the original material (or other suitable alternative).*

   d. *Where substitute material replaces other substitute material, the siding installation should not eliminate any architectural details.*

   e. *On existing structures, the first-time application of vinyl or aluminum siding is not permitted. The use of vinyl or aluminum siding is also not permitted on new structures.*

6. *Missing Details- When a feature is missing it must be replaced with a new feature based on accurate documentation of the original design or a new design*

compatible in scale, size, material, and color with the historic building and district. If a detail of a painted metal feature such as a decorative cornice is missing or deteriorated, replacement in kind may not be feasible, and the replication of the detail in fiberglass, wood or aluminum may be appropriate.

7. *Masonry Repairs- Masonry repairs must retain the original or existing appearance of the masonry. If masonry is to be replaced, the new material must match the original or existing material in color, texture and hardness. Mortar must replicate original or existing mortar in color, consistency, design and hardness. For example, older brick walls were often laid with a higher lime content than is now common, and sometimes with dark gray or black mortar and finished with recessed joints.*
8. *Sealing Masonry- Sealants should not be applied to masonry unless it is necessary to prevent further deterioration. Use of sealants is subject to review by the Commission.*
9. *Maintaining Metal- Regular maintenance of metal is critical in the prevention of corrosion, oxidation (rust) and water damage which are chemical reactions to air exposure and moisture. A sound coat of appropriate paint can be the key to preserving historic metal (except in the instance of copper and bronze which should retain their natural patina). If corrosion begins it will be necessary to remove all of the rust immediately followed by priming the areas with a zincbased primer or other rust-inhibiting primer. Again this does not apply to copper and bronze. Corrosion can also result from a chemical reaction caused by contact between two dissimilar metals. Patching or replacing deteriorated metal in kind is always preferable to using substitute material. The reactions between dissimilar metals limit the options of patching one metal with another.*
10. *Painting Metal and Concrete- Unpainted metal and unpainted exposed concrete (except in a foundation wall) is prohibited unless it is deemed an essential element to the total design and is compatible with the existing character of the overall Historic District.*
11. *False History- It is not appropriate to introduce wood or architectural metal features or details to a historic building in an attempt to create a false historical appearance.*

E. *Coatings and Colors*

1. *Colors- Colors that are historically associated with the period of the resources shall not be considered for existing structures; however, the commission may recommend a broad palette of colors as being compatible with the overall character of the district.*

2. *Unpainted Masonry- Previously unpainted masonry shall not be painted. Masonry which was previously painted may be re-painted. Unless old paint or other coatings can be removed without damage to the masonry, a painted surface should be re-painted rather than stripped of old paint. In preparing to repaint previously painted masonry, stripping should only occur where the paint can be easily removed without damaging the underlying masonry. Blasting with sand or other highly abrasive materials is not permitted. Where paint stripping cannot be performed without damaging the masonry, repainting over the existing paint is the only appropriate solution.*

3. *Repair Before Painting- Necessary masonry repairs (i.e. tuckpointing, stucco patching, crack repairs, etc.) should be satisfactorily completed prior to cleaning the masonry surface. This will help guard against possible damage that could be caused by cleaning tools or materials penetrating into cracks and holes. A masonry surface must be in a state of good repair before cleaning is attempted.*

F. *Roofs, Parapets, and Gutters*

1. *Roof Forms- Roofs and roof forms should be maintained and preserved when they contribute to the historic character of the building, including but not limited to materials, cresting, dormers, chimneys, cupolas and cornices. Repairs may include the limited replacement in kind of those extensively deteriorated or missing parts of a feature when there are surviving prototypes such as cupola louvers, dentils, dormer roofing or slates, tiles or wood shingles on a main roof.*

2. *Roofing Materials- When roofing material is clearly distinctive to a buildings style, retaining or replacing it in kind is important and all efforts should be exhausted before replacement with a substitute material is considered. It is not appropriate to remove a roof that is repairable, and then reconstruct it with new material in order to create a uniform or improved appearance.*

3. *Substitute Roofing- If using the same kind of material is not technically or economically feasible, then a compatible substitute material may be considered.*

4. *Roof Accessories- Changing the configuration of a roof by adding new features such as dormer windows, vents, or skylights is generally not appropriate.*

   Exceptions may arise when the addition of such a feature will solve a design problem raised by an adaptive re-use of the resource (such as adding a dormer to light a previously unused space).

5. *Gutters- Both "K Style" and "Half Round" gutters have a historical presence on homes in our historic districts depending on the architectural design of the roof and eaves of the house. The appropriate application of either gutter system is*

related to the overall roof design for the practical long term success and economy of the roof drainage system.

—Appropriate "K Style" Gutter installations rely on a vertical facia board on the eave to support the flat back side of the gutter in a vertical position. The facia board must be large enough to both support the base of the gutter and allow the gutter to be pitched along its length for drainage.

—Half Round Gutters are designed to suspend below the eave and catch the run-off. Because half-round gutters are self-supporting, not reinforced by a facia board, they are typically manufactured from heavier gauge materials. They are typical and appropriate to houses with tapered eaves and open rafter tails.

—Built-in gutters that are integral to a historic property are an important characteristic of the property and should be preserved.

G. Doors and Windows

1. *Retaining Windows and Doors- Windows and doors that contribute to the overall historic character of a building should be retained and repaired as needed, including their functional and decorative features, such as frames, sash, muntins, sills, heads, moldings, surrounds, hardware, shutters, glazing, panels, sidelights, fanlights, and thresholds.*
2. *Replacing Windows and Doors*
   a. *replacement of a deteriorated window or door feature or detail is necessary replace only the deteriorated feature in kind rather then the entire unit. Match the original in material, design, dimension, proportion, reflective qualities, profile, sash rails, stiles, muntins, panels, and operation. If replacement of an entire unit is necessary, replace the unit in kind, matching the design, dimension, panels, pane configuration, architectural trim, detail, muntins and materials. It is not appropriate to use snap-in muntins to create a false divided-light appearance.*
   b. *Replacement windows and doors should maintain and fit existing openings and be consistent in glass size and with existing trim and other features of the structure.*
   c. *Changing the number, location, and size or glazing pattern of windows and doors through cutting new openings, blocking-in, and installing replacement sash which does not fit the historic opening are not recommended.*

3. *Doors- Original doors should not be substituted with stock doors that do not fit the opening properly or do not fit with the style of the house. Transom windows and sidelights should be preserved.*
4. *Windows- If a replacement window has an insulating glass pane which is not actually divided by muntins, the appropriate muntin pattern should be permanently applied with muntins no wider than 7/8 inch, as well as with spacer bars internal to the insulated glass. There should be no flat muntin grids, nor removable muntin grids, applied to the inside or outside panes.*
5. *Glass Block- The use of glass block to fill in openings is generally not appropriate, unless it was part of the style and period of the structure. Instead, existing features should be repaired.*
6. *Storm Windows- Installation of metal storm windows and doors which have a painted or baked enamel finish may be approved when they do not alter or destroy the original structure and trim of the opening. Replacement, repair, or installation of wood storm or screen doors and which are stained or painted to match the house or trim may also be approved.*

H. *Porches, Steps and Entries*

1. *Porch Details- If replacement of a deteriorated detail or element is necessary, replace only the deteriorated detail or element in kind rather than the entire feature. Match the original in design, dimension, and material. If the original is not known, use a design commonly used at the time the original building was constructed.*
2. *Complete Replacement- Replacing in-kind an entire porch that is too deteriorated to repair using physical evidence to guide the new work. Design a new entrance or porch if the historic entrance or porch is completely missing using historic evidence.*
3. *Rails and Skirting- The style of porch railings and skirting should match the original or be consistent with those commonly used at the time the original building was constructed.*
4. *Porch Flooring- Tongue and groove 3" wide cedar or pine extended 1" past fascia/ trim is the preferred porch flooring. The boards should be laid in the traditional manner, directly on the joists (to allow drying from the underside) and with a slight slope away from the building (to allow drainage–at least 1 ½ inches in 8 feet). Decking is not an appropriate flooring material (but see also IV.C regarding decks).*
5. *Pressure Treated Wood is not recommended other than where the structural wood will be in contact with the ground and hidden from view by finish material.*

6. *Risers- All steps should have enclosed/solid risers.*
7. *Porch Foundations- Repair of masonry porch foundations should match existing or original materials. When replacing missing masonry foundations they should match the foundation of the main building. If such a match is technically or economically unfeasible an unobtrusive material may be used.*
8. *Painting- All exposed wood elements should be finished or painted. Only types of paint which "breathe" (allow moisture to pass through the surface) should be used on wood surfaces.*

Comments: As stated earlier, details were provided on windows, columns/bases (multiple options), shutters, and shutter hardware. Information on the extent of the exterior renovations (siding) and door specifications should be provided. The applicant should clearly itemize each change and state how the guidelines were considered for each proposed element.

III. SECONDARY STRUCTURES

1. Compatible Out-Buildings Buildings and their features as well as features of the site that are important in defining its overall historic character should be retained and preserved. Existing out buildings should follow the guidelines set forth for main structures in their repair and maintenance.

2. Materials Exterior wall materials should be consistent with historic materials appropriate to the main structure and neighborhood, such as, wood, stucco and masonry. A cement board clapboard siding product known as Hardi-Plank may also be considered in new construction.

3. Roofs Roof design should usually be the same type as the roof of the primary structure. If a gable, it should be the same pitch as that of the primary structure. Roofing material may range from asphalt shingles to a more natural product such as slate, tile and wood shingles.

4. Doors and Windows All windows and doors should be made of wood. The style and design will be reviewed on a case by case basis.

5. Retaining Garage Doors Where possible, repairing and re-hanging original garage doors is preferred. Some garage door designs can lend themselves to conversion of operation. When replacing a historic door the new door should be of the same material. Products such as steel, vinyl and fiberglass seldom match the appearance of wood nor do they lend themselves to the application of added detailing. If a historic door is beyond repair the replacement door should match the historic door in design, dimensions, operation and material. If matching the historic door is not feasible technically or economically, the proposed replacement door should contain

some of the elements of the historic door or of a door design appropriate for the period and design of the structure and main structure.

6. Replacing Garage Doors When replacing non-historic or missing garage doors new doors should be compatible with the historic character of the building. It should be compatible in quantity of doors, height, width, proportion, trim, corner details, and pattern of panels, glass and operation.

7. Garage Door Windows To be compatible with a historic door the new door should have glass panels constituting between one quarter and one-third of the surface of the door.

8. Size of Garage Doors In new construction, if the garage door opening is larger than a standard two-stall, the garage wall should be divided and separate doors hung. Standard door height in a residential garage should be seven (7) feet.

9. New Garages The construction of new carriage houses and garages shall follow the New Construction Guidelines, section V.

10. Sheds The term shed refers to an out building with enclosed walls and roof with an area no greater then 100 square feet and a wall height no greater then 8 feet. When the guidelines pertaining to outbuildings are met they may be staff approved. A shed should be located in the rear yard towards the back property line. Corner lots will require additional scrutiny to determine the least obtrusive location.

Comments: The pool house appears to be of similar character and design to the principal structure. However, additional details are needed, and the applicant should state how these guidelines were considered.

IV. THE LAND AND SITE IMPROVEMENTS

D. Patios, Decks, Garden Structures

1. Rear Yard Patios and Decks Elevated platforms and flush patios may be allowed in rear yards only, unless special circumstances exist. Similar structures in front or side yards should follow guidelines for porches (see II.E). Most decks should be free-standing (not attached to the house). If it is necessary to attach a deck to the house, it should be done in such a way as not to damage any significant architectural details and it should be easily removed.

Comments: The proposed pool and spa area are proposed at grade in the rear yard.

RECOMMENDATION: Based on the discussion in April, additional conversation is anticipated based on the options presented and the applicant's understanding and interpretation of the applicable guidelines.

If the HDC determines that the applicable standards of the Historic Preservation Review Guidelines are met, the following motion may be used.

I move to approve the improvements and renovations at 120 Mary Street in accordance with the plans and details submitted within the application materials. Approval shall be subject to the following conditions (if applicable):

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____

Historic District Permit Application

Location Information

Application Number ____ - _____

Address 120 Mary Street

Parcel Number 03-57-300-053-50

Applicants Information

Name Michael Waechter

Address / PO Box 4534 N Ravenswood Ave, 1R

City Chicago State IL Zip 60640 Phone 312-213-5706

Interest In Project Architect

E-Mail mwaechter@souciehorner.com

Signature [signature]

Date 05/23/2024

Owners Information (if different from applicants)

Name 510 Butler Street LLC

Address / PO Box 208 W Kinzie Ave, 4th Floor

City Chicago State IL Zip 60654 Phone 312-755-0202

E-Mail mhorner@souciehorner.com

I hereby authorize that the applicant as listed above is authorized to make this application for proposed work as my agent and we agree to conform to all applicable laws and regulations of the City of Saugatuck. I additionally grant City of Saugatuck staff or authorized representatives thereof access to the property to inspect conditions, before, during, and after the proposed work is completed.

Signature [signature]

Date 05/23/2024

Contractors/ Developers Information (unless proposed work is to be done by the property owner)

Name Bickerstaff Builders

Contact Name Tim Pattison

Address / PO Box 1137 N. Lincoln Ave

City Park Ridge

State IL Zip 60068 Phone 312-882-0606 Fax n/a

E-Mail tim@bickerstaffbuilders.com

License Number n/a

Expiration Date _____

Property Information

Depth 132' Width 57' Size 7,283sft +/- Zoning District R-4 Current Use R-1

Check all that apply: Waterfront _____ Dunes _____ Vacant _____

Project Description (attach more sheets if necessary)

Renovate an existing single family home to include three bedroom suite, upgraded kitchen, and a new fireplace. Modifications to the rear yard to include the addition of an in-ground swimming pool and hot tub, and modifications to the existing accessory structure to be used as a pool House. Additional work includes new landscaping .

The exterior of the home will be maintained to reasonable extents. This will include maintenance of the existing masonry and the installation of new window shutters. The owner intends to maintain the existing overall shape of the building, with the only addition being the fireplace.

All work shall comply with the The Secretary of the Interior's Standards for the Treatment of Historic Properties, specifically with Rehabilitation as a Treatment and with the associated Standards for Rehabilitation

Historic District Application

Application #_____- _____

HISTORIC DISTRICT REQUIREMENTS (SECTION 152.07)

Pursuant to Section 152.07, please attach the following supporting documents when applying for historic district approval if applicable:

Y	N	NA	
☒	☐	☐	Photographs of the structure and its relationship to adjacent structures.
☒	☐	☐	A plot plan with the placement of the proposed addition, or location of fencing to be constructed.
☒	☐	☐	Elevation drawings of the exterior of the structure or improvements.
☐	☐	☐	Samples of all proposed exterior finishes and materials.
☒	☐	☐	Photographs showing, in detail, the problem areas to be addressed during the proposed repair or alteration.
☐	☐	☒	A scale drawing of all proposed signage, including design, lettering style, type of illumination (if any), placement or location on the lot or building, and the type of support(s) for the sign(s).
☐	☐	☒	If an application for signage is made by tenants of a building located within a historic district, the tenants must obtain written permission from the building owner to install or alter the proposed sign(s).
☒	☐	☐	Plot plan showing the following:
☒	☐	☐	Current location, shape, area and dimension of the lot.
☒	☐	☐	Current site improvements (including structures, sidewalks, decks, streets, fences, etc).
☒	☐	☐	Proposed improvements and distances from other improvements or property lines.
☐	☐	☒	Proposed and/or current yard, open space and parking space dimensions and calculations.
☐	☐	☒	Location of any flood plains, watersheds, wetlands, easements, critical dunes, or other applicable features.
☒	☐	☐	Description of proposed use and of the building (dwelling, structure, barn, garage and the like) or improvements.
☒	☐	☐	Detailed written description of the activities related to the proposed use and/or improvements.

OFFICE USE ONLY:

Application Complete _____ Fee Paid____Date Paid _____

Notes: _____

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the Wickwood Inn

Cottage Renovation
120 Mary St
Saugatuck, Michigan 49453

Submission for Review
May 24, 2024

PROJECT TEAM

ARCHITECT OF RECORD:

Waechter Architects, PC
4534 N Ravenswood Ave.
Chicago, IL 60640
(312) 213-5706

INTERIOR DESIGNER:

Soucie Horner, Ltd.
208 W Kinzie
Chicago, IL 60654
(773) 744-0202

DRAWING INDEX

Architectural

G1.0	COVER SHEET/ PROJECT DATA
G1.1	SITE PLAN
D1.0	COTTAGE AND ACCESSORY BUILDING DEMOLITION PLANS
D2.0	COTTAGE BUILDING DEMOLITION ELEVATIONS
D2.1	ACCESSORY BUILDING DEMOLITION ELEVATIONS
A0.1	COTTAGE FIRST AND SECOND FLOOR PLANS AND ACCESSORY BUILDING PLAN
A2.0	COTTAGE AND ACCESSORY EXTERIOR ELEVATIONS
A3.0	CONTEXT PHOTOS AND IMAGERY

APPLICABLE CODES

EXISTING BUILDING DATA:
Governing Codes:
- Michigan Residential Code 2015; Incorporating the 2015 International Residential Code
- Michigan Plumbing Code 2015
- Michigan Mechanical Code 2015
- Michigan Electrical Code 2017
- ICC/ANSI A117.1–2013

Code of Ordinances: City of Saugatuck, MI
Enforcing Agency: City of Saugatuck, MI
Zoning: R–4 CITY CENTER TRANSITIONAL RESIDENTIAL DISTRICT (CER)
Building Construction Type: VB
Use Group: Residential (R–1)

DESCRIPTION OF WORK:
MICHIGAN REHABILITATION CODE 2015, LEVEL 2 ALTERATION RENOVATION OF EXISTING RESIDENCE

R–4 CITY CENTER TRANSITIONAL RESIDENTIAL DISTRICT (CER).

Dimension and area regulations.

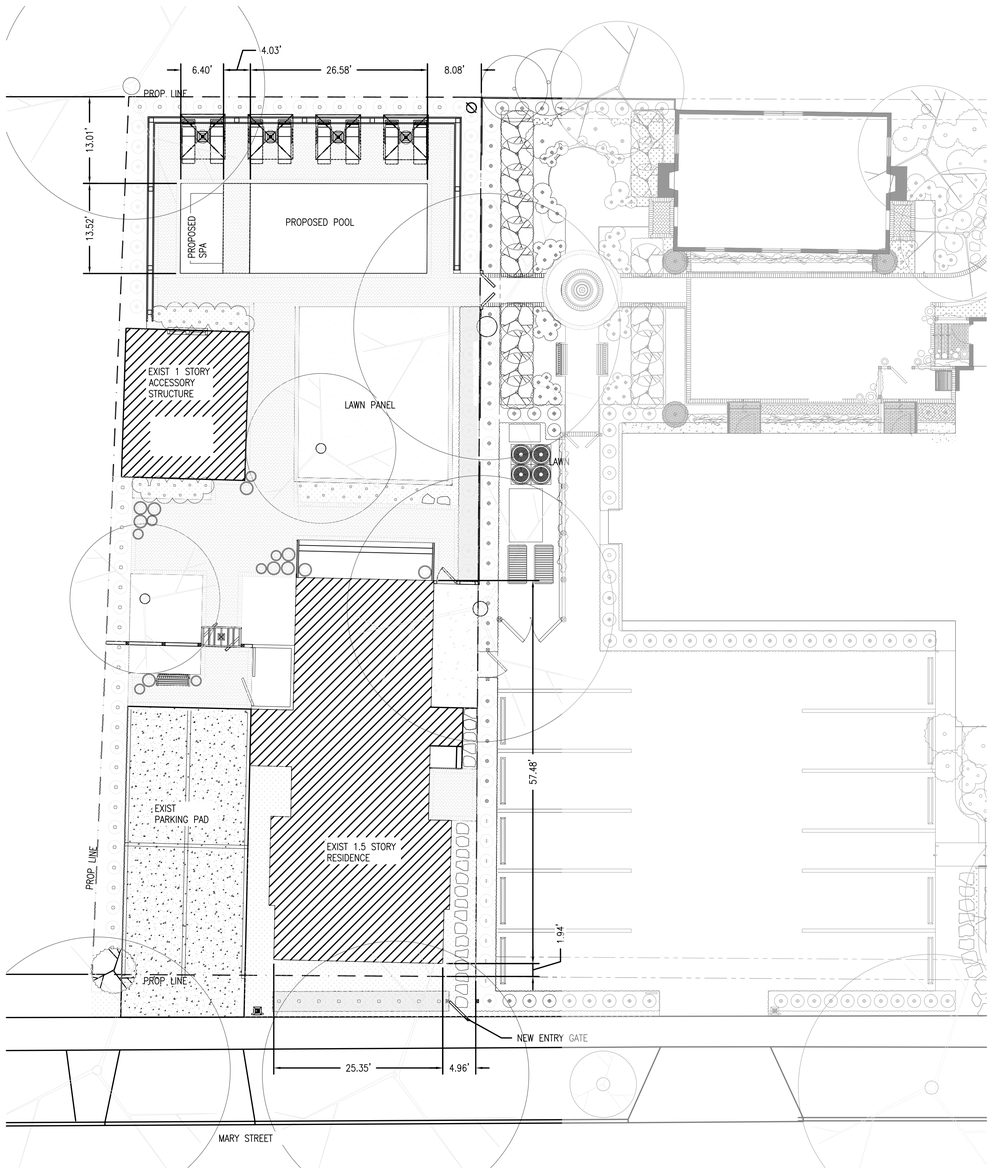
Front setback	20 feet
Side setback	7 feet
Rear setback	10 feet
Minimum lot area	8,712 square feet
Minimum lot width	66 feet
Maximum lot coverage	25%*

COMPLIANCE STATEMENT

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED BY ME AND/OR UNDER MY DIRECT SUPERVISION AND THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF THEY COMPLY WITH THE ORDINANCES AND BUILDING CODES OF SAUGATUCK, MICHIGAN.

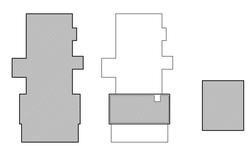
SIGNED _____ ARCH - MI REG# 1301071816
EXP. 1/21/2026

STATE OF MICHIGAN · MICHAEL W. WAECHTER · 1301071816 · LICENSED ARCHITECT



1 PROPSED SITE PLAN
3/32"=1'-0" 1' 4' 8' 16'

EXISTING ZONING DATA:	PROPOSED ZONING DATA:
LOT AREA: 7,285 sft	LOT AREA: 7,285 sft
LOT COVERAGE: BUILDING – 1,403.5 sft ACCESSORY BLDG.. – 413 sft TOTAL – 1,816.5 sft	LOT COVERAGE: BUILDING – 1,403.5 sft ACCESSORY BLDG. – 413 sft TOTAL – 1,816.5 sft
7,285sft/1,816.5 sft = 24.9% COVERAGE	1,816.5 sft/7,285 sft = 24.9% COVERAGE
F.A.R. – 1st FLOOR – 1,403.5 sft 2nd FLOOR – 313.7 sft TOTAL – 1,717.2 SFT / 7,285 = 23.5% FAR	F.A.R. – 1st FLOOR – 1,403.5 sft 2nd FLOOR – 313.7 sft ACCESSORY BLDG. – 413 sft TOTAL – 2,130.2 SFT /7,285 = 29% FAR



2 PROPSED WORK AREA DIAGRAM
N.T.S.

FIRST FLOOR AREA: 1,403.5 SF
AFFECTED AREA: 1,403.5 SF
AREA PERCENTAGE: 100% AFFECTED
SECOND FLOOR AREA: 313.7 SF
AFFECTED AREA: 313.7 SF
AREA PERCENTAGE: 100% AFFECTED
ACCESSORY BLDG: 413 SF
AFFECTED AREA: 413 SF
AREA PERCENTAGE: 100% AFFECTED

STATE OF MICHIGAN · MICHAEL W. WAECHTER · 1301071816 · LICENSED ARCHITECT

WAECHTER ARCHITECTS
4534 North Ravenswood Avenue
Chicago, Illinois 60640
p: 773 728 3920
www.w - a r c h.com
Illinois Professional Design Firm #184–005495

SOUCIE HORNER INTERIORS
ARCHITECTURAL INTERIORS
SOUCIE HORNER, LTD.
208 West Kinzie Street, 4th Floor
Chicago, Illinois 60654
telephone: (312) 755-0202
facsimile: (312) 755-0404

Permit Application #_____

PROJECT NAME:
the Wickwood Inn - Cottage
120 Mary Street
Saugatuck, MI 49453

NOTE: CONTRACTOR TO VERIFY ALL DIMENSIONS IN FIELD. DRAWING REPRESENTS DESIGN INTENT ONLY.

ISSUES AND REVISIONS:

No.	DATE:	DESCRIPTION:
1	03/22/2024	SUBMISSION FOR REVIEW
2	05/24/2024	SUBMISSION FOR REVIEW

DATE: 5/24/24

SHEET NUMBER:
G1.0

COVER SHEET

h:\clients\wickwood inn\0–120 mary street\drawings\cottage permit drawings\ww_sheets.dwg

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DESCRIPTION

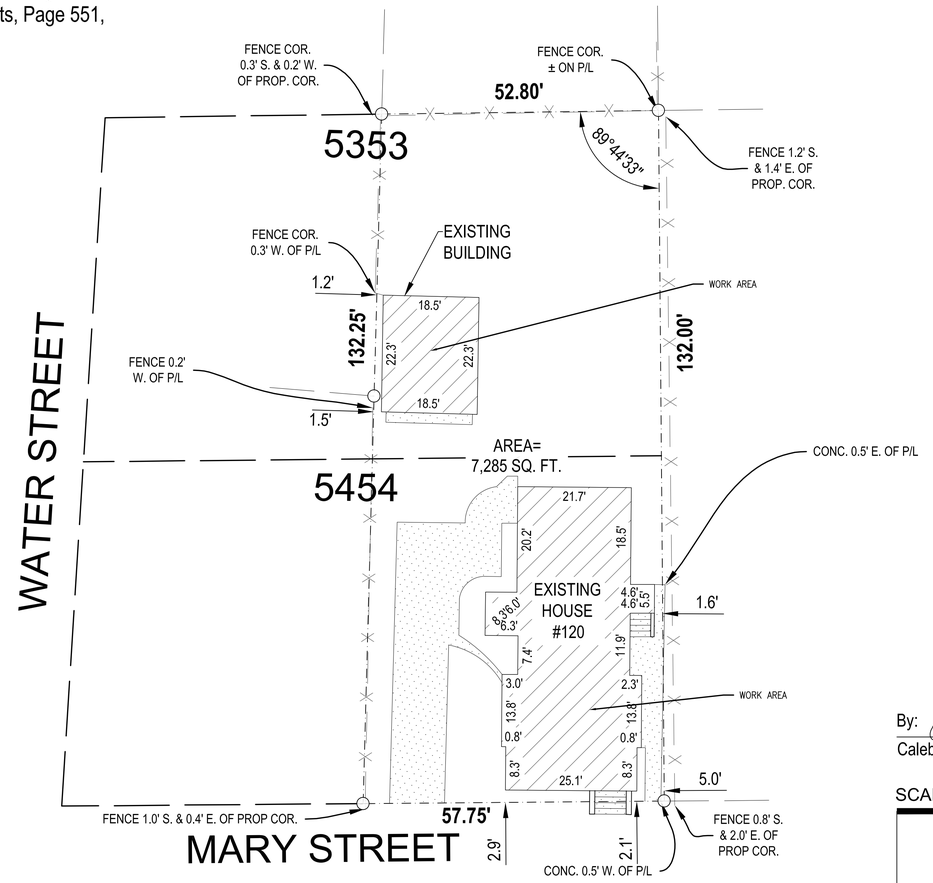
The land referred to in this commitment is described as follows:
City of Saugatuck, County of Allegan, State of Michigan

The East 1/2 of Lots 53 and 54, KALAMAZOO PLAT, according to the recorded plat thereof, as recorded in Liber 111 of Plats, Page 551, Allegan County Records.

(ATA National TItle Commitment No. 03-23865281-HOL, dated February 24, 2023)

LEGEND

- Iron - Found
- Fence
- Concrete
- Existing Building



We hereby certify that we have examined the premises herein described, that the improvements are located entirely thereon as shown and that they do not encroach except as shown hereon.

This survey was made from the legal description shown above. The description should be compared with the Abstract of Title or Title Policy for accuracy, easements and exceptions.

SCHEDULE B - SECTION II NOTES

9. Terms, conditions and provisions which are recited in Clarification of Easement recorded in Liber 1934, Page 120, and re-recorded in Liber 2035, Page 455:
Supporting documents not provided at time of survey.

10. Terms, conditions and provisions which are recited in Declaration of Ingress and Egress, Parking and Walkway Easement recorded in Liber 1928, Page 858:
Supporting documents not provided at time of survey.

11. Right of Way vested in Consumers Power Company recorded in L. 340, P. 567:
Supporting documents not provided at time of survey.

12. Right of Way vested in Consumers Power Company recorded in L. 337, P. 430:
Supporting documents not provided at time of survey.

STATE OF MICHIGAN
Caleb James Raterink
License No. 4001065916
LICENSED PROFESSIONAL SURVEYOR

By: Caleb Raterink

Caleb J. Raterink Licensed Professional Surveyor No. 4001065916

SCALE: 1" = 30' 0' 15' 30' NORTH

Century 21 Affiliated
Pati Bekken
62 Center St - PO Box 1044
Douglas, MI 49406

120 Mary Street

DRAWN BY: TF
REV. BY:
REV.:

DATE: 3.7.2023
REV. DATE:

PRJ #: 23200257

1 OF 1

NEDERVELD
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Holland
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Holland, MI 49423
Ann Arbor, Chicago, Columbus, Grand Rapids, Indianapolis

1 SITE SURVEY
NOT TO SCALE

FOR REFERENCE ONLY

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STATE OF MICHIGAN
MICHAEL W. WAECHTER
1301071816
LICENSED ARCHITECT

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4534 North Ravenswood Avenue
Chicago, Illinois 60640
p: 773 728 3920
www.w - a r c h.com
Illinois Professional Design Firm #184-005495

SOUCIE HORNER INTERIORS
ARCHITECTURAL INTERIORS
SOUCIE HORNER, LTD.
208 West Kinzie Street, 4th Floor
Chicago, Illinois 60654
telephone: (312) 755-0202
facsimile: (312) 755-0404

Permit Application #_____

PROJECT NAME:
the Wickwood Inn - Cottage
120 Mary Street
Saugatuck, MI 49453

NOTE: CONTRACTOR TO VERIFY ALL DIMENSIONS IN FIELD. DRAWING REPRESENTS DESIGN INTENT ONLY.

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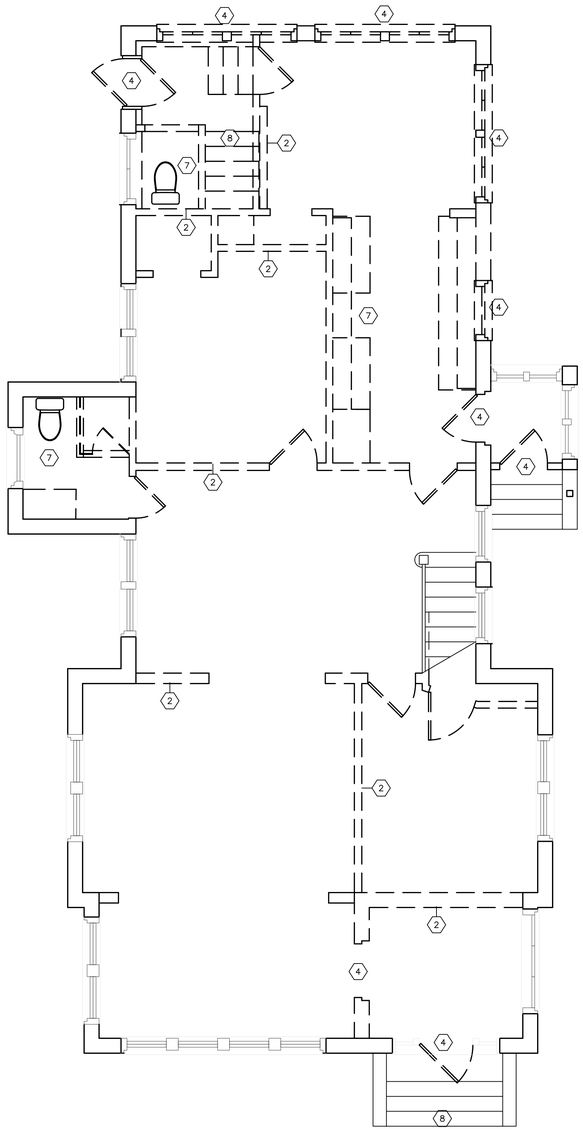
DATE: 5/24/24

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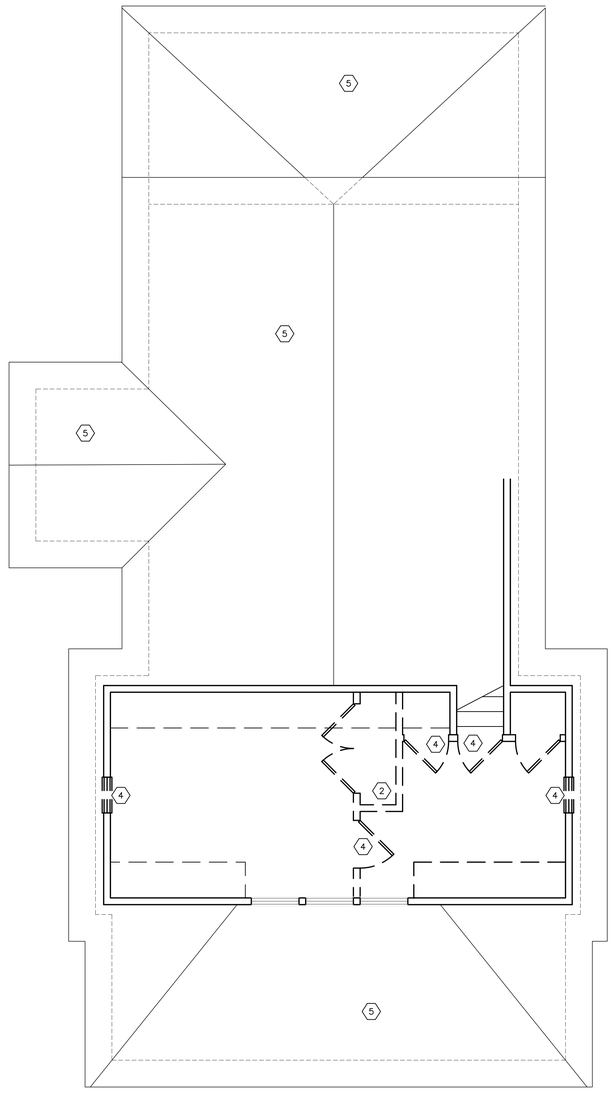
SITE PLAN

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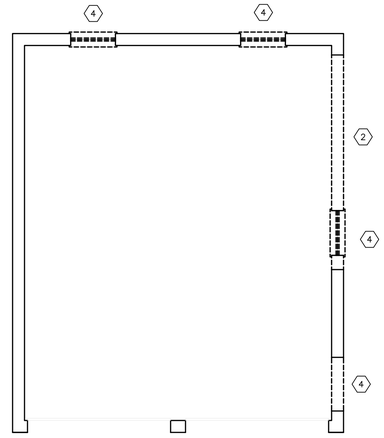
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1 FIRST FLOOR DEMO PLAN
1/4"=1'-0" 1' 2' 4' 8'



2 SECOND FLOOR DEMO PLAN
1/4"=1'-0" 1' 2' 4' 8'



3 ACCESSORY BUILDING DEMO PLAN
1/4"=1'-0" 1' 2' 4' 8'

GENERAL SHEET NOTES

A. WORK INCLUDED: PREPARE SITE AND STRUCTURE FOR NEW CONSTRUCTION ACTIVITIES.

B. DEMOLISHED MATERIALS: UNLESS OTHERWISE INDICATED, DEMOLISHED MATERIALS BECOME CONTRACTOR'S PROPERTY. REMOVE FROM PROJECT SITE AND LEGALLY DISPOSE OF THEM. DO NOT BURN DEMOLISHED MATERIALS. ITEMS INDICATED AS "REMOVE AND SALVAGE" REMAIN OWNER'S PROPERTY.

C. REGULATORY REQUIREMENTS: COMPLY WITH LOCAL, STATE, AND FEDERAL/EPA REGULATIONS HAVING JURISDICTION.

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4. EXISTING TO REMAIN: PROTECT ITEM AGAINST DAMAGE DURING DEMOLITION AND CONSTRUCTION.

D. MAINTAIN CONTINUITY AND USE OF EXIST'G MEP SYSTEMS AFTER SELECTIVE DEMOLITION ACTIVITIES.

E. MAINTAIN/RESTORE EXTERIOR CLOSURE AND SECURE TO WEATHER TIGHT CONDITION.

F. GC TO PROVIDE ENGINEERING FOR ANY REQUIRED SHORING OR BRACING OF EXISTING STRUCTURE TO REMAIN.

DEMOLTION LEGEND

ITEMS FOR DEMOLITION

EXIST'G STRUCTURES TO REMAIN

INDICATES AREA OF PROPOSED WORK

DEMOLITION KEY NOTES

1. REMOVE WALL FINISHES TO EXPOSE FRAMING
2. REMOVE EXISTING PARTITIONS
3. REMOVE MILLWORK AND APPLIANCES; SALVAGE TO OWNER
4. REMOVE EXISTING DOOR / WINDOW AND FRAME
5. EXISTING ROOF TO REMAIN
6. REMOVE EXISTING FLOOR FINISHES
7. REMOVE EXISTING PLUMBING FIXTURES AND APPLIANCES
8. RETAIN EXISTING STAIR. REMOVE EXISTING IRON WORK COLUMNS
9. PROTECT GUTTERS & DOWNSPOUTS
10. REMOVE SIDING AND SHEATHING

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DEMO PLAN

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1 EXISTING / DEMO
NORTH ELEVATION
1/4"=1'-0" 1' 2' 4' 8'



2 EXISTING / DEMO
EAST ELEVATION
1/4"=1'-0" 1' 2' 4' 8'



3 EXISTING / DEMO
NORTH ELEVATION
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4 EXISTING / DEMO
NORTH ELEVATION
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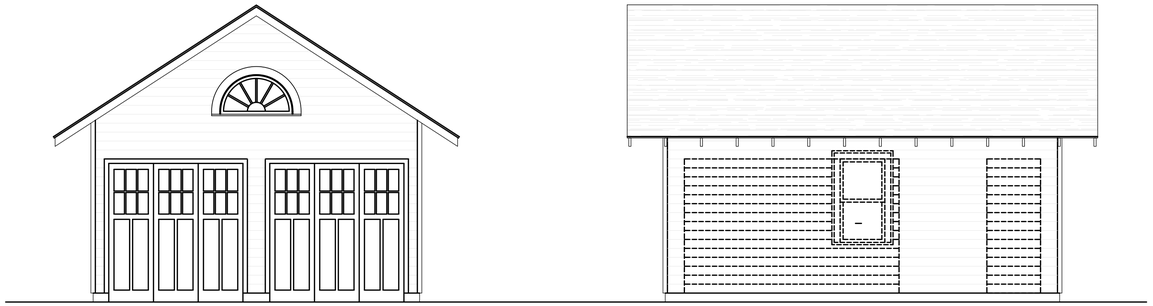
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STATE OF MICHIGAN
MICHAEL W. WAECHTER
1301071816
LICENSED ARCHITECT

DEMO ELEVATIONS

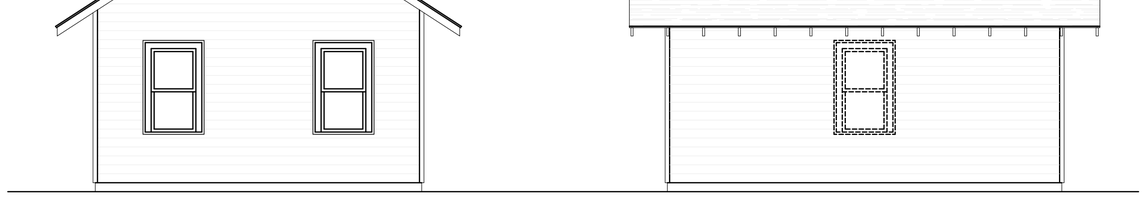
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1 EXISTING / DEMO NORTH ELEVATION
1/4"=1'-0" 1' 2' 4' 8'

2 EXISTING / DEMO EAST ELEVATION
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3 EXISTING / DEMO NORTH ELEVATION
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4 EXISTING / DEMO NORTH ELEVATION
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5 PHOTOS OF EXISTING ACCESSORY BUILDING

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DEMOLTION LEGEND

- ITEMS FOR DEMOLITION
- EXIST'G STRUCTURES TO REMAIN
- INDICATES AREA OF PROPOSED WORK

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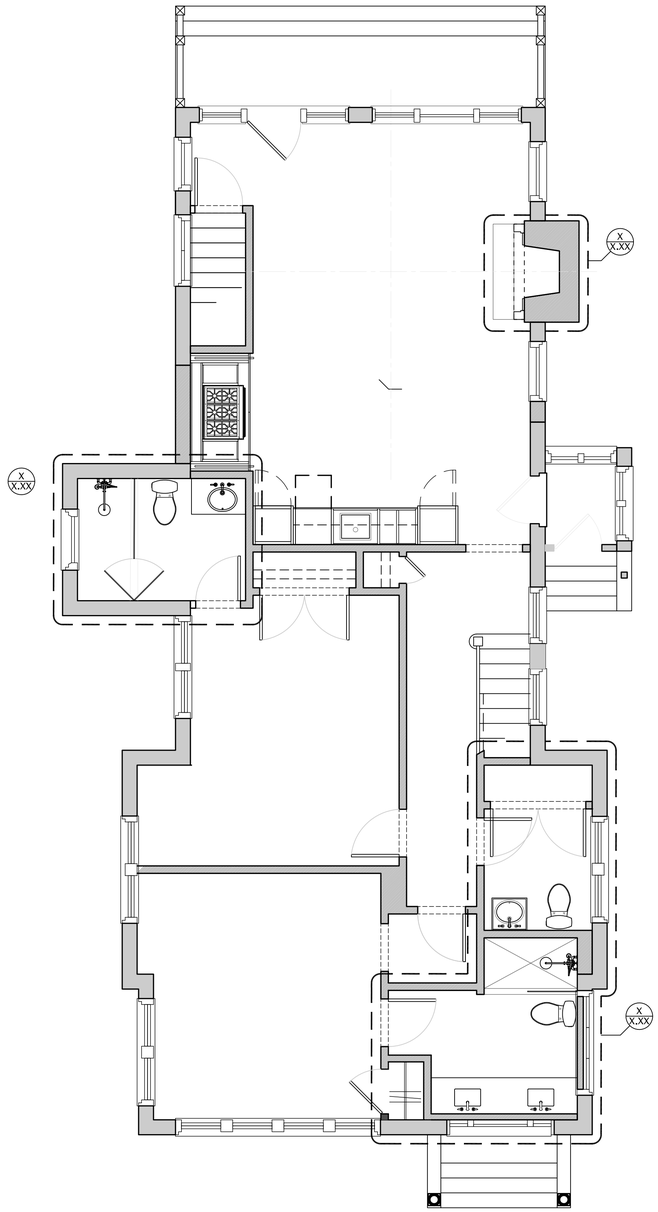
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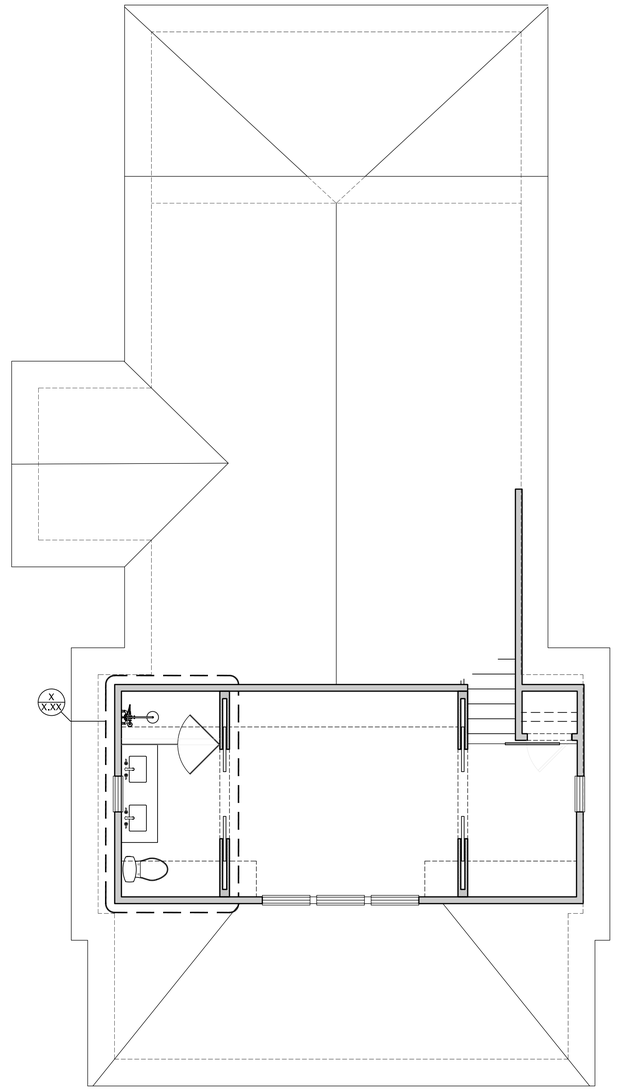
DEMO ELEVATIONS

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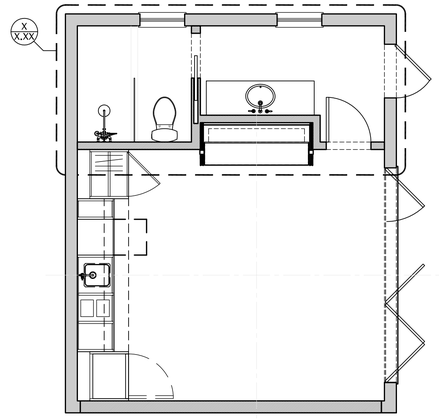
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1 FIRST FLOOR PLAN
1/4"=1'-0" 1' 2' 4' 8'



2 SECOND FLOOR PLAN
1/4"=1'-0" 1' 2' 4' 8'



3 ACCESSORY BUILDING PLAN
1/4"=1'-0" 1' 2' 4' 8'

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STATE OF MICHIGAN
MICHAEL W. WAECHTER
1301071816
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FRAMING PLANS

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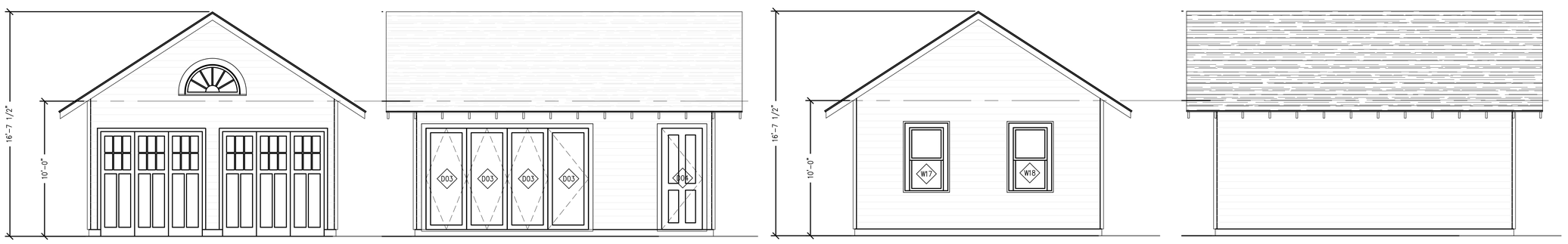
1 PROPOSED NORTH ELEVATION
1/4"=1'-0" 1' 2' 4' 8'

2 PROPOSED EAST ELEVATION
1/4"=1'-0" 1' 2' 4' 8'



3 PROPOSED SOUTH ELEVATION
1/4"=1'-0" 1' 2' 4' 8'

4 PROPOSED WEST ELEVATION
1/4"=1'-0" 1' 2' 4' 8'



5 PROPOSED POOL HOUSE NORTH ELEVATION
1/4"=1'-0" 1' 2' 4' 8'

6 PROPOSED POOL HOUSE EAST ELEVATION
1/4"=1'-0" 1' 2' 4' 8'

7 PROPOSED POOL HOUSE SOUTH ELEVATION
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8 PROPOSED POOL HOUSE WEST ELEVATION
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ELEVATIONS

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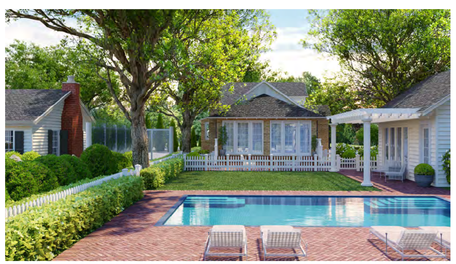
1 CONTEXT PHOTO – EXISTING EAST ELEV



2 CONCEPT RENDERING



3 CONCEPT RENDERING



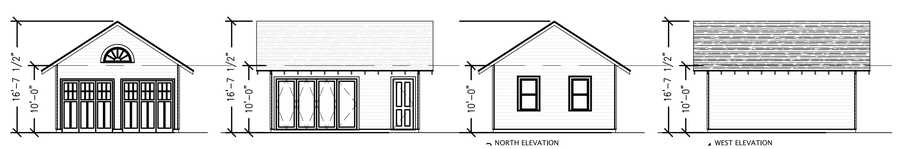
4 CONCEPT RENDERING



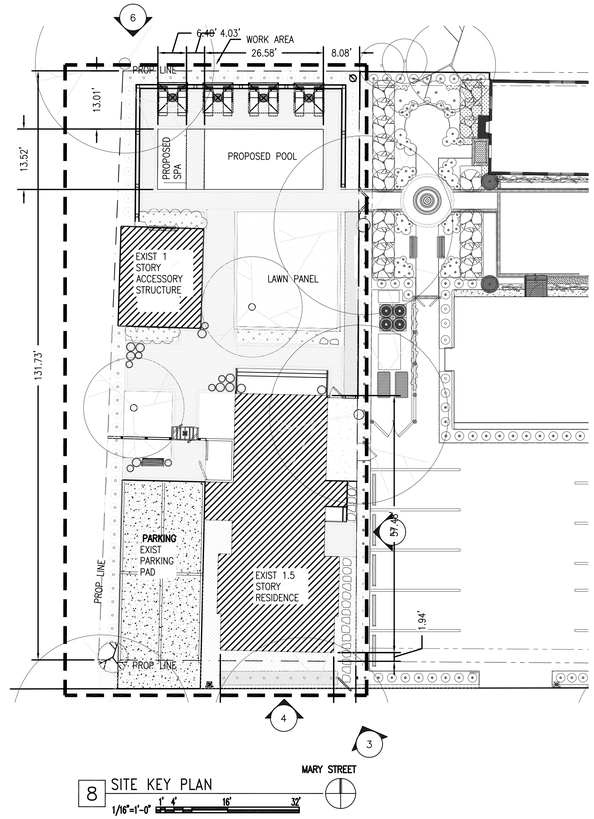
5 CONTEXT PLAN



6 PROPOSED ELEVATIONS COTTAGE BUILDING



7 PROPOSED ELEVATIONS ACCESSORY BUILDING



8 SITE KEY PLAN
1/16"=1'-0" 1' 4' 16' 32'



9 CONTEXT PHOTO – SOUTH ELEV

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CONTEXT PHOTOS

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Column Bases

Column Capitals

Tuscan Base



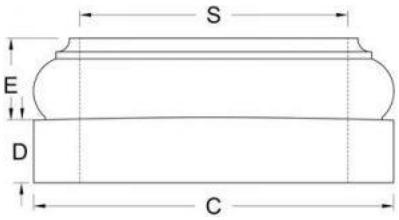




Square Tuscan Base

Call us for a free quote or if you have any questions! (877) 279-9993

Chat With A Product Expert



All bases are available without the plinth or with a round plinth instead of square. The plinth diameter may vary slightly from the plinth width when opting for round instead of square. Some Tuscan Bases do not have the slight curvature to the top of the plinth. Plinth height may be shortened or heightened to your specifications.

Column Bottom Diameter	Hole Diameter	Plinth Width	Total Height	Plinth Height	Round Base	Weight (lbs.)
	(S)	(C)	(D) + (E)	(D)	(E)	
6”	5-5/8”	8”	3-3/8”	1-1/2”	1-7/8”	3.5
8”	7-3/4”	10-3/8”	4-1/8”	1-7/8”	2-1/4”	7.5
10”	9-3/4”	13-1/8”	5-3/8”	2-3/8”	3”	16
12”	11-3/4”	15-3/8”	6-3/8”	2-3/4”	3-5/8”	22.5
14”	13-3/4”	18-1/8”	7-3/8”	3-1/8”	4-1/4”	31.5
16”	15-3/4”	21-1/4”	8-5/8”	4-3/4”	4-3/4”	46.5
18”	17-7/8”	24”	9-3/4”	4-1/4”	5-1/2”	78
20”	19-7/8”	27”	10-1/2”	4-3/4”	5-3/4”	106
22”	21-7/8”	29-3/4”	12-1/8”	5-1/4”	6-7/8”	130
24”	23-7/8”	32-1/2”	13-1/4”	6”	7-1/4″	230
28”	27-7/8”	38”	15-1/2”	6-3/4”	8-3/4″	280
30”	30-1/4”	39-13/16”	16”	7-1/16”	8-15/16”	320
36”	36-1/4”	48”	19-9/16”	9-1/16”	10-1/2”	400

Attic Base

Call us for a free quote or if you have any questions! (877) 279-9993

Column & Column Cover Drawings

RoyalCast

Cast Fiberglass Columns

Spec. PDF

Spec. doc

RoyalStone

Synthetic Stone Columns

Spec. PDF

Spec. doc

FRP Column Covers

Spec. PDF

Spec. doc

G.F.R.C.

Glass Fiber Reinforced
Concrete Columns

Spec. PDF

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Our Column CAD drawings for the above mentioned materials are the same. Please use proper spec to differentiate.
If you can't decide which material to spec, please view our videos here explaining the different types:

Chat With A Product Expert

architectural mall different types of fiberglass columns



All fiberglass options view here.

GFRC, Polyurethane, PVC, Wood, Aluminum and Polymer Stone Columns



Call us for a free quote or if you have any questions! 888-952-1768

All other materials view here.

Round Tapered Plain

Round Tapered Plain 5″
Round Tapered Plain 6″
Round Tapered Plain 8″
Round Tapered Plain 10″
Round Tapered Plain 12″
Round Tapered Plain 14″
Round Tapered Plain 16″
Round Tapered Plain 18″
Round Tapered Plain 20″
Round Tapered Plain 22″
Round Tapered Plain 24″
Round Tapered Plain 28″
Round Tapered Plain 30″
Round Tapered Plain 36″
Round Tapered Plain 42″

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Round Tapered Fluted

Round Tapered Fluted 8″
Round Tapered Fluted 10″
Round Tapered Fluted 12″
Round Tapered Fluted 14″
Round Tapered Fluted 16″
Round Tapered Fluted 18″
Round Tapered Fluted 20″
Round Tapered Fluted 24″
Round Tapered Fluted 30″
Round Tapered Fluted 36″
Round Tapered Fluted 48″

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Round Non-Tapered Plain

Round Non-Tapered Plain 6″

Round Non-Tapered Plain 8″

Round Non-Tapered Plain 10″

Round Non-Tapered Plain 12″

Round Non-Tapered Plain 14″

Round Non-Tapered Plain 16″

Round Non-Tapered Plain 18″

Round Non-Tapered Plain 20″

Round Non-Tapered Plain 24″

Round Non-Tapered Plain 28″

Round Non-Tapered Plain 30″

Round Non-Tapered Plain 36″

Call us for a free quote or if you have any questions! 888-952-1768



Square Non-Tapered Plain

Square Non-Tapered Plain 6″

Square Non-Tapered Plain 8″

Square Non-Tapered Plain 10″

Square Non-Tapered Plain 12″

Square Non-Tapered Plain 16″

Square Non-Tapered Plain 18″

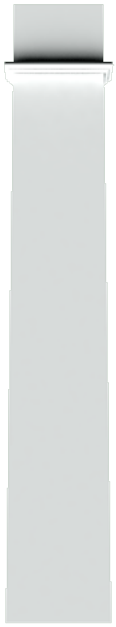
Square Non-Tapered Plain 20″

Square Non-Tapered Plain 24″

Square Non-Tapered Plain 25″

Square Non-Tapered Plain 30″

Call us for a free quote or if you have any questions! 888-952-1768



Square Tapered Plain

Square Tapered Plain 10″ to 8″
Square Tapered Plain 12″ to 10″
Square Tapered Plain 14″ to 10″
Square Tapered Plain 16″ to 10″
Square Tapered Plain 17.5″ to 10″
Square Tapered Plain 19″ to 13″
Square Entasis Tapered 14″ to 21″



Round Non-Tapered Twist Columns

Round Non-

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Round Non-Tapered Twist Column 8″
Round Non-Tapered Twist Column 10″
Round Non-Tapered Twist Column 12″
Round Non-Tapered Twist Column 16″



Square Non-Tapered Fluted

Square Non-Tapered Fluted 10”

Square Non-Tapered Fluted 12”

Square Non-Tapered Fluted 24″



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Round Non-Tapered Segmented Columns

Round Non-Tapered Segmented Column 8″

Round Non-Tapered Segmented Column 10″

Round Non-Tapered Segmented Column 12″

Round Non-Tapered Segmented Column 14″
Round Non-Tapered Segmented Column 16″
Round Non-Tapered Segmented Column 18″
Round Non-Tapered Segmented Column 20″
Round Non-Tapered Segmented Column 24″



Square Non-Tapered Panel Columns

Square Non-Tapered Panel Column 8
Square Non-Tapered Panel Column 10
Square Non-Tapered Panel Column 12
Square Non-Tapered Panel Column 14



Round Belly Columns

Round Belly Columns 10”
Round Belly Columns 11”

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Round Tapered Greek Doric Columns

Round Tapered Greek Doric Column 12″

Round Tapered Greek Doric Column 14″

Round Tapered Greek Doric Column 24″



Round Tapered Fluted Greek Doric Columns

Round Tapered Fluted Greek Doric Column 14″

Round Tapered Fluted Greek Doric Column 24″

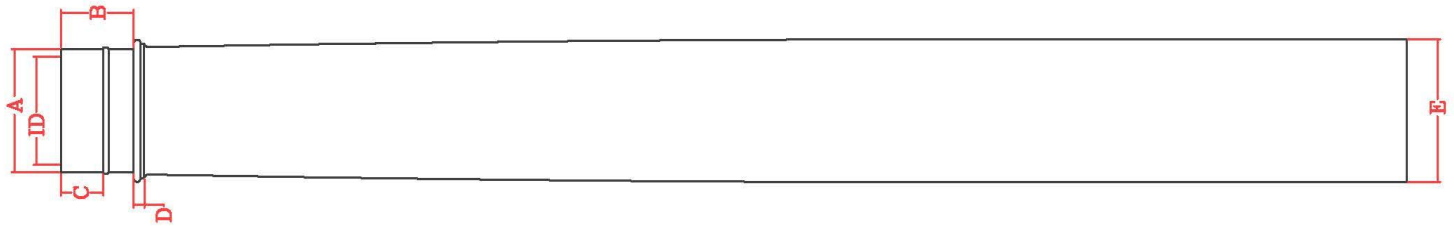
Round Tapered Fluted Greek Doric Column 28″

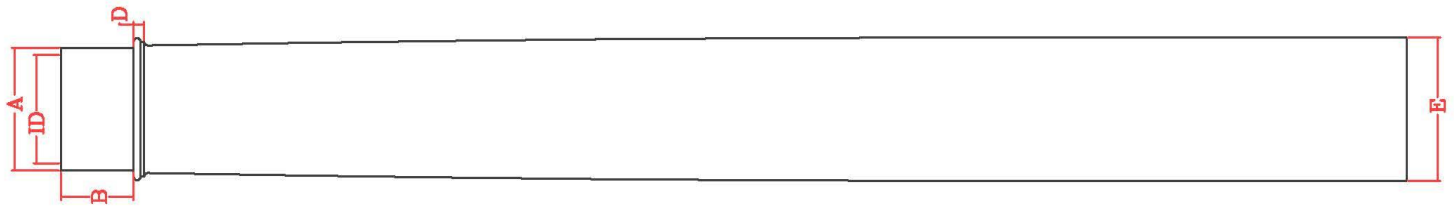
Round Tapered Fluted Greek Doric Column 32″

For our Aluminum Columns, Polyurethane Columns, G.R.G. Column Covers, & Wood Column CAD drawings, please email us @ **sales@architecturalmall.com**

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Column Diameter	Top Shaft Diameter	Bottom Shaft Diameter	Inside Shaft Diameter	Round Support Clearance	Square Support Clearance	Bead Width	Loss if cut at Bead	Tuscan Capital Support Ring	Minimum Thickness of Column Wall	Available Lengths
(Shown on graphic as)	(A)	(E)	(ID)			(D)	(B)	(C)		
6"	4-3/4"	5-1/2"	4"	3-1/2"	2-3/8"	3/4"	4-1/4"	-	3/8"	8,9
8"	6-3/8"	7-1/2"	5-5/8"	5-1/8"	3-1/2"	3/8"	4-1/4"	-	3/8"	8,9
10"	8-1/4"	9-1/2"	7-1/2"	7"	4-7/8"	3/4"	5"	-	3/8"	8,9,10,12
12"	9-11/16"	11-1/2"	8-15/16"	8-7/16"	5-7/8"	3/4"	6-1/4"	-	3/8"	8,9,10,12,14,16,18
14"	11-1/2"	13-1/2"	10-1/2"	10"	7"	1"	7-1/2"	4-1/4"	1/2"	8,9,10,12
14"	11-7/8"	13-7/8"	10-1/2"	10"	7"	1-3/16"	6-3/4"	4-1/8"	1/2"	14,16,18,20,22
16"	13-1/2"	15-5/8"	12-1/4"	11-3/4"	8-1/4"	1-1/4"	8"	4-3/4"	1/2"	8,9,10,12,14
16"	13-1/4"	15-7/8"	12-1/4"	11-3/4"	8-1/4"	2-1/8"	7-1/2"	4-3/4"	1/2"	16,18,20
18"	14-7/8"	17-11/16"	13-7/8"	13-3/8"	9-3/8"	1-7/8"	8-7/8"	5-1/8"	1/2"	8,9,10,12,14,16,18,20,22
20"	17"	19-3/4"	16"	15-1/2"	10-7/8"	1-7/8"	9-7/16"	5-5/8"	1/2"	8,9,10,12,14,16,18,20,22
22"	18-1/4"	21-7/8"	17-3/8"	16-7/8"	11-7/8"	2-1/16"	11-3/16"	6-1/2"	5/8"	8,9,10,12,14,16,18,20,21
24"	19-3/4"	23-1/2"	18-1/2"	18"	12-5/8"	2"	12-3/8"	7-1/2"	5/8"	8,9,10,12,14,16,18,20,22,24
28"	23"	27-5/8"	21-3/4"	21-1/4"	15"	2-1/8"	12-3/8"	8-1/16"	5/8"	8,9,10,12,14,16,18,20,22,24,26
30"	25-1/4"	30-1/8"	24"	23-1/2"	16-1/2"	1-1/2"	13-3/4"	8-3/4"	3/4"	8,9,10,12,14,16,18,20,22,24,26
36"	31"	36-1/2"	29"	28-1/2"	20-1/8"	2-1/8"	19-3/8"	10-3/4"	1"	8,9,10,12,14,16,18,20,22,24,26,28,30
42"	36-5/8"	42"	34-1/8"	33-5/8"	23-3/4"	3"	22-1/4"	-	1-1/4"	8,9,10,12,14,16,18,20,22,24,26,28,31





ANDERSEN™
WINDOWS & DOORS

400 SERIES



*2020 Andersen brand survey of U.S. contractors.

2021-22 PRODUCT GUIDE FOR PROFESSIONALS



TILT-WASH DOUBLE-HUNG FULL-FRAME WINDOWS

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Grille Patterns 85
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Combination Designs 181
Product Performance 197

CUSTOM SIZING
in ⅛" (3) increments

CUSTOM SIZES

Dimensions in parentheses are in millimeters.

FEATURES

FRAME

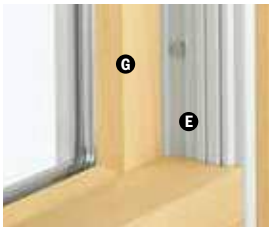
Ⓐ Exterior outer frame members are covered with a Perma-Shield® rigid vinyl cladding, minimizing maintenance and providing an attractive appearance.

Ⓑ For exceptional long-lasting* performance, sill members are constructed with a wood core and a Fibrex® material exterior. Sill ends are protected and sealed with weather-resistant covers.

Ⓒ Natural wood stops are available in pine, and prefinished white, dark bronze and black.**

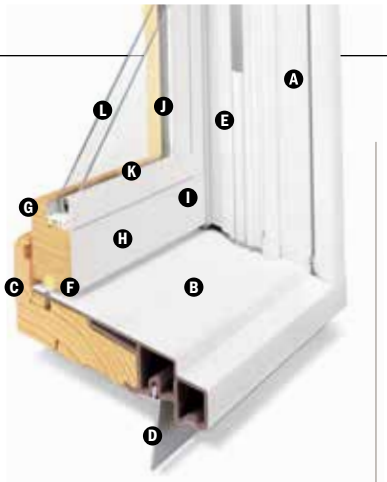
Ⓓ A factory-applied rigid vinyl anchoring flange on the head, sill and sides of the outer frame helps secure the unit to the structure.

Ⓔ An extruded rigid vinyl jamb liner and fin provide a protective seal against the outer frame members. Exclusive slide wash assists make it easy to tilt the sash into wash mode position.



Unique block-and-tackle balancers feature sized-to-the-unit, rust-resistant springs that require no adjustment. Glass-reinforced nylon balancer shoes provide smooth, reliable sash operation. Sash can be removed, without tools, for drywall pass-through. Jamb liners are available in white or gray, and must be specified when ordering. Contact your Andersen supplier for details.

Ⓕ Weatherstrip throughout the unit provides a long-lasting,* energy-efficient, weather-resistant seal. For the top and bottom rails, an encased foam material is used. The head jamb liner and sill have a rigid vinyl rib that the weatherstrip material compresses against. At the meeting rail, compressible vinyl bulb material is used. Side jamb liners use leaf-type weatherstrip with foam inserts.



SASH

Wash assists make it easy to tilt the sash into wash mode.

Ⓖ Wood sash members are treated with a water-repellent preservative for long-lasting* protection and performance. Interior surfaces are unfinished pine. Low-maintenance prefinished white interiors are also available.

Ⓗ A polyester-stabilized coat with a Flexacron® finish is electrostatically applied to penetrate all exterior surfaces for maximum protection and a lustrous finish.

Ⓘ Sash joints simulate the look of traditional mortise-and-tenon construction inside and out.

GLASS

Ⓙ In addition to stainless steel glass spacers, black or white glass spacers are now available to allow the spacer to blend in with the unit color.

Ⓚ Silicone bed glazing provides superior weathertightness and durability.

Ⓛ High-Performance options include:

- Low-E4® glass
- Low-E4 HeatLock® glass
- Low-E4 SmartSun™ glass
- Low-E4 SmartSun HeatLock glass
- Low-E4 Sun glass

Tempered and other glass options are available. Contact your Andersen supplier.

A removable translucent film helps shield the glass from damage during delivery and construction, and simplifies finishing at the job site.

Patterned Glass

Patterned glass options are available. See page 12 for more details.

*Visit andersenwindows.com/warranty for details.

**Products with dark bronze and black interiors have matching exteriors.

"Flexacron" is a registered trademark of PPG Industries, Inc.

Dimensions in parentheses are in millimeters.

Printing limitations prevent exact replication of colors and finishes. See your Andersen supplier for actual color and finish samples.

Naturally occurring variations in grain, color and texture of wood make each window one of a kind. All wood interiors are unfinished unless a finish is specified.

Distressed bronze and oil rubbed bronze are "living" finishes that will change with time and use.

EXTERIOR & INTERIOR OPTIONS

EXTERIOR COLORS

White | Canvas | Sandtone | Terratone

Dark Bronze | Forest Green | Black

INTERIOR OPTIONS

Pine | White

Dark Bronze** | Black**

HARDWARE



Standard Lock & Keeper

Black | Gold Dust | **Stone** | White

Stone is standard with natural interior units. White comes with prefinished white interiors. Other finishes optional.

OPTIONAL HARDWARE Sold Separately

ESTATE™



Lock & Keeper

Antique Brass | Bright Brass
Brushed Chrome | Distressed Bronze
Distressed Nickel | Oil Rubbed Bronze
Polished Chrome | **Satin Nickel**

Optional Estate lock and keeper reduces the clear opening height by 9/16" (14). Check with local building code officials to determine compliance with egress requirements.

CONTEMPORARY



Bar Lift

Antique Brass | Black | Bright Brass
Brushed Chrome | Distressed Bronze
Distressed Nickel | Gold Dust
Oil Rubbed Bronze | Polished Chrome
Satin Nickel | Stone | White

TRADITIONAL



Bar Lift



Hand Lift



Finger Lifts

Antique Brass | Black | Bright Brass | Brushed Chrome
Distressed Bronze | Distressed Nickel | Gold Dust | **Oil Rubbed Bronze**
Polished Chrome | Satin Nickel | Stone | White

Bold name denotes finish shown.

HARDWARE FINISHES



Antique Brass | Black | Bright Brass | Brushed Chrome | Distressed Bronze | Distressed Nickel

Gold Dust | Oil Rubbed Bronze | Polished Chrome | Satin Nickel | Stone | White

StormWATCH PROTECTION

400 Series tilt-wash double-hung full-frame windows are available with Stormwatch® Protection. Visit **andersenwindows.com/coastal** for more details.

Performance Grade (PG) Upgrades

A high inside sill stop* with exterior sill brackets and hidden interior brackets is available to provide additional structural support for tilt-wash windows, allowing standard, non-impact glass units to achieve higher performance grade ratings. Performance Grade (PG) ratings are more comprehensive than Design Pressure (DP) ratings for measuring product performance. For up-to-date performance information of individual products, please visit **andersenwindows.com**. Use of this option will subtract 5/8" (15) from the clear opening height. PG Upgrade not available for 72" (1829) and 76" (1930) heights. Contact your Andersen supplier for availability.

SASH OPTIONS



Cottage



Reverse Cottage

ACCESSORIES Sold Separately

FRAME

Extension Jambs



Standard jamb depth is 4 1/2" (114). Extension jambs are available in unfinished pine or prefinished white. Some sizes may be veneered.

Factory-applied and non-applied interior extension jambs are available in 1/16" (1.5) increments between 5 1/4" (133) and 7 1/8" (181). Extension jambs can be factory applied to either three sides (stool and apron application) or four sides (picture frame casing).

Pine Stool



A clear pine stool is available and ready for finishing. The tilt-wash stool is available in 4 9/16" (116) for use in wall depths up to 5 1/4" (133), and 6 9/16" (167) for use in wall depths up to 7 1/8" (181). Works with 2 1/4" (57) and 2 1/2" (64) casing widths.

HARDWARE

Window Opening Control Device



A recessed window opening control device is available factory applied. It limits the sash travel to less than 4" (102) when the window is first opened. Available in white, stone and black. A field-applied window opening control device kit is also available.

STORM/INSECT SCREEN COMBINATION UNIT**



A self-storing storm window combined with an insect screen provides greater energy efficiency, while allowing ventilation when needed.

Constructed with an aluminum frame, single-pane upper and lower glass panels, and charcoal powder-coated aluminum screen mesh. Available in white, Sandtone and Terratone to match product exteriors. Canvas, dark bronze, forest green and black are available by special order.

Combination units can improve Sound Transmission Class (STC) and Outdoor Indoor Transmission Class (OITC) ratings. Ideal for projects near airports, busy roadways or other noisy environments. For example, adding a combination unit to a 400 Series tilt-wash double-hung (3862) unit with Low-E4® glass will improve its STC rating from 26 to 32. Contact your Andersen supplier for additional STC and OITC rating information.

GLASS

Andersen® Art Glass

Available for 400 Series tilt-wash transom and picture units. Andersen art glass panels come in a variety of original patterns. See art glass section starting on page 173 for more information or visit **andersenwindows.com/artglass**.

INSECT SCREENS

Insect Screen Frames



Full and half insect screens are available for most unit sizes. Frame colors match product exteriors. Half insect screen (shown above) allows ventilation without affecting the view through the upper sash. Not available on windows with Stormwatch Protection.

TruScene® Insect Screens

Andersen TruScene insect screens let in over 25% more fresh air† and provide 50% greater clarity than conventional Andersen insect screens, all while keeping out unwanted small insects.

Conventional Insect Screens

Conventional insect screens have charcoal powder-coated aluminum screen mesh.

GRILLES

Grilles are available in a variety of configurations and widths. For double-hung grille patterns, see page 85.

EXTERIOR TRIM

Available with Andersen exterior trim. See exterior trim section starting on page 175.

CAUTION:

- Painting and staining may cause damage to rigid vinyl.
- 400 Series windows in Terratone color may be painted any color lighter than Terratone color using quality oil-based or latex paint.
- Do not paint 400 Series windows in white, canvas, Sandtone, dark bronze, forest green or black exterior colors.
- Andersen does not warrant the adhesion or performance of homeowner-applied paint over vinyl or other factory-coated surfaces.
- For vinyl painting instructions and preparation, contact your Andersen supplier.
- Do not paint weatherstrip.
- Creosote-based stains should not come in contact with Andersen products.
- Abrasive cleaners or solutions containing corrosive solvents should not be used on Andersen products.

*Infringes on the overall net clear opening. Unit clear operable area may not meet egress requirements. See your local building code official for more information.

**Do not add combination units to windows with Low-E4 Sun glass unless window glass is tempered. Combination units may also reduce the overall clear operable area of the window. See your local code official for egress requirements in your area.

†TruScene insect screens let in over 25% more fresh air than standard Andersen fiberglass insect screens.

Dimensions in parentheses are in millimeters.

Table of Tilt-Wash Double-Hung Window Sizes

Scale 1/8" (3) = 1'-0" (305) – 1:96

Window Dimension	1'-9 5/8" (549)	2'-1 5/8" (651)	2'-5 5/8" (752)	2'-7 5/8" (803)	2'-9 5/8" (854)	2'-11 5/8" (905)	3'-1 5/8" (956)	3'-5 5/8" (1057)	3'-9 5/8" (1159)
Minimum Rough Opening	1'-10 1/8" (562)	2'-2 1/8" (664)	2'-6 1/8" (765)	2'-8 1/8" (816)	2'-10 1/8" (867)	3'-0 1/8" (917)	3'-2 1/8" (968)	3'-6 1/8" (1070)	3'-10 1/8" (1172)
Unobstructed Glass (lower sash only)	15" (381)	19" (483)	23" (584)	25" (635)	27" (686)	29" (737)	31" (787)	35" (889)	39" (991)

CUSTOM WIDTHS – 21 5/8" to 45 5/8"

CUSTOM HEIGHTS – 36 7/8" to 92 7/8"

3'-0 7/8" (937) × 3'-0 7/8" (937) / 13 15/16" (354)	TW18210	TW20210	TW24210	TW26210	TW28210	TW210210	TW30210	TW34210	TW38210
3'-4 7/8" (1038) × 3'-4 7/8" (1038) / 15 15/16" (405)	TW1832	TW2032	TW2432	TW2632	TW2832	TW21032	TW3032	TW3432	TW3832
3'-8 7/8" (1140) × 3'-8 7/8" (1140) / 17 15/16" (456)	TW1836	TW2036	TW2436	TW2636	TW2836	TW21036	TW3036	TW3436	TW3836
4'-0 7/8" (1241) × 4'-0 7/8" (1241) / 19 7/16" (495)	TW18310	TW20310	TW24310	TW26310	TW28310	TW210310	TW30310	TW34310	TW38310
4'-4 7/8" (1343) × 4'-4 7/8" (1343) / 21 15/16" (557)	TW1842	TW2042	TW2442	TW2642	TW2842	TW21042	TW3042	TW3442	TW3842
4'-8 7/8" (1445) × 4'-8 7/8" (1445) / 23 7/16" (596)	TW1846	TW2046	TW2446	TW2646	TW2846	TW21046	TW3046◊	TW3446◊	TW3846◊
5'-0 7/8" (1546) × 5'-0 7/8" (1546) / 25 15/16" (659)	TW18410	TW20410	TW24410	TW26410	TW28410	TW210410◊	TW30410◊	TW34410◊	TW38410◊
5'-4 7/8" (1648) × 5'-4 7/8" (1648) / 27 15/16" (710)	TW1852	TW2052	TW2452	TW2652	TW2852◊	TW21052◊	TW3052◊	TW3452◊	TW3852◊
5'-8 7/8" (1749) × 5'-8 7/8" (1749) / 29 15/16" (760)	TW1856	TW2056	TW2456	TW2656◊	TW2856◊	TW21056◊	TW3056◊	TW3456◊	TW3856◊
6'-0 7/8" (1851) × 6'-0 7/8" (1851) / 31 15/16" (811)	TW18510	TW20510	TW24510◊	TW26510◊	TW28510◊	TW210510◊	TW30510◊	TW34510◊	TW38510◊
6'-4 7/8" (1953) × 6'-4 7/8" (1953) / 33 15/16" (862)	TW1862	TW2062	TW2462◊	TW2662◊	TW2862◊	TW21062◊	TW3062◊	TW3462◊	TW3862◊

continued on next page



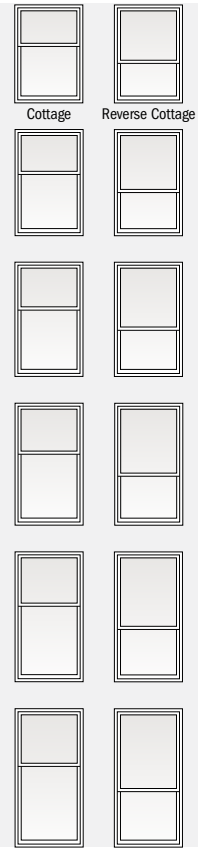
Custom-size windows are available in 1/8" (3) increments. See page 84 for custom sizing.

Grille patterns shown on page 85.

Cottage or reverse cottage sash ratio available for heights shown below in all widths.

CUSTOM WIDTHS – 21 5/8" to 45 5/8"

CUSTOM HEIGHTS – 48 7/8" to 76 7/8"



Size tables for windows with cottage or reverse cottage sash are available at **andersenwindows.com/sizing**.

- "Window Dimension" always refers to outside frame-to-frame dimension.
- **"Minimum Rough Opening" dimensions may need to be increased to allow for use of building wraps, flashing, sill panning, brackets, fasteners or other items. See pages 210-211 for more details.**
- Dimensions in parentheses are in millimeters.

◊ Meet or exceed clear opening area of 5.7 sq. ft. or 0.53 m², clear opening width of 20" (508) and clear opening height of 24" (610). See tables on pages 82-83.

Raised Panel Shutters

Raised panel shutters are synonymous with the ever-popular traditional colonial look. Each raised panel option offers bold, unique styling to create that welcoming feeling homeowners crave as each panel face sits flush with the frame.



CT3: Shaker Panel Shutter with Colonial Trim

One of the more traditional raised panel styles with a classic panel profile and graceful trim. The CT3 features the popular Shaker panel with just the right amount of elegant detail to accent that desired look you're interested in.

Cross Section:



Available In:

Endurian (Exclusive PVC), Premium

SHUTTER SPECIFICATIONS



“H” Hinge – Fixed Pin

$48.00

In Stock (200+ Available)

1 Add to cart

SKU: ALFHH

Sold as: Pair

Spec Sheet: Click to View (opens in new window)

Material: Solid, Sand Cast Aluminum, Smooth

Finish: Black Powder Coat

Screw Spec: Stainless Steel, 16 each #8 x 1" Panhead Phillips Black

Width: 2 5/8"

Length: 7 1/4"

Description | Additional information | Reviews (0)

Description

The Fixed Pin “H” Hinge is 7 1/4” long and 2 5/8” wide. Made of solid, weather-proof cast aluminum, this item is ideal for exterior applications including coastal areas. The black powder coat completes the traditional, old world style. This hinge is sold as a pair and will work great for your shutter, gate or other millwork project.

Lynn Cove
Foundry & Forge

Phone: 1 (800) 975-7089
Fax: 1 (843) 733-3004

9am-5pm EST,
Monday-Friday

Or **Email us** at info@lynncove.com

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Heavy Duty S Stay

$38.00

In Stock (200+ Available)

1 Add to cart

SKU: SD3CS

Spec Sheet: Click to View (opens in new window)

Material: Galvanized Carbon Steel

Finish: Black Powder Coat

Screw Spec: 3/8" Diameter 4 1/2" Lag

Width: 2 1/2"

Length: 7"

Description | Additional information | Reviews (0)

Description

Traditionally designed, architectural Heavy Duty S Stay. Old world style made with modern materials and our outstanding 5-year warranty, premium quality exterior shutter hardware handcrafted by Lynn Cove Foundry & Forge.

You may also like...



Stainless Steel Slide Bolt – 12″

EHBSS

Stainless Steel Steel

$58.00

Add to cart



Plate Mount Ring Pull

R100SS

304 Series Stainless Steel

$24.00

Add to cart



Hidden Stay – Stainless Steel

ESS58

304 Series Stainless Steel

$34.00

Add to cart



Suffolk Style Strap Hinge Set (Surface Mount)

SF350SS

304 Series Stainless Steel

$198.00

Add to cart

MEMORANDUM

TO: Historic District Commission
City of Saugatuck

FROM: David M. Jirousek, AICP
Consulting Planner

DATE: June 3, 2024

RE: Historic District Permit Application, Phil's Bar and Grille: 215 Butler Street

REQUEST: The applicant requests approval to replace the front entry door and a screening fence along the side deck area.

BACKGROUND: The property at 215 Butler is located in the City Center C-1 zoning district and the Historic District. The Italianate building was constructed in 1885 and is known as the Metzaur Building. It is a contributing resource.

The aging door has sustained continual damage and is intended to be replaced. The ornamental elements and lattice of the existing screen fence are to be removed and completely re-sided/wrapped with a cedar product.

APPLICABILITY: A permit shall be obtained before any work affecting the exterior appearance of a resource is performed within the Historic District (§ 152.03).

§ 152.07 D. GUIDELINES:

1. *In reviewing applications and plans submitted under this chapter, the Commission shall follow U.S. Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures as set forth in 36 C.F.R. part 67, as amended. Additional guidelines may be developed and followed if they are equivalent in guidance to the Secretary's standards and guidelines and are approved by the Center. Any additional guidelines must be adopted by the Commission and approved by the City Council. In reviewing applications and plans, the Commission shall also give consideration to:*

a. *The historical or architectural significance of the resource and its relationship to the historic value of the surrounding area.*

b. *The compatibility of the exterior of the structure and the space around it with the visual or historical context of the surrounding area.*

c. *The impact of the exterior of the structure and the space around it on the village/rural character and contextual aesthetic of the city.*

d. *Other factors which the Commission considers to be pertinent.*

2. *In exercising its authority to approve or deny an application under this chapter, the Commission shall exercise its educated judgment on a case-by-case basis in interpreting these guidelines and the following the applicable standards.*

COMPLETENESS REVIEW: All applications to construct, alter, repair, move, or demolish any structure or install or alter any signage or fence structure in a historic district shall include the supporting plans and documents as specified by § 152.07 B. The applicant has not provided a specification sheet concerning the proposed front door replacement. However, the style is intended to be similar to the existing door. Images and sketches have been provided regarding the replacement of the screening fence.

II. PRIMARY STRUCTURES

The HDC must also determine if the replacement doors are consistent with the neighborhood and the Historic District. The following guidelines should be considered:

D. Doors and Windows

1. Retaining Windows and Doors Windows and doors that contribute to the overall historic character of a building should be retained and repaired as needed, including their functional and decorative features, such as frames, sash, muntins, sills, heads, moldings, surrounds, hardware, shutters, glazing, panels, sidelights, fanlights, and thresholds.

2. Replacing Windows and Doors

(a) If replacement of a deteriorated window or door feature or detail is necessary replace only the deteriorated feature in kind rather then the entire unit. Match the original in material, design, dimension, proportion, reflective qualities, profile, sash rails, stiles, muntins, panels, and operation. If replacement of an entire unit is necessary, replace the unit in kind, matching the design, dimension, panels, pane configuration, architectural trim, detail, muntins and materials. It is not appropriate to use snap-in muntins to create a false divided-light appearance.

(b) Replacement windows and doors should maintain and fit existing openings and be consistent in glass size and with existing trim and other features of the structure.

(c) Changing the number, location, and size or glazing pattern of windows and doors through cutting new openings, blocking-in, and installing replacement sash which does not fit the historic opening are not recommended.

3. Doors Original doors should not be substituted with stock doors that do not fit the opening properly or do not fit with the style of the house. Transom windows and sidelights should be preserved.

Comment: No change to the door opening is proposed, and the applicant intends to replace the existing door with a comparable model. A specification sheet on the door was not provided.

IV. THE LAND AND SITE IMPROVEMENTS

C. Fences

3. *Compatible Fences Fencing shall be permitted contingent upon the appearance and appropriateness in relation to the building and Historic District. (Applicants should note that all fencing within the Historic District is also subject to the City Zoning Codes, Chapter 155.143.)*

Comment: The screening fence structure is not an original part of the contributing resource. The proposed changes are intended to match the exterior siding of the existing building.

RECOMMENDATION:

Ideally, the HDC should be provided with a specification sheet regarding the replacement entry door. The applicant should address this at the upcoming meeting. While no formal exhibit was provided concerning the screen fence, the written narrative is fairly straightforward and clear.

If the HDC determines that the door replacement and screening fence modifications are appropriate and the applicable standards of the Historic Preservation Review Guidelines are met, the following motion may be used:

Motion to approve the replacement of the front entry door in a style consistent with the existing door and to modify the screening fence in accordance with the plans and details submitted

within the application materials. Approval shall be subject to the following conditions (if applicable):

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____

Commission Review Fee: $250
Administrative Review Fee: $50

Historic District Permit Application

LOCATION INFORMATION **APPLICATION NUMBER** ____-_____

Address 215 BUTLER STREET Parcel Number _____

APPLICANTS INFORMATION

Name PHIL'S BAR & GRILLE Address / PO Box 215 BUTLER / P.O. BOX 373
City SAUGATUCK State MI Zip 49453 Phone 269 857-1555
Interest In Project IMPROVEMENTS E-Mail PHILSBG@COMCAST.NET
Signature _____ Date 4.30.24

OWNERS INFORMATION (IF DIFFERENT FROM APPLICANTS)

Name _____ Address / PO Box _____
City _____ State _____ Zip _____ Phone _____
E-Mail _____

I hereby authorize that the applicant as listed above is authorized to make this application for proposed work as my agent and we agree to conform to all applicable laws and regulations of the City of Saugatuck. I additionally grant City of Saugatuck staff or authorized representatives thereof access to the property to inspect conditions, before, during, and after the proposed work is completed.

Signature _____ Date _____

CONTRACTORS/ DEVELOPERS INFORMATION (UNLESS PROPOSED WORK IS TO BE DONE BY THE PROPERTY OWNER)

Name THOMAS GROENHOF Contact Name _____
Address / PO Box 10453 NORTHFIELD City ZEELAND
State MI Zip 49464 Phone 616 836-1530 Fax _____
E-Mail _____

License Number _____ Expiration Date _____

PROPERTY INFORMATION

Depth _____ Width _____ Size _____ Zoning District _____ Current Use _____
Check all that apply: Waterfront _____ Dunes _____ Vacant _____

PROJECT DESCRIPTION (ATTACH MORE SHEETS IF NECESSARY)

- NEW FRONT DOORS
- FENCE MODIFICATION

Historic District Application

Application #_____-_____

HISTORIC DISTRICT REQUIREMENTS (SECTION 152.07)

Pursuant to Section 152.07, please attach the following supporting documents when applying for historic district approval if applicable:

Y	N	NA	
☐	☐	☐	Photographs of the structure and its relationship to adjacent structures.
☐	☐	☐	A plot plan with the placement of the proposed addition, or location of fencing to be constructed.
☐	☐	☐	Elevation drawings of the exterior of the structure or improvements.
☐	☐	☐	Samples of all proposed exterior finishes and materials.
☐	☐	☐	Photographs showing, in detail, the problem areas to be addressed during the proposed repair or alteration.
☐	☐	☐	A scale drawing of all proposed signage, including design, lettering style, type of illumination (if any), placement or location on the lot or building, and the type of support(s) for the sign(s).
☐	☐	☐	If an application for signage is made by tenants of a building located within a historic district, the tenants must obtain written permission from the building owner to install or alter the proposed sign(s).
☐	☐	☐	Plot plan showing the following:
☐	☐	☐	Current location, shape, area and dimension of the lot.
☐	☐	☐	Current site improvements (including structures, sidewalks, decks, streets, fences, etc).
☐	☐	☐	Proposed improvements and distances from other improvements or property lines.
☐	☐	☐	Proposed and/or current yard, open space and parking space dimensions and calculations.
☐	☐	☐	Location of any flood plains, watersheds, wetlands, easements, critical dunes, or other applicable features.
☐	☐	☐	Description of proposed use and of the building (dwelling, structure, barn, garage and the like) or improvements.
☐	☐	☐	Detailed written description of the activities related to the proposed use and/or improvements.

OFFICE USE ONLY:
Application Complete _____ Fee Paid____Date Paid _____
Notes: _____

Phil's

From: klogger64@aol.com (klogger64@aol.com)

To: klogger64@aol.com

Date: Saturday, April 27, 2024 at 09:54 AM EDT





Yahoo Mail: Search, Organize, Conquer



SAME SIZE DOOR AS EXISTING
- SOLID MAHOGANY DOOR & FRAME
3/4 GLASS AS SHOWN (APPROX)
REVERSING SWING, STILL OUTSWING.
STAINED DEEP AUTUMN HAZE MAHOGANY
NO BRICKWORK NEEDED, JUST
REMOVING & REPLACING DOOR WHICH
IS CRACKED AND DAMAGED.

From: klogger64@aol.com <klogger64@aol.com>
Sent: Tuesday, May 7, 2024 6:38 PM
To: Ryan Cummins <rcummins@saugatuckcity.com>
Subject: RE: Phil's Bar and Grill

INSPECTOR (L. NASH) 4-27-2012

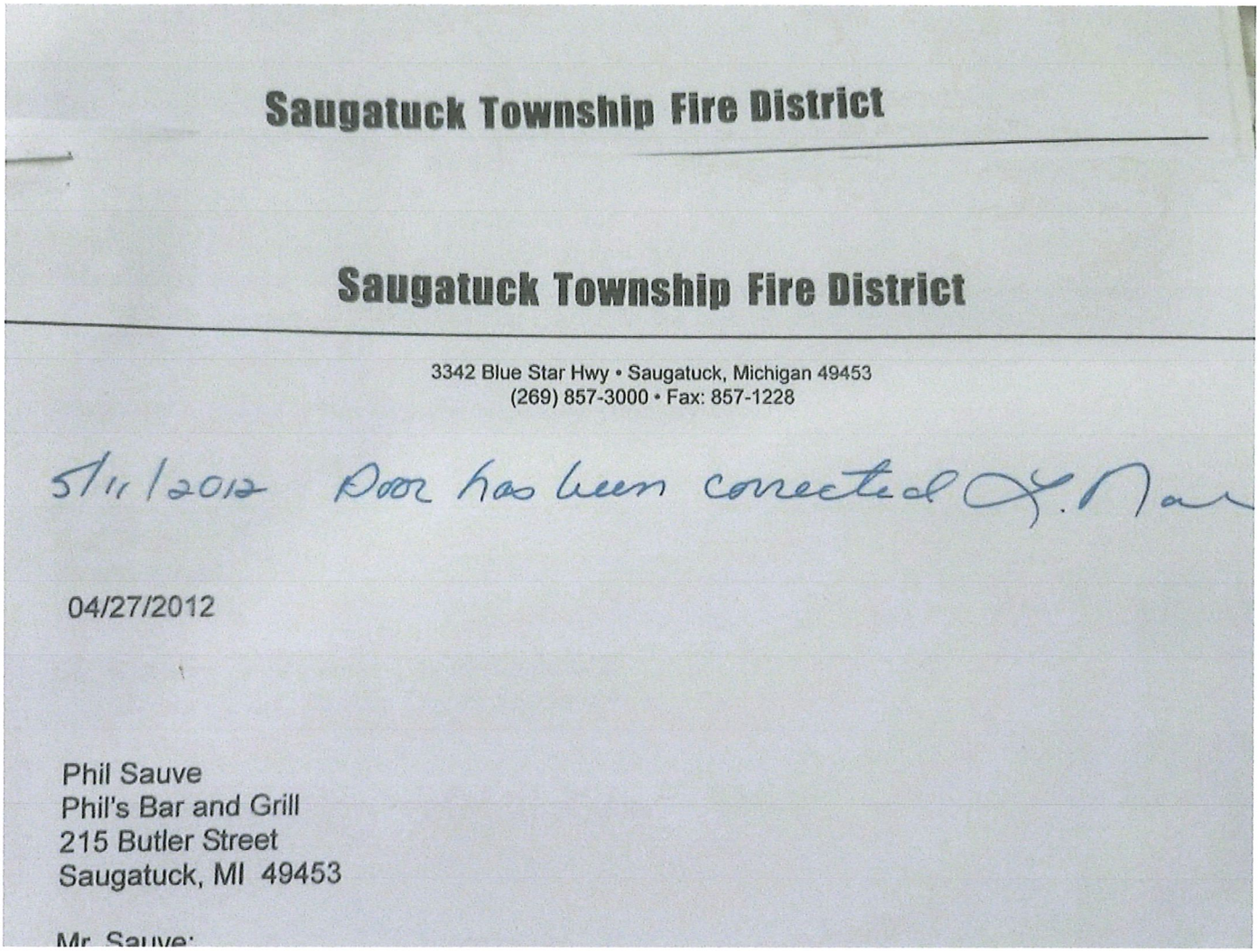
Hi again Ryan, we appreciate the fact that they need more pictures of the existing damaged door. I already have them, as I have repaired the door 6 times in as many years, ever since the fire ~~chief~~ told Phil to make it an outswing door, due to a compaint. Although it was grandfathered in as an historic building, and the door was never an issue, he complied, but since then, the north and west winds catch it and whip it open, tearing it off the hinges and closer. It is beyond repair, other than rebuilding it, or replacing it, which brings us to the situation we are in. A new door will bring a refreshed look to the building, not a new style, just a different finish and new hardware. When we meet on June 6th, Phil is asking to also put the outdoor seating and the modification to the 'corral' fence on the docket, so we can all proceed with the summer traffic in the restaurant. Please let me know when you need the check for the additional $200.00 so we can proceed. If you need the photos before the meeting, I can drop them off to you. Thanks again for responding. Kelly

(No Subject)

From: klogger64@aol.com (klogger64@aol.com)

To: klogger64@aol.com

Date: Thursday, May 16, 2024 at 08:43 AM EDT



Saugatuck Township Fire District

Saugatuck Township Fire District

3342 Blue Star Hwy • Saugatuck, Michigan 49453
(269) 857-3000 • Fax: 857-1228

5/11/2012 Door has been corrected

04/27/2012

Phil Sauve
Phil's Bar and Grill
215 Butler Street
Saugatuck, MI 49453

Mr. Sauve:

Yahoo Mail: Search, Organize, Conquer

(No Subject)

From: klogger64@aol.com (klogger64@aol.com)

To: klogger64@aol.com

Date: Tuesday, May 14, 2024 at 09:13 AM EDT





Yahoo Mail: Search, Organize, Conquer





Yahoo Mail: Search, Organize, Conquer



(No Subject)

From: klogger64@aol.com (klogger64@aol.com)

To: klogger64@aol.com

Date: Tuesday, May 14, 2024 at 09:16 AM EDT



(No Subject)

From: klogger64@aol.com (klogger64@aol.com)

To: klogger64@aol.com

Date: Tuesday, May 14, 2024 at 09:19 AM EDT





Yahoo Mail: Search, Organize, Conquer



MEMORANDUM

TO: Historic District Commission
City of Saugatuck

FROM: David M. Jirousek, AICP
Consulting Planner

DATE: June 3, 2024

RE: Historic District Permit Application, Pumpernickles: 202 Butler

REQUEST: The applicant requests Historic District Commission approval for expanded outdoor seating areas on the sidewalks along Butler and Mason Streets.

BACKGROUND: The property at 202 Butler is located in the City Center C-1 zoning district and the Historic District. The building was constructed in 1864 and is known as the Union Hotel. It is a contributing resource. Special land use approval will also be required.

The applicant provided a site plan and stated that, similar to previous seasons, there would be 15 tables and 45 seats at most. Images of black metal tables and chairs from a past season were provided, and some tables had striped umbrellas.

APPLICABILITY: A permit shall be obtained before any work affecting the exterior appearance of a resource is performed within the Historic District (§ 152.03).

§ 152.07 D. GUIDELINES:

1. *In reviewing applications and plans submitted under this chapter, the Commission shall follow U.S. Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures as set forth in 36 C.F.R. part 67, as amended. Additional guidelines may be developed and followed if they are equivalent in guidance to the Secretary's standards and guidelines and are approved by the Center. Any additional guidelines must be adopted by the Commission and approved by the City Council. In reviewing applications and plans, the Commission shall also give consideration to:*

a. *The historical or architectural significance of the resource and its relationship to the historic value of the surrounding area.*

b. *The compatibility of the exterior of the structure and the space around it with the visual or historical context of the surrounding area.*

c. *The impact of the exterior of the structure and the space around it on the village/rural character and contextual aesthetic of the city.*

d. *Other factors which the Commission considers to be pertinent.*

2. *In exercising its authority to approve or deny an application under this chapter, the*

   Commission shall exercise its educated judgment on a case-by-case basis in interpreting these guidelines and the following the applicable standards.

COMPLETENESS REVIEW: All applications to construct, alter, repair, move, or demolish any structure or install or alter any signage or fence structure in a historic district shall include the supporting plans and documents as specified by § 152.07 B. The applicant provided a plan and imagery from previous seasons.

RECOMMENDATION: The HDC guidelines have no specific recommendations regarding temporary tables, chairs, and barriers. In this case, the intent of § 152.07 D. Guidelines should be considered. We feel that the number, style, and location of tables and chairs do not detract from the overall character of the property and the Historic District. The materials appear consistent with those approved during recent outdoor seating proposals.

If the HDC determines that the applicable standards of the Historic Preservation Review Guidelines are met, the following motion may be used.

I move to approve the outdoor dining areas in accordance with the plans, materials, and details submitted with the application for 202 Butler Street. Approval shall be subject to the following conditions (if applicable):

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____

Commission Review Fee: $250
Administrative Review Fee: $50

City of Saugatuck EST 1854

Historic District Permit Application

LOCATION INFORMATION — APPLICATION NUMBER ____ - _____

Address 202 Butler Street Parcel Number _____

APPLICANTS INFORMATION

Name Pumpernickels Address / PO Box 488

City Saugatuck State MI Zip 49453 Phone 610 329 5401

Interest In Project _____ E-Mail Blauserese@gmail.com

Signature _____ Date 5/26/24

OWNERS INFORMATION (IF DIFFERENT FROM APPLICANTS)

Name Fred Geisey Address / PO Box _____

City _____ State _____ Zip _____ Phone 561 889 3255

E-Mail Fredgeisey@gmail.com

I hereby authorize that the applicant as listed above is authorized to make this application for proposed work as my agent and we agree to conform to all applicable laws and regulations of the City of Saugatuck. I additionally grant City of Saugatuck staff or authorized representatives thereof access to the property to inspect conditions, before, during, and after the proposed work is completed.

Signature _____ Date _____

CONTRACTORS/ DEVELOPERS INFORMATION (UNLESS PROPOSED WORK IS TO BE DONE BY THE PROPERTY OWNER)

Name _____ Contact Name _____

Address / PO Box _____ City _____

State _____ Zip _____ Phone _____ Fax _____

E-Mail _____

License Number _____ Expiration Date _____

PROPERTY INFORMATION

Depth _____ Width _____ Size _____ Zoning District _____ Current Use _____

Check all that apply: Waterfront _____ Dunes _____ Vacant _____

PROJECT DESCRIPTION (ATTACH MORE SHEETS IF NECESSARY)

Temporary restaurant sidewalk seating

15 tables to line Mason & Butler
Between sidewalk & curb
9am to 8pm
$45 chairs

Historic District Application

Application #_____-_____

Historic District Requirements (Section 152.07)

Pursuant to Section 152.07, please attach the following supporting documents when applying for historic district approval if applicable:

Y	N	NA	
☑	☐	☐	Photographs of the structure and its relationship to adjacent structures.
☐	☐	☑	A plot plan with the placement of the proposed addition, or location of fencing to be constructed.
☐	☐	☑	Elevation drawings of the exterior of the structure or improvements.
☐	☐	☑	Samples of all proposed exterior finishes and materials.
☐	☐	☑	Photographs showing, in detail, the problem areas to be addressed during the proposed repair or alteration.
☐	☐	☑	A scale drawing of all proposed signage, including design, lettering style, type of illumination (if any), placement or location on the lot or building, and the type of support(s) for the sign(s).
☐	☐	☑	If an application for signage is made by tenants of a building located within a historic district, the tenants must obtain written permission from the building owner to install or alter the proposed sign(s).
☑	☐	☐	Plot plan showing the following:
☑	☐	☐	Current location, shape, area and dimension of the lot.
☑	☐	☐	Current site improvements (including structures, sidewalks, decks, streets, fences, etc).
☐	☐	☑	Proposed improvements and distances from other improvements or property lines.
☐	☐	☑	Proposed and/or current yard, open space and parking space dimensions and calculations.
☐	☐	☑	Location of any flood plains, watersheds, wetlands, easements, critical dunes, or other applicable features.
☐	☐	☑	Description of proposed use and of the building (dwelling, structure, barn, garage and the like) or improvements.
☑	☐	☐	Detailed written description of the activities related to the proposed use and/or improvements.

Office Use Only:
Application Complete _____ Fee Paid____Date Paid _____
Notes: _____

Application Fee: $1,000
Escrow Deposit: $2,000

Special Land Use Application

City of Saugatuck Zoning Code: https://codelibrary.amlegal.com/codes/saugatuck/latest/saugatuck_mi/0-0-0-4355

Location Information

Address 202 Butler Street Parcel Number _____

Applicants Information

Name Pumpernickels Address / PO Box 488

City Saugatuck State MI Zip 49453 Phone 610 329 5404

Interest In Project _____ E-Mail [redacted]

I agree the statements made in this application and submitted plans are true, and if found not to be true, any zoning permit that may be issued may be void. Further, I agree to comply with the conditions and regulations provided with any permit that may be issued. I understand that this application will not be processed until it is deemed complete and the required fees and escrow deposit (if applicable) are paid. Further, I agree the permit that may be issued is with the understanding all applicable sections of the City of Saugatuck Zoning Ordinance and all other applicable laws, ordinances and regulations will be complied with. Finally, I understand this is a zoning permit application (not a permit) and that a zoning permit, if issued, does not include any representation or conveyance of rights in any other statute, building code, fire code, deed restriction or other property rights.

Signature _____ Date 5/24/24

Owners Information (if different from applicants)

Name Fred Gergey Address / PO Box _____

City _____ State _____ Zip _____ Phone 561 865 3255

E-Mail FredGergey@gmail.com

I hereby authorize the applicant listed above to make this application for proposed work as my agent. I agree the statements made in this application and submitted plans are true, and if found not to be true, any zoning permit that may be issued may be void. Further, I agree to comply with the conditions and regulations provided with any permit that may be issued. Further, I agree the permit that may be issued is with the understanding all applicable sections of the City of Saugatuck Zoning Ordinance and all other applicable laws, ordinances and regulations will be complied with. I additionally grant City of Saugatuck staff or authorized representatives thereof access to the property to inspect conditions, before, during, and after the proposed work is completed. Finally, I understand this is a zoning permit application (not a permit) and that a zoning permit, if issued, does not include any representation or conveyance of rights in any other statute, building code, fire code, deed restriction or other property rights.

Signature _____ Date _____

Contractors/ Developers Information (unless proposed work is to be done by the property owner)

Name N/A Contact Name _____

Address / PO Box _____ City _____

State _____ Zip _____ Phone _____ Fax _____

E-Mail _____

License Number _____ Expiration Date _____

PROPERTY INFORMATION

Depth _____ Width_____Size _____ Zoning District_____Current Use _____

Check all that apply:

Waterfront_____Historic District_____Dunes _____ Vacant _____

PROJECT DESCRIPTION (ATTACH MORE SHEETS IF NECESSARY)

Special Land Use Application

SITE PLAN REQUIREMENTS (SECTION 154.061)

A) Applications for preliminary site plan approval shall consist of the following information unless waived by the Zoning Administrator.

Y	N	NA	
☑	☐	☐	Property dimensions
☐	☐	☑	Significant vegetation
☐	☐	☑	Water courses and water bodies, including human-made surface drainage ways
☑	☐	☐	Existing public right-of-way, pavements and/or private easements
☑	☐	☐	Existing and proposed uses, buildings, structures and parking areas
☐	☐	☐	Zoning classification of abutting properties
☐	☐	☐	The name, address and telephone number of the person and firm who prepared the site plan, and the date on which it was prepared
☑	☐	☐	A north arrow

B) Applications for final site plan approval shall consist of the following information unless waived by the Zoning Administrator. One (1) paper copy of a final site plan (no greater than 11" x 17") and one (1) digital copy, at a scale of not less than one inch equals ten feet, shall include:

Y	N	NA	
☐	☐	☐	Dimensions of property of the total site area,
☐	☐	☐	Contours at 2-foot intervals
☐	☐	☐	Locations of all buildings
☐	☐	☐	Other structures on adjacent properties within 100 feet of the property, including those located across the street from the property
☐	☐	☐	Parking areas
☐	☐	☐	Driveways
☐	☐	☐	Required and proposed building setbacks
☐	☐	☐	Location of abutting streets and proposed alignment of streets, drives and easements serving the development, including existing rights-of-way and pavement widths;
☐	☐	☐	Location, screening, dimensions and heights of proposed buildings and structures, such as trash receptacles, utility pads and the like, including accessory buildings and uses, and the intended uses thereof. Rooftop or outdoor appurtenances should also be indicated, including proposed methods of screening the equipment, where appropriate,
☐	☐	☐	Location and dimensions of parking areas, including computations of parking requirements, typical parking space dimensions, including handicapped spaces, and aisle widths;
☐	☐	☐	Proposed water supply and wastewater systems locations and sizes;
☐	☐	☐	Proposed finished grades and site drainage patterns, including necessary drainage structure. Where applicable, indicate the location and elevation of the 100-year floodplain;
☐	☐	☐	Proposed common open spaces and recreational facilities, if applicable,
☐	☐	☐	Proposed landscaping, including quantity, size at planting and botanical and common names of plant materials;
☐	☐	☐	Signs, including type, locations and sizes;

- ☐ ☐ ☐ Location and dimensions of all access drives, including driveway dimensions, pavement markings, traffic-control signs or devices, and service drives;
- ☐ ☐ ☐ Exterior lighting showing area of illumination and indicating the type of fixture to be used
- ☐ ☐ ☐ Elevations of proposed buildings drawn to an appropriate scale shall include:
  1. Front, side and rear views;
  2. Heights at street level, basement floor level, top of main floor, top of building, and if applicable, height above water level, and
  3. Exterior materials and colors to be used.
- ☐ ☐ ☐ Location, if any, of any views from public places to public places across the property;
- ☐ ☐ ☐ Location, height and type of fencing, and
- ☐ ☐ ☐ The name and address of the person and firm who drafted the plan, the seal of the professional responsible for the accuracy of the plan (licensed in the state) and the date on which the plan was prepared.

STANDARDS FOR SPECIAL LAND USE APPROVAL (SECTION 154.082)

Please respond to how the request will meet each of the following standards for special land use

(1) How will the location, size, height and intensity of the principal and/or accessory operations, compatible with the size, type and kind of buildings, uses and structures in the vicinity and on adjacent property?

No permanent chges - temporary sidewalk seating less than 45 seats

(2) How will the proposed request consistent with, and will promote the intent and purpose of this chapter?

temp outdoor seating - no impact

(3) How will the proposed request compatible with the natural environment and will it conserve natural resources and energy?

No impact - temp seating outdoors

(4) How will the proposed request consistent with existing and future capabilities of public services and facilities?

No impact

(5) How will the proposed request protect the public health, safety and welfare as well as the social and economic well-being of those who will use the land use or activity, residents, businesses and landowners immediately adjacent and the city as a whole?

Outdoor seating benefits the public

(6) How will the proposed request create any hazards arising from storage and use of inflammable fluids?

N/A

(7) How will the proposed request not be in conflict with convenient, safe and normal vehicular and pedestrian traffic routes, flows, intersections and general character and intensity of development? In particular:

(a) Will the property be easily accessible to fire and police?

yes

(b) Will measures be taken as to not create or add to any hazardous traffic condition?

yes

(8) How will the proposed request be of such a design and impact that the location and height of buildings, the location, nature and height of walls, fences and the nature and extent of landscaping on the site not hinder or discourage the appropriate development and use of adjacent land and buildings or impair the value thereof?

No changes to building
temp seating

(9) How will the nature, location, size and site layout of proposed request be a harmonious part of the district in which it is situated taking into account, among other things, prevailing shopping habits, convenience of access by prospective patrons, the physical and economic relationship of one type of use to another and characteristic groupings of uses of the district?

Outdoor seating as in past
Consistent w/ prior use

(10) How will the location, size, intensity and site layout be such that operations will not be objectionable to nearby dwellings, by reason of noise, fumes, pollution, vibration, litter, refuse, glare or flash of lights to an extent which is greater than would be operations of any use permitted by right for that district within which the special land use is proposed to be located?

No changes that are permanent
outdoor seating as in past

Special Land Use Application

STANDARDS FOR SITE PLAN APPROVAL (SECTION 154.063)

Please respond to each of the following questions by explaining how the proposed development will meet the standards for site plan approval:
*Note: Not all questions will apply for all requests.

(1) How will the elements of the site plan be harmoniously and efficiently organized in relation to topography, the size and type of lot, the character of adjoining property and the type and size of the buildings? Will the site be so developed as not to impede the normal and orderly development or improvement of surrounding property for uses permitted in this chapter?

No permant chges
outdoor seating temporary.

(2) How will the landscape be preserved in its natural state, insofar as practical, by removing only those areas of vegetation or making those alterations to the topography which are reasonably necessary to develop the site in accordance with the requirements of this chapter?

No chges

(3) How will the site plan provide reasonable visual and sound privacy for all dwelling units located therein? How will fences, walks, barriers and landscaping shall be used, as appropriate, be used to accomplish these purposes? No chgs

(4) How will all buildings or groups of buildings be arranged so as to permit necessary emergency vehicle access as required by the Fire Department? outdoor seating temporary

(5) How will there be provided a pedestrian circulation system which is separated from the vehicular circulation system. In order to ensure public safety, special pedestrian measures, such as crosswalks, crossing signals and other such facilities may be required in the vicinity of schools, playgrounds, local shopping areas and other uses which generate a considerable amount of pedestrian traffic? (All federal, state and local barrier free requirements shall be met.)

No chges

(6) How will the arrangement of public or common ways for vehicular and pedestrian circulation be connected to existing or planned streets and pedestrian or bicycle pathways in the area? Will streets and drives which are part of an existing or planned street pattern serving adjacent development be of a width appropriate to the traffic volume they will carry and shall have a dedicated right-of-way equal to that specified in the City's land use plan?

No chges. Temp outdoor seating

(7) How will all streets be developed in accordance with city specifications, unless developed as a private road? N/A

(8) How will appropriate measures be taken to ensure that removal of surface waters will not adversely affect neighboring properties or the public storm drainage system? Will provisions be made to accommodate storm water, prevent erosion and the formation of dust? The use of detention/retention ponds may be required. Surface water on all paved areas shall be collected at intervals so that it will not obstruct the flow of vehicular or pedestrian traffic, create puddles in paved areas or create erosion problems. No chges

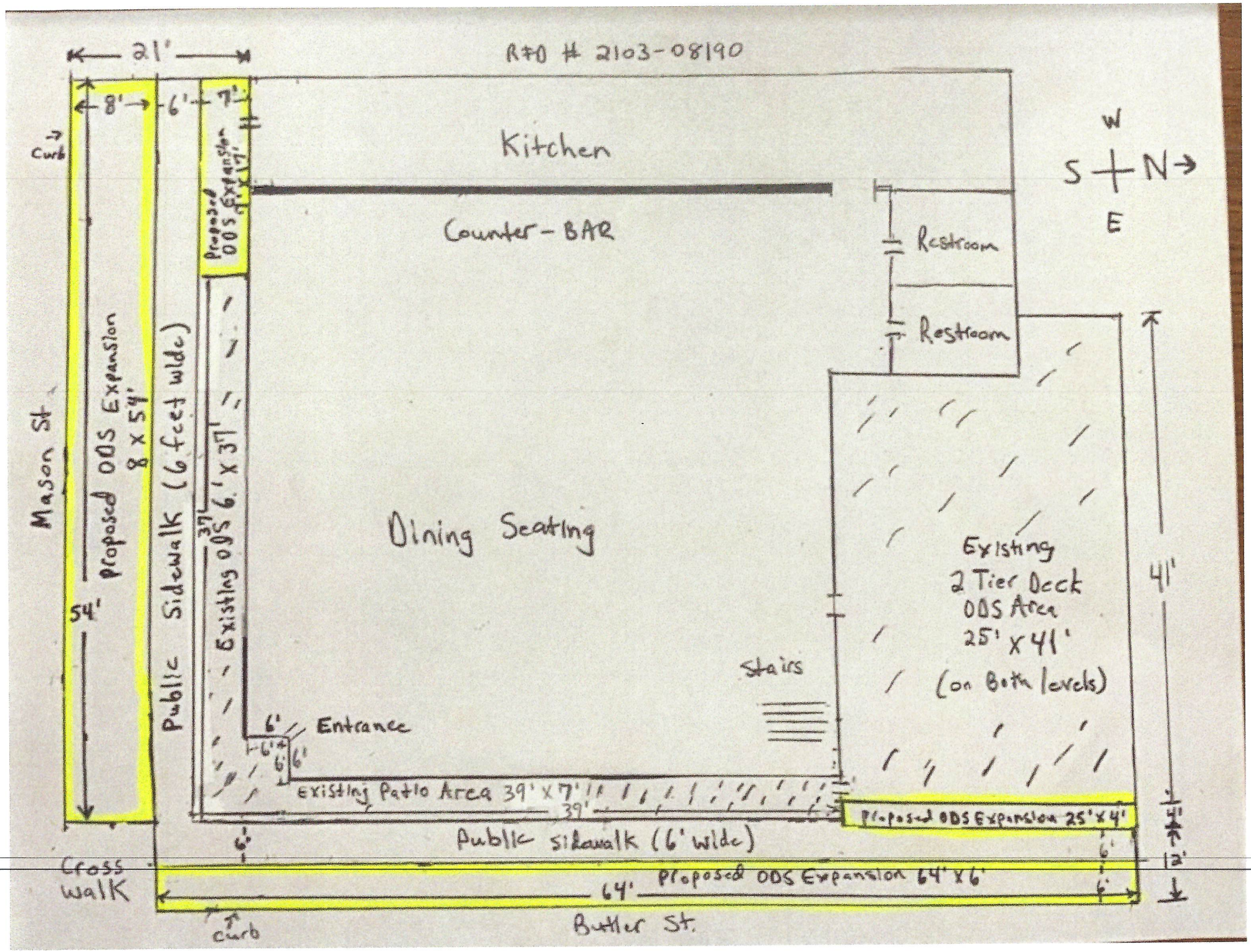
(9) How will all loading and unloading areas and outside storage areas, including areas for the storage of trash, which face or are visible from residential districts or public thoroughfares, shall be screened by an opaque wall or landscaped screen not less than six feet in height? (See §§ 154.142 through 154.144). No chges

(10) How will exterior lighting be arranged so that it is deflected away from adjacent properties and so that it does not impede the vision of traffic along adjacent streets? Flashing or intermittent lights shall not be permitted. No chges






ELW 3870


RTO # 2103-08190
21'
8'
6'
7'
Proposed ODS Expansion 7' x 17'
Kitchen
Counter - BAR
Restroom
Restroom
W
S
N
E
Curb
Mason St
Proposed ODS Expansion 8 x 54'
54'
Public Sidewalk (6 feet wide)
37'
Existing ODS 6' x 37'
Dining Seating
Existing 2 Tier Deck ODS Area 25' x 41' (on Both levels)
41'
Stairs
6'
Entrance
6'
6'
6'
existing Patio Area 39' x 7'
39'
Proposed ODS Expansion 25' x 4'
Public sidewalk (6' wide)
6'
4'
2'
Cross walk
64'
Proposed ODS Expansion 64' x 6'
6'
Butler St.
curb

MICHIGAN HISTORIC
PRESERVATION NETWORK

May 15, 2024

Lauren Stanton, Mayor
City of Saugatuck
102 Butler Street, P.O. Box 86
Saugatuck, MI 49453
lstanton@saugatuckcity.com

Good Morning,

The Michigan Historic Preservation Network (MHPN) is working to expand the Historic Preservation Tax Credit (HTC) that was passed in 2020.

The first Michigan Historic Preservation Tax Credit proved its worth.

Gov. John Engler signed the first Michigan Historic Preservation Tax Credit (HTC) into law in 1999 after years of advocacy by the Michigan Historic Preservation Network (MHPN). The 25% credit was integral to restoration projects from Detroit to Menominee. Phased out in 2011 by Gov. Rick Snyder, the program had leveraged $71 M in credits to generate $1.46 B of investment in Michigan projects. The tax credit was reinstated in 2020. However, it had a cap of $5M, limiting the potential impact on our local communities.

Proposed Expansion of State Tax Credits

Earlier this year, Rep. Joey Andrews introduced House Bill 5430 to expand the cap for the HTC to $100M. The HTC can impact every community, large and small, across our state. We are working to educate our legislators on the need for this expansion. Resolutions in support of the historic tax credits played a key role in reinstating the credit in 2020, so the MHPN is asking local governments and Historic District Commissions to consider passing a resolution of support for HB 5430. We have provided a sample resolution for your use.

If you would like to review HB 5430 or a fact sheet about the proposed expansion, please go to www.mhpn.org/state/

Sincerely,

Brenda Rigdon

BRENDA RIGDON
Executive Director

313 E. César E. Chávez Avenue
Lansing, Michigan 48906
Phone 517-371-8080
Fax 517-371-9090
Email info@mhpn.org

CITY OF _____

Michigan Historic Preservation Network

RESOLUTION No. _____

A Resolution in Support of House Bill 5430 for the Expansion of the Michigan State Historic Preservation Tax Credits Established under Public Act 343 of 2020.

WHEREAS, the historic buildings, residential neighborhoods, traditional downtowns, and older manufacturing facilities in Michigan's cities, towns, villages, and rural areas distinguish each community and provide character, beauty, and a sense of place that contribute to the quality of life enjoyed by each community and its residents and visitors; and

WHEREAS, the preservation and rehabilitation of these historic buildings, residential neighborhoods, traditional downtowns, and older manufacturing facilities contribute to the economic vitality of Michigan's cities, towns, villages, and rural areas; and

WHEREAS, Michigan greatly benefitted from the state historic preservation tax credit program available from 1999-2011 that leveraged $71 M in credits to generate $1.46 B of investment in rehabilitation projects, leveraged $251 M in federal tax credits that brought back federal dollars that would not otherwise have returned to the state, created 36,000 jobs, and resulted in each $1.00 of credit leveraging $10.56 in direct economic impact; and

WHEREAS, preservation projects help meet Gov. Gretchen Whitmer's housing goal of building *or rehabilitating* 10,000 housing units, providing options at all price-points of affordable and market-rate housing, accommodating all age-groups, and sustainably recycling all types of historic buildings – from schools to mills to factories; and

WHEREAS, there is an understandable need for big economic development programs in Michigan's large and largest cities, it is preservation projects that often are the best fit for rural areas, small towns, and mid-sized cities where funding gaps are left unaddressed; and

WHEREAS, a preservation project's return on investment provides local benefits because smaller projects tap local suppliers for construction materials, employ professionals and skilled tradespeople who spend locally and pay local taxes, and have greater economic impact than equivalent new construction because rehabilitation is more labor-intensive; and

WHEREAS, preservation projects are recognized for advancing sustainability by keeping demolition waste out of landfills, curbing urban sprawl by utilizing existing infrastructure, eliminating the carbon released during both demolition and new construction, conserving the embodied energy invested during initial construction, retro-fitting older buildings to make them energy efficient, and recycling all kinds of historic buildings for new uses; and

WHEREAS, preservationists have succeeded in keeping traditional downtowns and neighborhoods vibrant, returning valuable real estate to local and state tax rolls, attracting both young professionals and retirees – and everyone in between – to authentic, walkable places that become cultural centers for their regions and heritage tourism destinations; and

WHEREAS, the historic preservation tax credit is the only program singularly focused on the state's oldest real estate that often exhibits the most intractable problems deemed too risky for traditional financing, providing a program underpinned by the simple provision of tax credits made available only after the owner has incurred all the risk, covered all the costs, and returned their property to use; and

WHEREAS, the current historic preservation tax credit program under Public Act 343 of 2020 did reinstate the 25% credit for both historic income-producing and residential projects, it did so with a $5 M annual credit cap that, within hours of its on-line portal opening, had applications representing $368 M in qualified work translating into $92 M of credit requests – over 18 times what was available; and

WHEREAS, the Michigan Legislature presently is considering House Bill 5430 that will increase the annual credits from $5 M to $100 M made available to owners of both historic incoming-producing and residential properties who complete their work in keeping with the U.S. Secretary of the Interior's *Standards for Rehabilitation*; and

WHEREAS, House Bill 5430 proposes additional improvements to the current tax credit program such as sorting applicants into four groups so their applications are compared with projects of similar size, increasing the 25% credit to 30% for residential and small income-producing projects, expanding eligibility so that projects from the smallest towns and unincorporated, often rural, areas of the state have access to the program, and more;

NOW, THEREFORE, BE IT RESOLVED that the City of _____supports House Bill 5430 and calls upon the Michigan Legislature to vote approval of this important legislation and Gov. Whitmer to sign it, to stimulate economic development while also protecting irreplaceable historic buildings and enhancing the quality-of-life in Michigan; and

BE IT FURTHER RESOLVED that the City Clerk is authorized to forward a copy of this Resolution to the Michigan Historic Preservation Network.

_____

_____, Mayor DATE

I, _____, City Clerk for the City of _____, Michigan, do hereby certify that the above resolution was adopted at a Regular meeting of the _____City Council held on _____, 2024.

_____

_____, City Clerk DATE