



Vriesman  
& Korhorn

## MEMO

*Date:* May 20, 2026

*Project Number:* 1625

*Via email:* [dave@feenstrainc.com](mailto:dave@feenstrainc.com)

*To:* Dave Hanko, Feenstra and Associates, Inc.

*From:* Aaron Van Proyen, P.E., PTOE 

*Regarding:* The Banks of Belmont

Dear Mr. Hanko,

VK Civil has completed the requested trip generation investigation for the proposed development at 6117 West River Drive in Plainfield Township, Michigan. The following memorandum summarizes our findings regarding the potential vehicle volumes generated by the new land use.

### INTRODUCTION

The site is located on the north side of West River Drive in Plainfield Township, Kent County, Michigan, east of the West River Drive intersection with Jupiter Avenue. The current land use consists of two single-family homes. The Developer plans to demolish the existing homes and construct two (2) apartment buildings, two (2) 6-unit townhomes, and four (4) quadplex homes, 56 total units, with the primary driveway connection to Jupiter Avenue and emergency driveway connection to West River Drive.

### EXISTING CONDITIONS

Per the Grand Valley Metro Council (GVMC) traffic counts, the existing Annual Average Daily Traffic (AADT) on West River Drive is 18,348 per 2026 counts. Given the existing 5-lane undivided lane configuration at a free flow speed of 55 mph the level of service (LOS) along West River Drive is a LOS B according to HCM capacity charts. Per on the GVMC traffic counts, the existing AADT on Jupiter Avenue is 11,859 per 2024 counts. The traffic on Jupiter Avenue was grown at a 0.75% growth rate to determine the existing AADT for 2026 of 12,038. Given the existing 5-lane undivided lane configuration at a free flow speed of 45 mph the LOS along Jupiter Avenue is a LOS A according to HCM capacity charts.

### PROPOSED CONDITIONS

The ITE Trip Generation in this analysis was performed using the methods laid out in the ITE Trip Generation Manual, 12<sup>th</sup> Edition, published by the Institute of Transportation Engineers (ITE). This manual outlines information for modeling traffic generation based on nationwide studies for different land uses.

Table 1 summarizes the trip generation estimate for the proposed site. No pass-by trips are attributable to the 215 or 220 land use code.

Table 1: Projected Trip Generation

Land Use	ITE Land Use Code	Size	Weekday AM Peak-Hour Trips			Weekday PM Peak-Hour Trips			Weekday Daily Trips		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Single Family Residential Attached	215	28 Units	0	1	1	5	3	8	93	93	186
Multifamily Housing (Low Rise)	220	28 Units	5	18	23	13	8	21	139	139	278
<b>Total:</b>			<b>5</b>	<b>19</b>	<b>24</b>	<b>18</b>	<b>11</b>	<b>29</b>	<b>232</b>	<b>232</b>	<b>464</b>

Engineering judgement was used to determine the proposed traffic distribution for the new trips generated. The proposed trip generation is as follows:

- 10% northbound on Jupiter Avenue
- 40% southbound on Jupiter Avenue
- 30% westbound on West River Drive
- 20% eastbound on West River Drive

The existing 2026 traffic volumes were grown at a 0.75% growth rate over 3 years for the opening year of the development. The opening AADT on West River Drive is expected to be 18,996 which includes the grown existing traffic along with the traffic generated from the proposed development. The opening AADT on West River Drive results in a LOS B. The opening AADT on Jupiter Drive is expected to be 12,543 which includes the grown existing traffic along with the traffic generated by the proposed development. The opening AADT on Jupiter Avenue results in a LOS A.

## CONCLUSION

Plainfield Charter Township does not have a standard for when a traffic impact study is required. The Township bases it on the type and location of the project. In our professional experience traffic impact studies are required when a development generates 100 or more vehicle trips during any peak hour, or 1,000 or more vehicle trips daily. This proposed development exceeds neither of those thresholds nor causes any changes to daily levels of services on the surrounding road network.

Please feel free to contact us if you have any questions or comments regarding the study methodology, findings, or conclusions.