

AGENDA
Cascade Charter Township Planning Commission
Monday, November 14, 2022
7:00 pm
2870 Jacksmith Ave

Public may access the meeting via video conference software Zoom
<https://us02web.zoom.us/j/87044149458>

Meeting ID: 870 4414 9458
By Phone: +1 301 715 8592

- ARTICLE 1. Call the meeting to order
Record the attendance**
- ARTICLE 2. Pledge of Allegiance to the Flag**
- ARTICLE 3. Approve the current Agenda**
- ARTICLE 4. Approve minutes from October 17, 2022 Meeting.**
- ARTICLE 5. Disclose any Conflict of Interest**
- ARTICLE 6. Acknowledge visitors and those wishing to speak.
(Comments are limited to five minutes per speaker)**
- ARTICLE 7. Discussion of 2023-2028 Capital Improvements Program**
- ARTICLE 8. Review of Proposed Amendments to Major Street Plan**
- ARTICLE 9. Update on GVMC Airport Access Study**
- ARTICLE 10. Old Business**
- ARTICLE 11. Any Other Business**
- ARTICLE 12. Acknowledge visitors and those wishing to speak.
(Comments are limited to five minutes per speaker)**
- ARTICLE 13. Adjournment**

Meeting format

- 1. Staff Presentation* *Staff report and recommendation*
- 2. Project presentation-* *Applicant presentation and explanation of project*
 - a. PUBLIC HEARINGS**
 - i. Open Public Hearing.* *Comments are limited to five minutes per speaker; exception may be granted by the chair for representative speakers and applicants*
 - ii. Close public hearing*
- 3. Commission discussion –* *May ask for clarification from applicant, staff or public*
- 4. Commission decision - Options**
 - a. Table the decision* *d. Approve with conditions*
 - b. Deny* *e. Recommendation to Township Board*
 - c. Approve*

Minutes
Cascade Charter Township
Planning Commission
Monday, October 17, 2022
7:00 P.M.
2870 Jacksmith Ave SE

ARTICLE 1. Chair Noordyke called the meeting to order at 7:00 P.M.
Members Present: Noordhoek, Rowland, Rissi, Noordyke, Deering, Rapin, Engel
Members Absent: Moxley and Korstange (excused)
Others Present: Planning Director Hilbrands, Supervisor Grace Lesperance, and those listed on the sign-in sheet.

ARTICLE 2. Pledge of Allegiance

ARTICLE 3. Approve the Current Agenda

Motion was made by Member Rissi to approve the current agenda. Supported by Member Rapin. Motion carried 7 to 0.

ARTICLE 4. Approve the Minutes of the October 3, 2022 Meeting

Motion was made by Member Rissi to approve the October 3, 2022, Meeting Minutes as written. Supported by Member Rapin. Motion carried 5 to 0. Abstained- Members Engel and Deering.

ARTICLE 5. Disclose Any Conflicts of Interest

There were no conflicts of interest disclosed.

ARTICLE 6. Acknowledge Any Visitors and Those Wishing to Speak

There were no visitors that wished to speak.

ARTICLE 7. Discussion of Future Land Use Designation Southeast of Airport

Chair Noordyke explained that this discussion was included for the Planning Commission to hear residents' opinions on the Future Land Use of the area southeast of the airport. All residents impacted by this potential future land use were noticed.

Member Rissi provided background on the AC District Zoning Review Committee. He explained that previously an applicant wanted to build a tent-like temporary structure on Thornapple River Dr, across from the FedEx facility. Since the airport had never leased land before and had not changed the zoning for nearly 20 years, it was unclear if the areas surrounding the airport should be rezoned. To gain a better understanding of future plans and what residents wanted to see, they provided this opportunity for public discussion on resident's opinions and preferences.

Supervisor Lesperance thanked the Planning Commission for their hard work and diligence researching this matter. She then explained that the Cascade Township

Strategic Planning process has been in the works for over a year. Residents were issued surveys via mail asking for pros, cons, problems within the community, and what they envisioned the future of Cascade to be. Between the 2,000 completed surveys and multiple focus groups, it was clear the community wanted to maintain the quaint character of the township while preserving green space. Public safety, a safe community, and more walkable village areas were also among their priorities.

Chair Noordyke disclosed that he and Member Korstange will be involved with the Strategic Planning Committee and are available for questions.

Member Rowland asked how many people attended the focus groups. The number of participants per focus group was estimated to be around 60. Supervisor Lesperance stated the groups were very resident-driven.

Planning Director Hilbrands said the current zoning for the area southeast of the airport is agricultural. This allows for single-family homes, agricultural uses, and select special uses. Future land use for this area is master planned for industrial with a condition that utilities are required in order to be rezoned.

Chair Noordyke read an email sent from Tyler Essenberg (4896 Prairie River Dr), stating he hopes the property can stay the same as houses and farmland and doesn't know if the land needs to be developed. The resident explained there is enough concern between the noise, pollution, and PFAS issues and would be grateful to keep light industrial as far as possible from home owners.

Greg Bol, with Visser Development, attended as a representative of DEG Development, located at 5111 Thornapple River Drive. He questioned if the survey issued was directed toward this property specifically and if they understood that the amount of taxes Cascade receives is affected by how areas are zoned. He stated that every property bordering the airport is industrial or transitional and it seems like it should remain the same for future land use. His 76-acre property will have capacity for roughly 7 buildings, bringing in about 30 million dollars in taxable value. He articulated great concern about the potential of higher taxes for residents.

Doug Todd, with Berkshire Hathaway Commercial Real Estate, came to represent Jada Development, owners of 10 acres on 52nd St. He stated that because Gerald R. Ford International Airport is the second busiest airport in the state of Michigan and there is a major expressway nearby, this is an ideal spot for industrial development. Much of the work being done is last-mile distribution, which is something highly needed within the community. Todd also mentioned transitional type uses, going from single-family uses to more of an industrial or even heavy commercial, would be of great benefit.

Supervisor Lesperance clarified the tax concern previously mentioned. She explained it is a common misconception that industrial areas, such as around the airport or closer to the city, make up the tax base. The majority of the tax base comes from residential properties.

Marty Hilbrands, owner of property off of 52nd Street, said he and his family don't have a preference for zoning. Hilbrands stated the current plan appears to have been carefully considered, and it is a great spot for industrial development. He agreed with the other comments regarding the area being a great location for industrial development and that, with more manufacturing jobs comes greater employment opportunities: a necessity for community development.

Max Smith, a resident who lives on 52nd Street, expressed concern about the potential tax increase.

Greg Bol, with Visser Development, wanted to know when the surveys were issued and it was explained they went out over a year ago. Bol stated he had previous discussions with the Township Manager, Ben Swayze, and the former Planning Director, Steve Peterson, before purchasing the land, but none of the potential rezoning was mentioned. Chair Noordyke clarified this had only been discussed within the last few months. Bol continued to say this area has been future master-planned industrial for a long time and the township is thriving.

Greg Todd, with Berkshire Hathaway Commercial Real Estate, added that there was also discussion between the township, airport, and engineers about the cost and probability of adding water and sewer to the area. This conversation took place nearly 2 years ago.

Planning Director Hilbrands noted that the email previously read was from a resident east of the highway.

Chair Noordyke said the next steps involve the subcommittee meeting to discuss what residents stated tonight and eventually make recommendations to the Township Board.

ARTICLE 8. Review of Zoning for Hotel Properties

Chair Noordyke noticed when reviewing the hotel PUDs that they are all inconsistent with each other. Drafting and amending PUDs, along with sending a draft to the applicant and legal counsel for review, will now be the responsibility of Planning Director Hilbrands; all previously drafted PUDs had been written by the former Planning Director Steve Peterson.

Member Rowland suggested that, when there is a change in hotel ownership, they must come back to the Planning Commission for a PUD review. Chair Noordyke said that the township can change the zoning of properties at any point if proper procedures are followed.

Member Rissi wanted to explore the idea of incorporating service fees for businesses who have excessive calls to the police and fire departments.

Member Deering asked if some of the hotels were eligible for Section 8 housing; this could make zoning changes to the PUD difficult or impossible due to federal law. Members were unclear about the section 8 housing requirements and will investigate further.

Member Noordhoek stated that, between three hotels, there have been roughly 200 calls a month.

Member Engel questioned if, in the event of changed ownership, the township was able to amend PUDs. Responsibility for the number of calls, creating a higher rate per room, and a minimum length of stay should be discussed further.

Member Rapin asked if there was a correlation between patrons with extended stays and excessive emergency services calls to hotels. In addition, he expressed concern about implementing new rules without having a decent way to enforce them. Recouping costs seemed like the best course of action to minimize call volume to hotels. Discussion with legal counsel will take place to gain additional knowledge on changing PUDs.

Member Engel thought they should inquire with neighboring communities about how they handle similar issues.

ARTICLE 9. Old Business

There was no old business to discuss.

ARTICLE 10. Any Other Business

Planning Director Hilbrands mentioned that the next Planning Commission Meetings will take place on November 14th and 21st.

ARTICLE 11. Acknowledge Visitors and Those Wishing to Speak

There was no one that wished to speak.

ARTICLE 12. Adjournment

Motion was made by Member Engel to adjourn the meeting. Supported by Member Deering. Motion carried 7 to 0. The meeting was adjourned at 8:14 P.M.

Respectfully submitted,

Diedre Deering, Secretary

Cascade Charter Township 2023-2028 CIP Project Request Form

Date: _____

Department: _____

1. **Description of Project:**

A. **Project Title:** _____

B. **Location of Project:** _____

C. **Project Type:** (check appropriate item in each column)

(Check here)		(Check here)	
	Land		New Purchase
	Building		Replace
	Vehicle		Develop / Improve
	Equipment		Construct / Repair / Renovate
	Other (specify below)		Other (Specify below)

Other : (specify here):

2. **Justification for Project:** (Describe need for project, long term or short term benefits, other planning documents project may be included in, etc.)

3. **Alternatives to Proposed Project?**

4. **Estimated Cost of Project:**

Vehicle purchase	
Land Acquisition	
Construction	
Equipment & furnishings	
Professional services	
Other (specify)	
Total Estimated Cost	

5. **Estimated Revenue from Project:**

Annual project income:	
Gain from sale of replace item:	
No income:	
Other revenue (specify):	
Total Revenue:	

6. **Effect on Future Operating Costs:**

- A. Estimated annual maintenance & repair costs: _____
- B. Estimated annual cost of new staff (if any): _____
- C. Estimated annual cost of materials & supplies: _____

(If this project replaces a vehicle or equipment, you may attach a sheet comparing operating cost of existing item with the proposed item to illustrate potential cost savings.)

7. **Proposed Method of Financing This Project*:**

Method \ Year	2023	2024	2025	2026	2027	2028
General Fund						
Fire Fund						
Pathway Fund						
Open Space Fund						
Infrastructure Fund						
DDA Fund						
Special Assessment						
GO/Revenue Bonds						
Grant Funding						
Special Millage						
Other ()						
Totals						

* If funding of this project goes beyond 2028, please attach a proposed schedule to this page

8. **Department Ranking for this Project:** _____
 (Essential, Desirable, Acceptable, Deferrable)

9. **Recommended Year(s) for Implementation:** _____

10. **Proposed Method of Implementation:** (check appropriate method)

- A. Contract Out: _____
- B. Township Personnel: _____
- C. Other (specify): _____

11. **Request Sheet Completed By:** _____

MEMORANDUM

To: Cascade Charter Township Planning Commission
From: Brian Hilbrands, Planning Director
Subject: Review of Major Street Plan
Meeting Date: November 14, 2022

At the October 3, 2022 Planning Commission staff received directive to move forward with reviewing the Major Street Plan for possible amendments.

As a reminder, the major street plan provides street classifications that are tied into a number of zoning standards throughout the ordinance. The most prevalent standards are increased setback requirements for residential properties based on the street classification, and that certain types of special uses are required to have access off of an arterial or collector street. I have included these sections of the zoning ordinance in the packet.

I have also included a map indicating the sections of street that I am proposing be amended from a local road to a collector road. These streets are mostly located within industrial zoned areas that are more likely to see intense uses on adjacent properties. I also utilized the KCRC Road Map and Truck Route Map when reviewing what street classifications to change. All of the streets proposed to be changed are designated as an All-Season Road by the KCRC Truck Route Map.

One street that is not fully located in an industrial area is the section of Kraft between 52nd Street and 60th Street. While the majority of parcels along this area have been rezoned industrial, there are still ten homes that are located on Kraft Ave. If the street were to be reclassified from a local road to a collector, the required front yard setback for residential dwellings would increase from 35' to 43'. After reviewing these properties online, it appears that there are two homes that would now be located within the required front yard setback, and would be considered legal-nonconforming. Both of these homes are located on properties that have already been rezoned to Transitional Industrial.

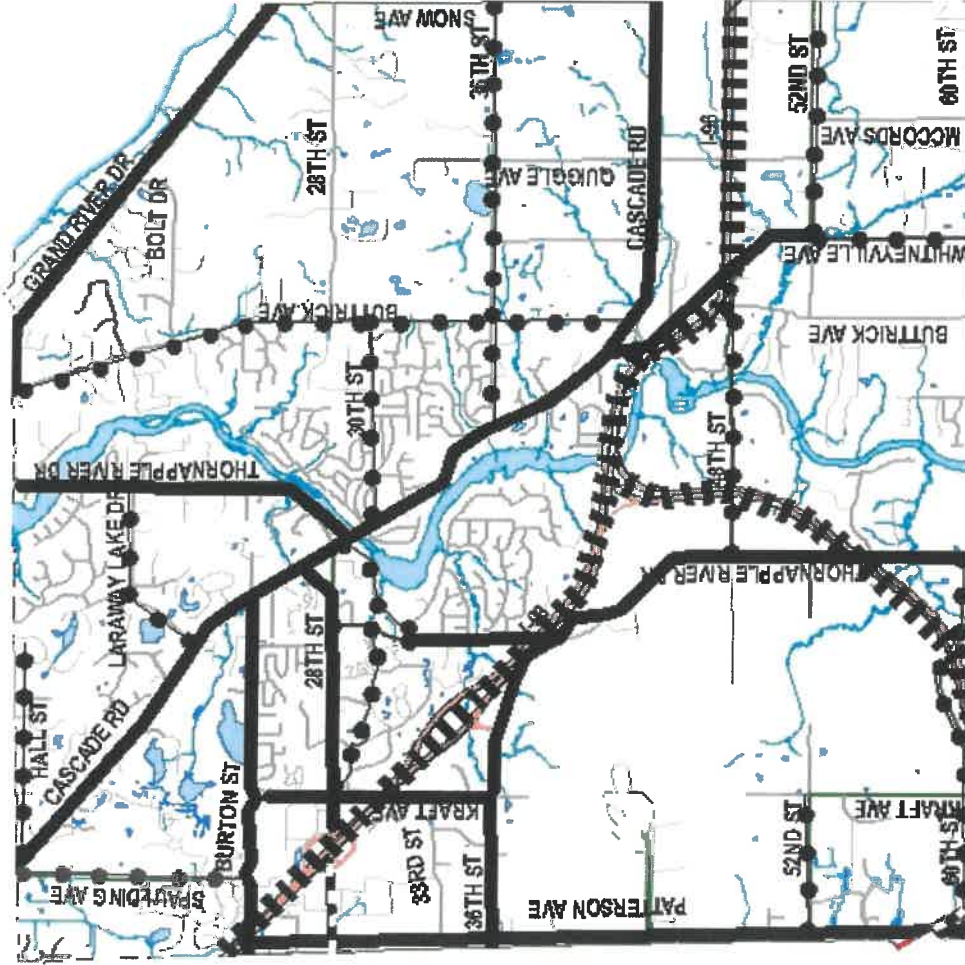
The initial review of the Major Street Plan was brought to staff's attention due to an inquiry about a trucking terminal being located on Kraft Avenue. While the zoning would allow this as a special use, it could not be permitted because trucking terminals are required to have access to a collector or arterial road. As I was completing my review, it came to my attention that another alternative could be to simply remove trucking terminals from the list of uses that require this access. All of the other uses listed are uses that would most likely be located in residential zoned districts, while a trucking terminal is only permitted in the industrial zoning districts. A trucking terminal would still be required to come before both the Planning Commission and the Township Board for special use approval.

At this time, I am looking for feedback on comments on the proposed changes to the Major Street Plan, as well as the idea to remove trucking terminals from the list of special uses that require access on a collector or arterial street.

Attachments: Current Major Street Plan
 Proposed Amendments to Major Street Plan
 KCRC Truck Route Map
 Residential Dwelling Setback Requirements
 Section 17.07(1)

Appendix A Major Street Plan

-  Interstate Highway
-  State Road/Highway
-  Arterial Road
-  Collector Road

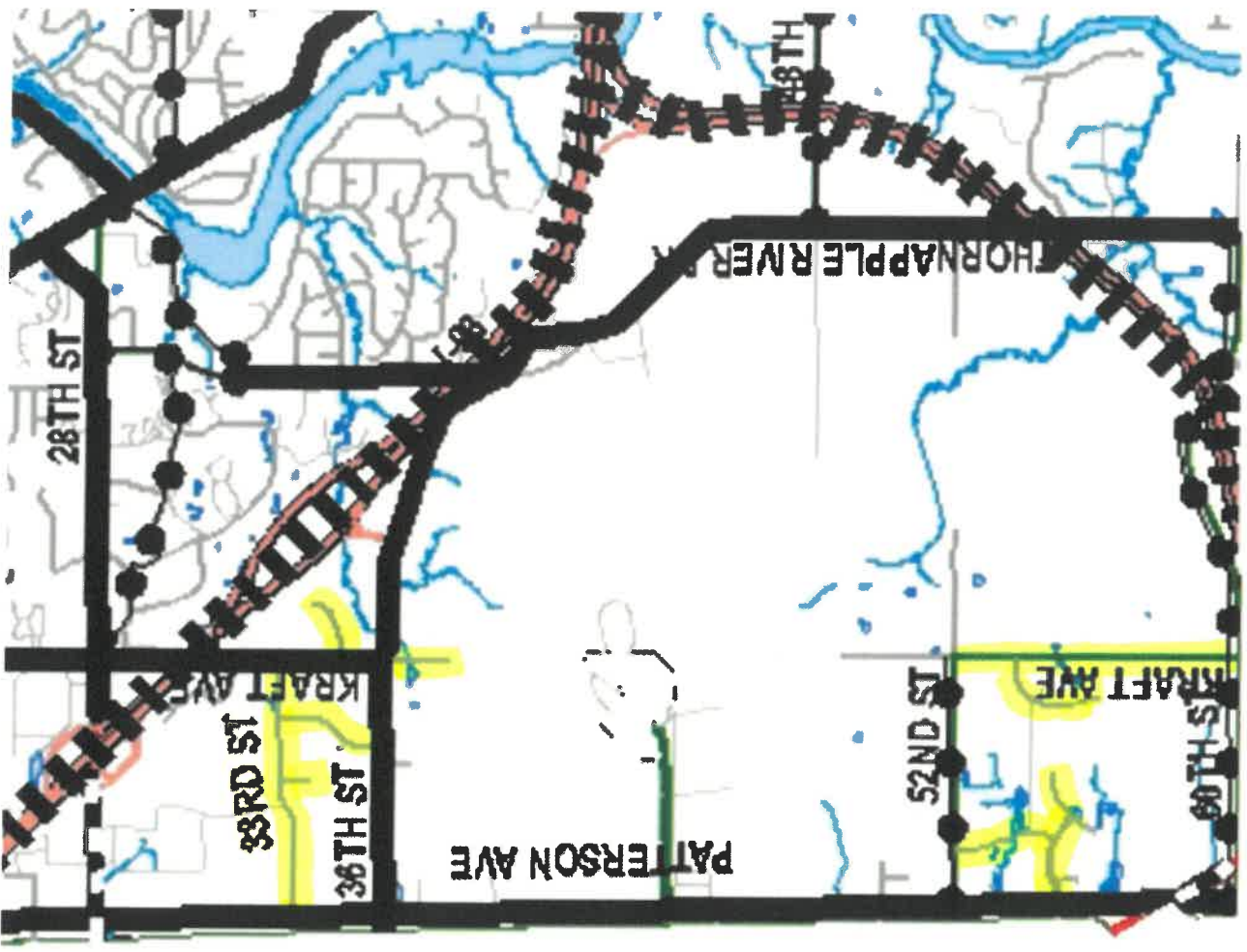


Map amended by Ordinance #5 of 2010
March 10, 2010

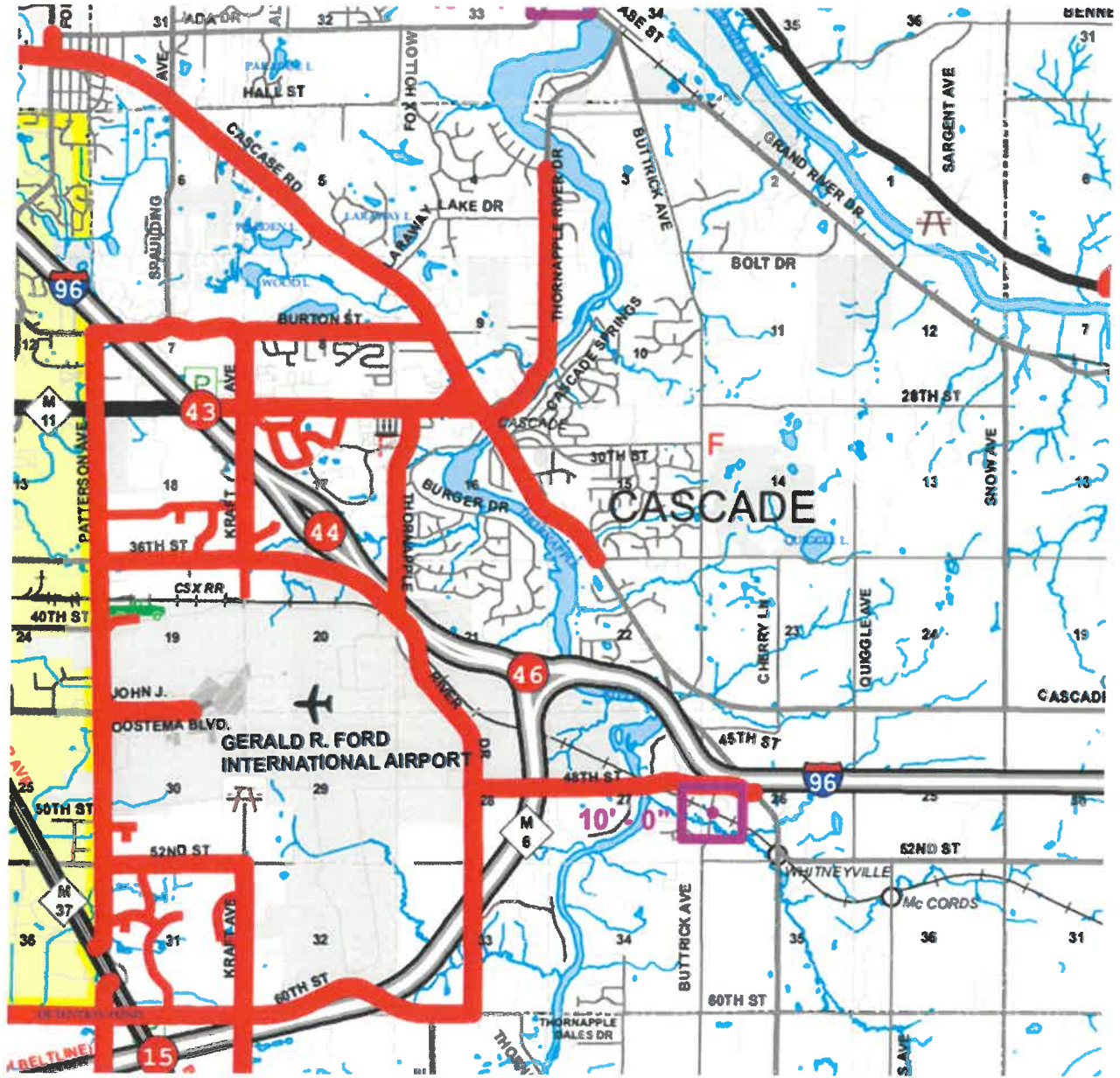
Proposed Changes to Major Street Plan

- Interstate Highway
- State Road/Highway
- Arterial Road
- Collector Road

Change from Local Road
to Collector Road



KCRC Truck Route Map



COUNTY ROADS

- All Season - Primary
- All Season - Local
- Restricted

CHAPTER 18

Zoning District Height, Area and Placement Standards

Section 18.05 Placement and Yard Area Standards, Residential Dwellings – Table 18-B

The following Table 18-B sets forth the minimum building setback and yard area standards applicable to residential dwellings.

Table 18-B: Placement and Yard Area Standards, Residential Dwellings	
	Distance in Feet
Front Yard Setback	
Platted local & Pavement Streets	35 [68]
Collector Streets	43 [88]
Arterial Streets	50 [110]
Side Yard Setback	
Minimum on One (1) Side	10
Total on Both Sides	25
Rear Yard Setback	
25	
Editors Note: See Section 4.15 to determine the applicable line from which front yard building setbacks shall be measured.	
Note: Numbers in brackets [] refer to distances measured from the nominal centerline of the street right-of-way.	

Section 18.06 Bulk Area and Placement Standards, Principal Non-Residential Buildings and Uses: (Ord No 3 of 2010; 3/10/10)

The following provisions shall apply to non-residential principal buildings and uses which may be permitted by right or special use in the ARC, FP, R-1 and R-2 districts.

- Agricultural Uses and Buildings:** Agricultural buildings as permitted in the ARC and FP District shall be located on a parcel of land which constitutes an integral part of a farming operation as defined in Chapter 3. The minimum front yard building setbacks or agricultural buildings and structures as defined in Chapter 3, shall be 100 feet. The minimum side and rear yard setbacks for such buildings or structures shall be 50 feet.
- For non-residential uses in the residential zones (R-1, R-2 FP and ARC)** a Type A bufferyard shall only be required when any approved parking lot is located closer to a residentially used lot than the permitted building setback line. (Ord. #10 of 2001)
- Principal Uses Allowed by Special Use Permits:** The dimensional standards applicable to principal uses which may be permitted by special use, as enumerated in Chapters 6, 7 and 7a shall be determined in accordance with the provisions contained in Chapter 17, "Special Uses".

Section 18.07 Bulk, Area and Placement Standards, Accessory Buildings, Structures and Uses - Cross References: (Ord No 3 of 2010;3/10/10)

The following subsections enumerate by reference the various provisions contained elsewhere within this Ordinance which shall regulate accessory buildings, structures and uses permitted in the ARC,FP, R-1 and R-2 districts, as well as those additional provisions of the Ordinance which may be imposed in specific situations.

- Accessory Buildings and Structures:** As required in Sections 4.08 and 4.09.
- Animals and Fowl, Domesticated:** As required in Section 4.11.
- Corner Lots:** As required in Section 4.21.
- Off-Street Parking:** As required in Section 19.21.
- Sign:** As provided in the Cascade Township Sign Ordinance.
- Greenbelts:** As required in Chapter 20.
- Driveways:** As required in Chapter 19.
- Satellite Dish antennas:** As required in Section 4.10(1).

Sections 18.08 through 18.11 have been intentionally left blank



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Special Uses
Planned Unit Development

Height, Area, & Placement
Parking & Access
Landscaping

Chapter 17 Special Uses

hearing is to be held before the Township Board. A decision rendered by the Township Board shall be final unless such decision is reversed or modified by a court of competent jurisdiction.

Section 17.05 Zoning Board of Appeals Action:

Owing to the discretionary nature of the decision to approve or deny a request for special use the Zoning Board of Appeals is without jurisdiction to accept appeals or grant variances from the General Standards set forth in Section 17.06 and the decision of the Planning Commission or Township Board with respect to the approval or denial of special uses.

Section 17.06 Special Use Approval Standards - General:

In formulating recommendations or approving any special use, the Planning Commission and Township Board shall require that the following general standards be satisfied.

1. Upon review of each application there shall be a determination as to whether each use on the proposed site will:
 - a. Be designed, constructed, operated and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the area in which the use is proposed.
 - b. Be adequately served by essential facilities and services such as highways, streets, police and fire protection, drainage, refuse disposal, water and sewer facilities and schools.
 - c. Not create excessive additional requirements at public cost for public facilities and services.
 - d. Not cause traffic congestion, conflict or movement in greater proportion to that normally prevailing for the use in the particular zoning district.
 - e. Not involve uses, activities, processes, materials, equipment or conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of noxious or offensive production of noise, smoke, fumes, glare, vibration, odor or traffic.
2. All applicable federal, state and local licensing regulations shall be complied with. Initial and annual

proof of such compliance shall be a condition of special use approval and the continuance thereof.

3. As a minimum or unless specifically modified by the provisions in Section 17.07 the dimensional standards and landscape, buffering and parking regulations otherwise applicable to the use and/or zoning district shall be maintained as outlined within the other various applicable chapters of this Ordinance. For uses permitted by right in one district, but which require special use approval in another district, the standards relating to the district in which the use is permitted by right shall serve as the minimum standards to which the site shall be designed. In such cases where there the conflicting standards, the most restrictive shall apply, unless specifically modified by the provisions of Section 15.07 or the approving body.
4. Upon review, the Planning Commission or Township Board as appropriate may stipulate such additional conditions and safeguards deemed necessary for the protection of individual property rights and values, the general welfare and for insuring that the intent and objectives of this Ordinance are observed.
5. Upon finding that any condition, safeguard or requirement has been breached, the Township Board may automatically invalidate the special use approval.

Section 17.07 Type II Special Use Design Standards:

The specific requirements set forth in this Section are requirements which must be met by certain Type II special uses in addition to the general standards outlined or referenced in the above Section 17.06.

1. As a condition of approval each of the following uses must be situated such that the proposed site has direct primary access on at least one collector or arterial street as classified by the Major Street Plan.
 - a. Public, parochial and other private elementary, intermediate and high schools.
 - b. Public or private parks and recreation and activity centers including swimming pools, tennis courts, baseball fields, community center, libraries and similar facilities intended to serve areas beyond the immediate neighborhood.
 - c. Child or adult day care centers as defined in Chapter 3, whether free standing or in conjunction with a principal permitted use.



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- d. Bed and Breakfast establishment, as defined in Chapter 3.
 - e. Golf courses and country clubs.
 - f. Public utility and private contractors storage and service yards and trucking terminals and freight facilities.
 - g. Roadside stands as defined in Chapter 3.
2. The following uses shall be further subject to the specific requirements outlined.
- a. **Churches requiring special use approval.**
 - 1) Churches With a Seating Capacity of Less Than 200 Persons, (seating capacity shall be determined by the seating capacity of the sanctuary and auxiliary assembly halls combined). Such facilities shall be located on a lot or parcel of land having a minimum area of two (2) acres and a minimum lot width of 200 feet as measured at the front property line. There shall be a minimum front, side and rear yard building setback of 50 feet except that churches having frontage on arterial streets shall have a front yard building setback of at least 100 feet.
 - 2) Churches with a seating capacity of more than 200 persons: Such facilities shall be located on a lot or parcel of land having at a minimum lot size of three (3) acres and a minimum lot width of 300 feet. Such facilities shall also have frontage on at least one collector or Arterial Street as classified by the Major Street Plan. There shall be a minimum front, side and rear yard building setback of 50 feet except that churches having frontage on arterial streets shall have a front yard building setback of at least 100 feet.
 - 3) Churches shall also be required to install bufferyards according to section 18.06 of this Ordinance. (Ord. No. #10 of 2001)
 - b. **Bed and Breakfast establishments.**
 - 1) Location outside of a platted residential subdivision.
 - 2) Subordination to the principle use of a single-family dwelling unit.
 - 3) Occupancy of no more than fifty (50) percent of the dwelling unit.
 - c. **Churches requiring special use approval.**
 - 4) The premises shall be the principal residence of the operations owner/operator when the establishment is active.
 - 5) The structure shall be erected or retained as a single-family structure. Commercial food preparation equipment and eating or bathroom facilities within individual sleeping quarters shall not be installed.
 - 6) Meal services shall be limited to during normal and customary breakfast hours and shall be provided only to lodgers registered at the establishment.
 - 7) Two (2) off-street parking spaces for the owner operator and one (1) off-street parking space per room to be rented shall be provided.
 - 8) Signs shall be subject to the regulations applicable to signs in the district in which the use is located.
 - d. **Golf courses, country clubs.**
 - 1) The minimum area shall be 40 acres for a par 3 course, 65 acres for a 9-hole course, and 120 acres for an 18-hole course.
 - 2) No building or non-golfing use, with the exception of parking, shall be located within 200 feet of the front property line or 400 feet of the side and rear property lines.
 - 3) Parking areas shall be setback a minimum of 30 feet from all property lines and street right-of-way. A buffer strip shall be required if parking is located less than 50 feet from a property line.
 - 4) Signs shall be subject to the regulations applicable to signs in the district in which the use is located.
 - e. **Outdoor recreational uses other than campgrounds and golf courses and excluding amusement parks.**
 - 1) A minimum lot area of three (3) acres.
 - 2) Parking areas shall be setback a minimum of thirty (30) feet from all property lines and street right-of-way. A buffer strip shall be required if parking is located less than fifty (50) feet from a property line.
 - 3) Front yard building setbacks shall be a minimum of one hundred (100) feet and no building or use other than parking shall be



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MEMORANDUM

To: Cascade Charter Township Planning Commission
From: Brian Hilbrands, Planning Director
Subject: Update on GVMC Airport Access Study
Meeting Date: November 14, 2022

Included in your packet are the slides that were presented to the Township Board at the 11/2 Board Meeting regarding the GVMC Airport Access Study. Staff from the GVMC as well as the consulting firm, AECOM, provided an update to the Board. I wanted to provide the Planning Commission with the slides as well, and I will try and answer any questions that you may have at the meeting.

Attachments: GVMC Airport Access Study Slides

Airport Access Study

Cascade Township Board Briefing

November 2, 2022

Agenda

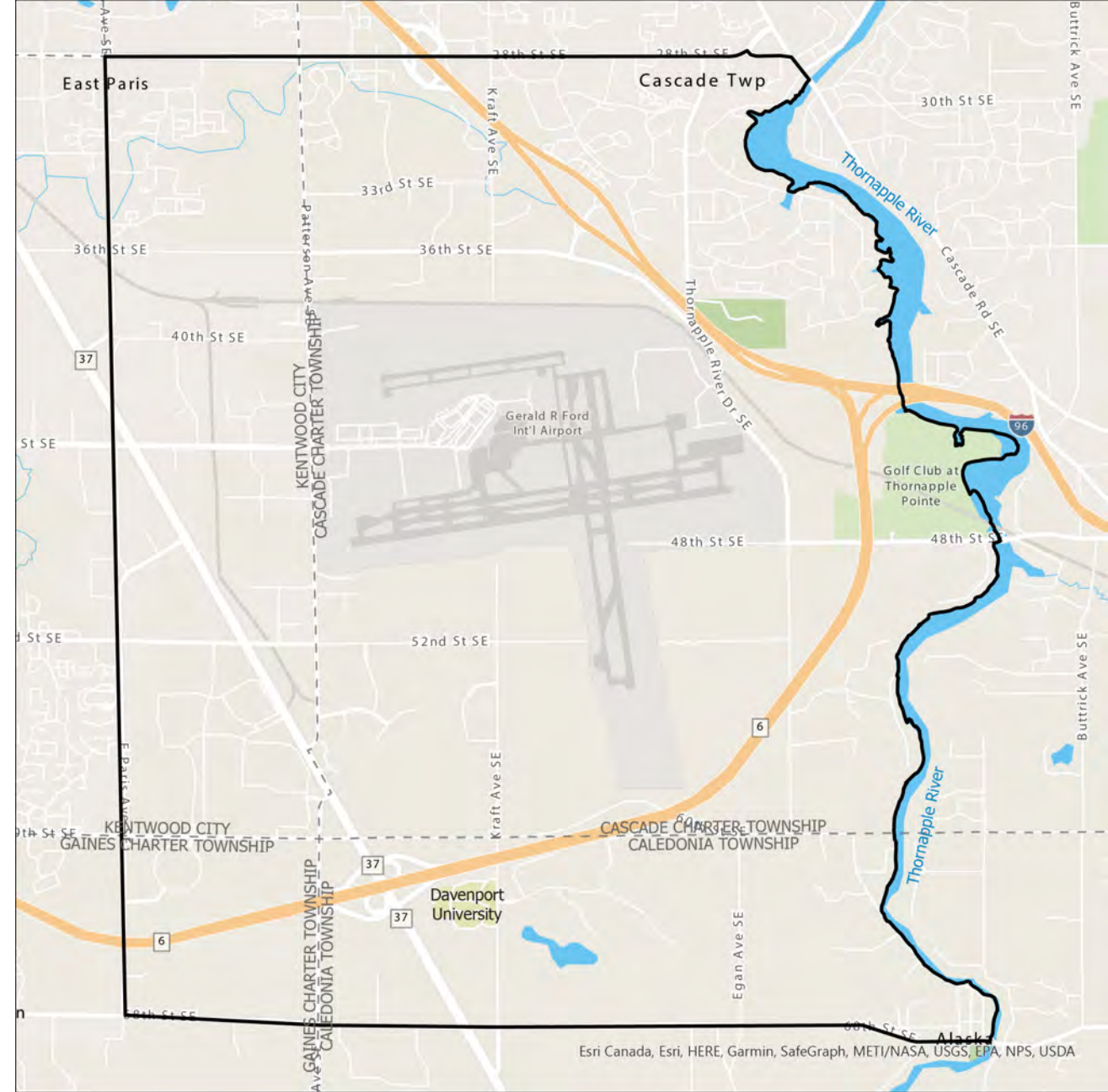
- 1 Project Overview
- 2 Practical Alternatives
- 3 Public Input
- 4 Next Steps



Project Overview

Grand Rapids Airport Access Study

- **What:** Investigation of potential future ways to improve airport access
- **Where:** E Paris Avenue to the river, 28th Street to 68th Street
- **Why:** Growth, limited access routes, lack of direct expressway access

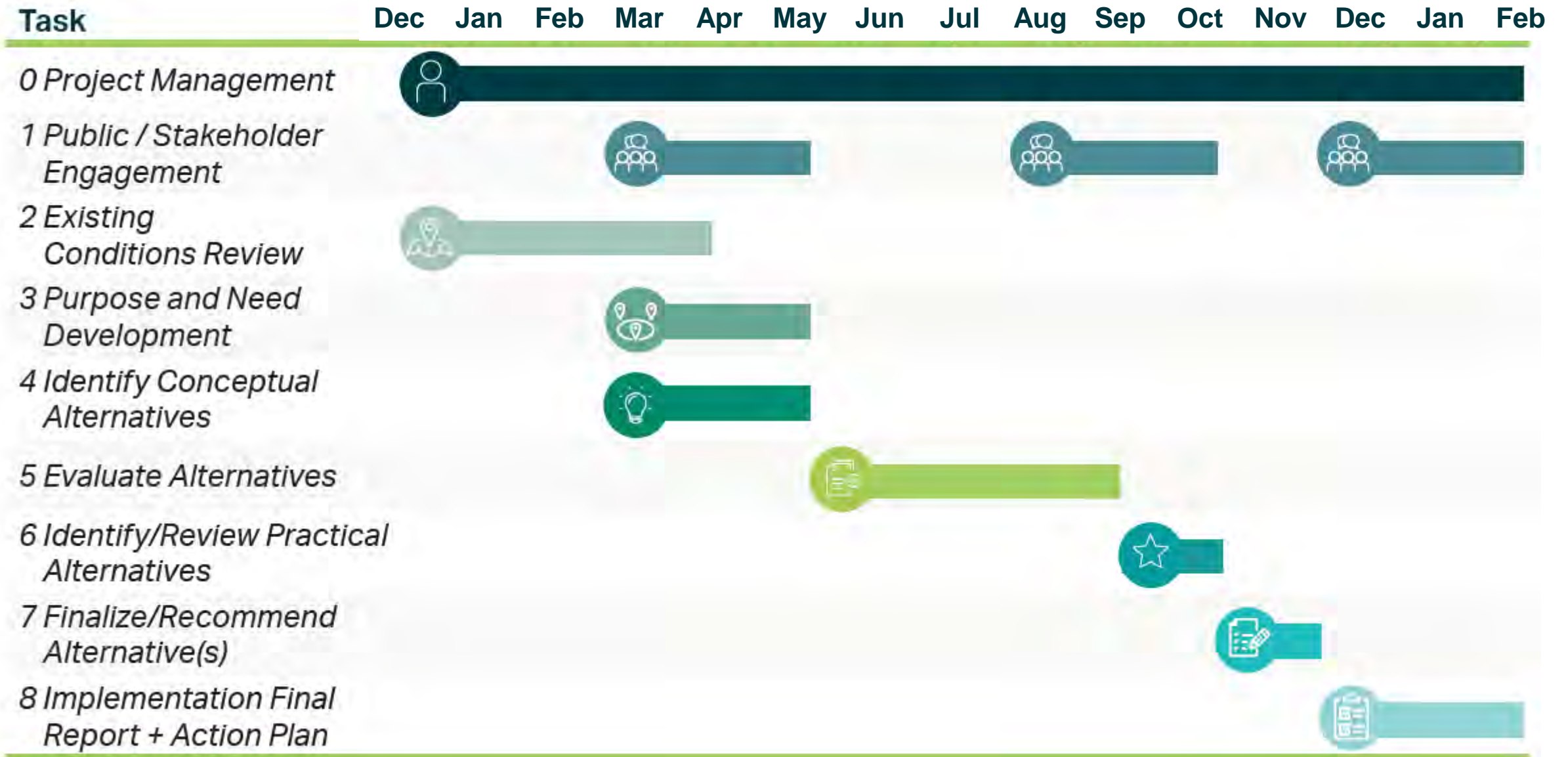


Study Area Boundaries

Jurisdictions

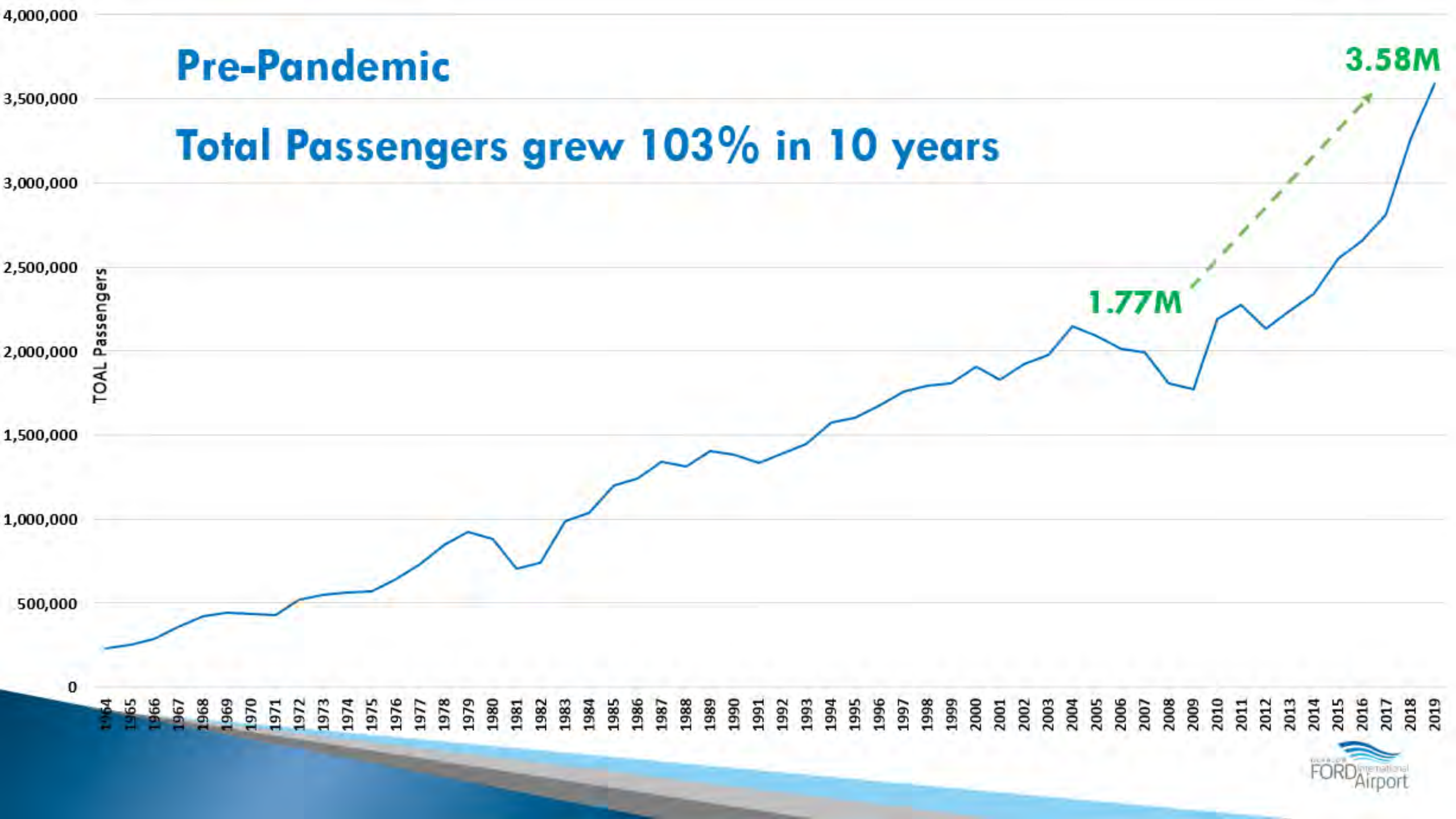
0 0.25 0.5 1 1.5 2 Miles

Schedule

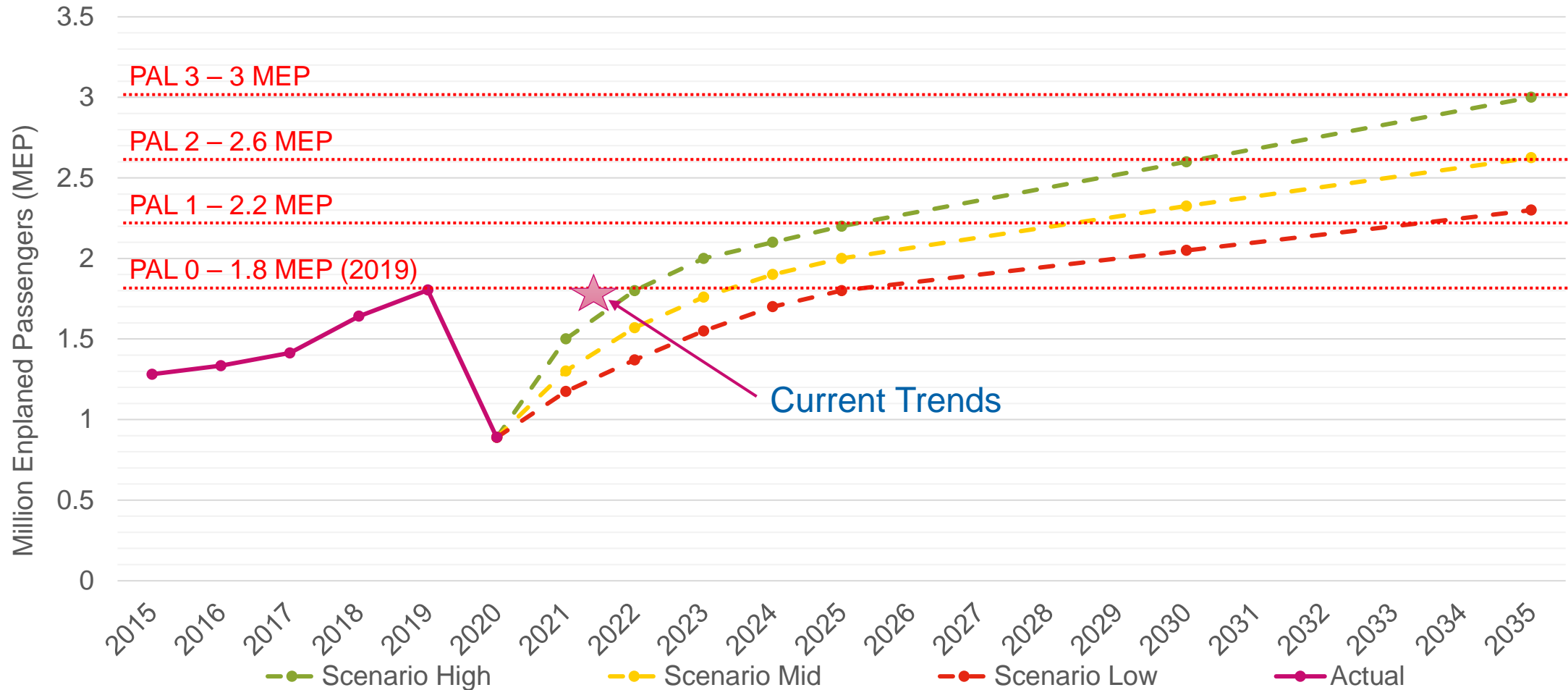


Pre-Pandemic

Total Passengers grew 103% in 10 years



15 Year Recovery Forecast with Planning Activity Levels



MEP = million enplaned passengers

NORTH GARAGE

CONRAC

FEDERAL INSPECTION STATION

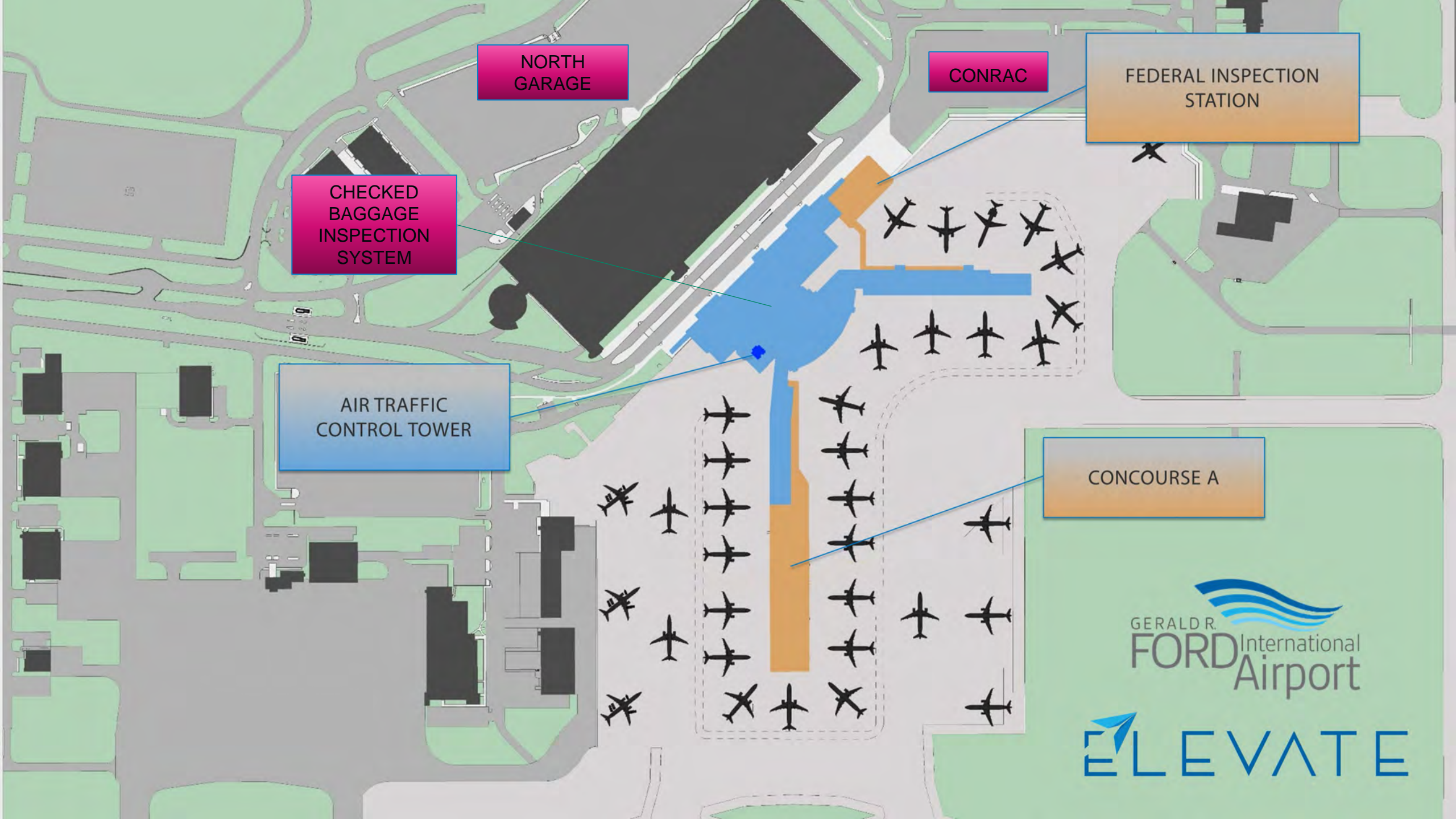
CHECKED BAGGAGE INSPECTION SYSTEM

AIR TRAFFIC CONTROL TOWER

CONCOURSE A

GERALD R. FORD International Airport

ELEVATE



Driving

Crashes 2016-2020

Worst Injury in Crash

- ▲ Fatal injury (K)
- ▲ Suspected Serious Injury (A)

Level of Service

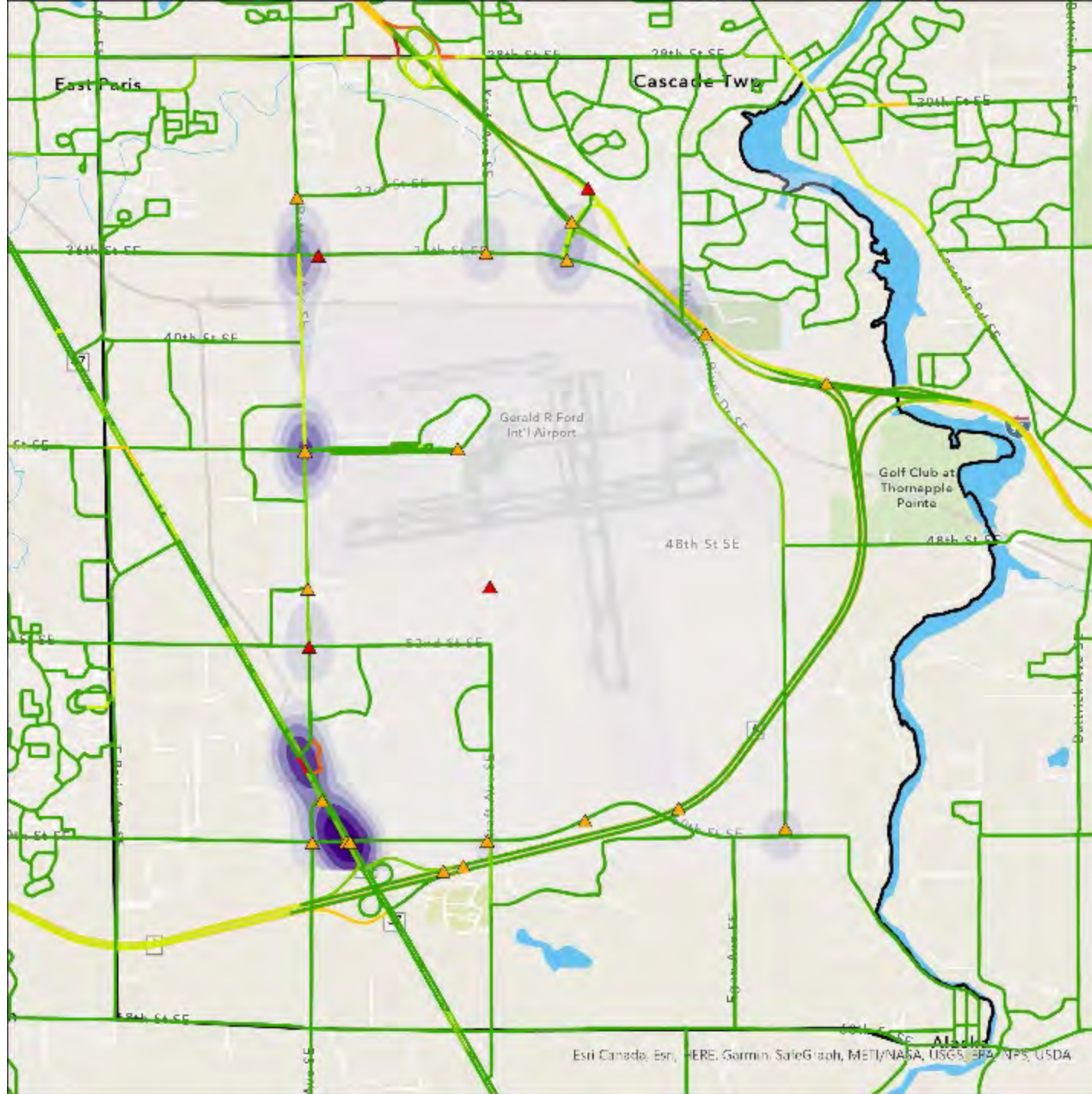
- A (<0.60 V/C)
- B (0.60-0.70 V/C)
- C (0.70-0.80 V/C)
- D (0.80-0.90 V/C)
- E (0.90-1.00 V/C)
- F (>1.00 V/C)

Crash Density 2016-2020

Low



Source: GVMC



Walking and Biking

Existing Nonmotorized Facilities





-  Crosswalk
-  Shared Use Path
-  Sidepath
-  Sidewalk

Proposed Nonmotorized Facilities

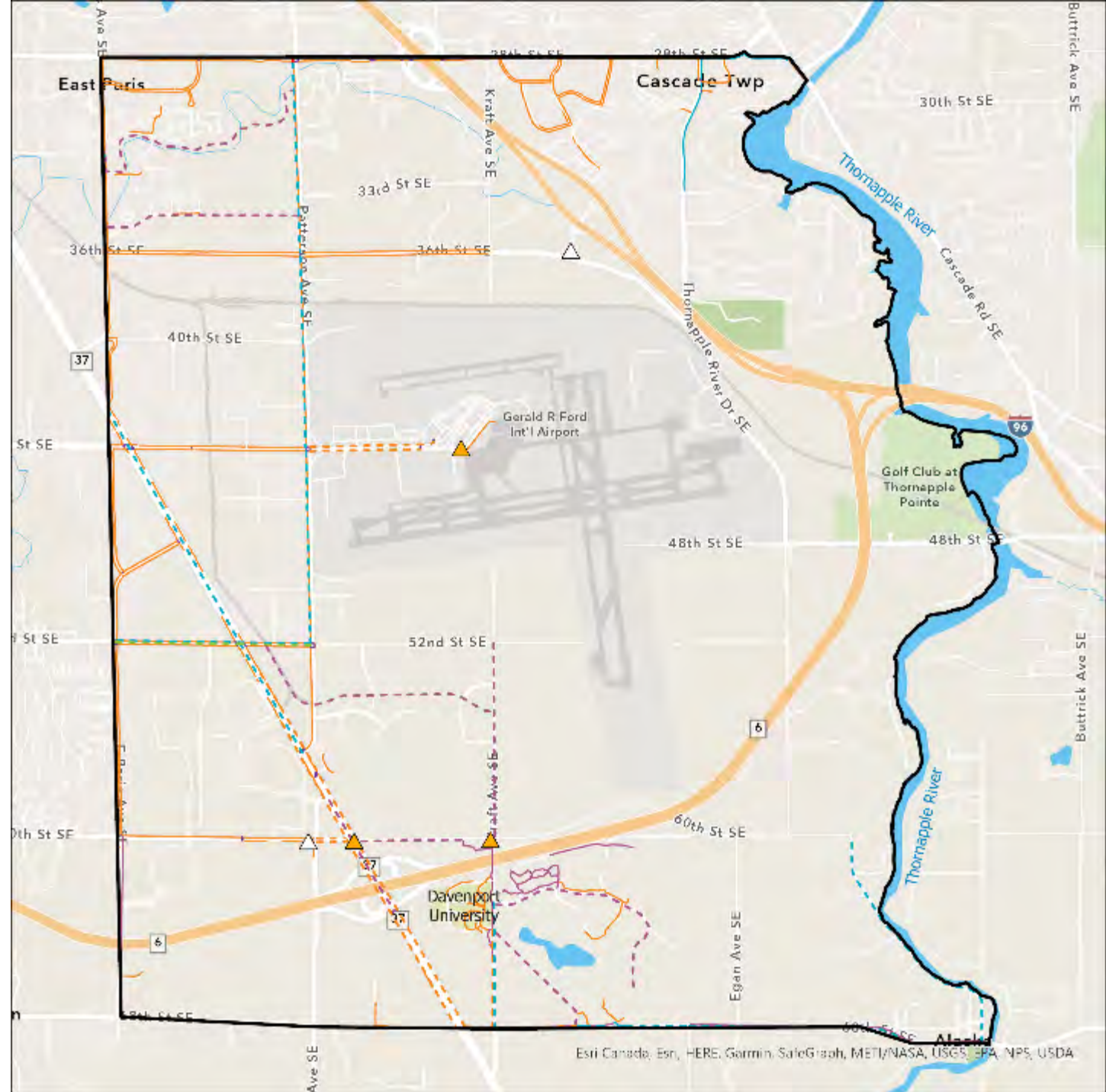
-  Crosswalk
-  Shared Use Path
-  Sidepath
-  Sidewalk
-  Bicycle Lane
-  Pedestrian Bridge

Nonmotorized Crashes 2016-2020






Worst Injury in Crash

-  Fatal injury (K)
-  Suspected Serious Injury (A)
-  Suspected Minor Injury (B)
-  Possible Injury (C)

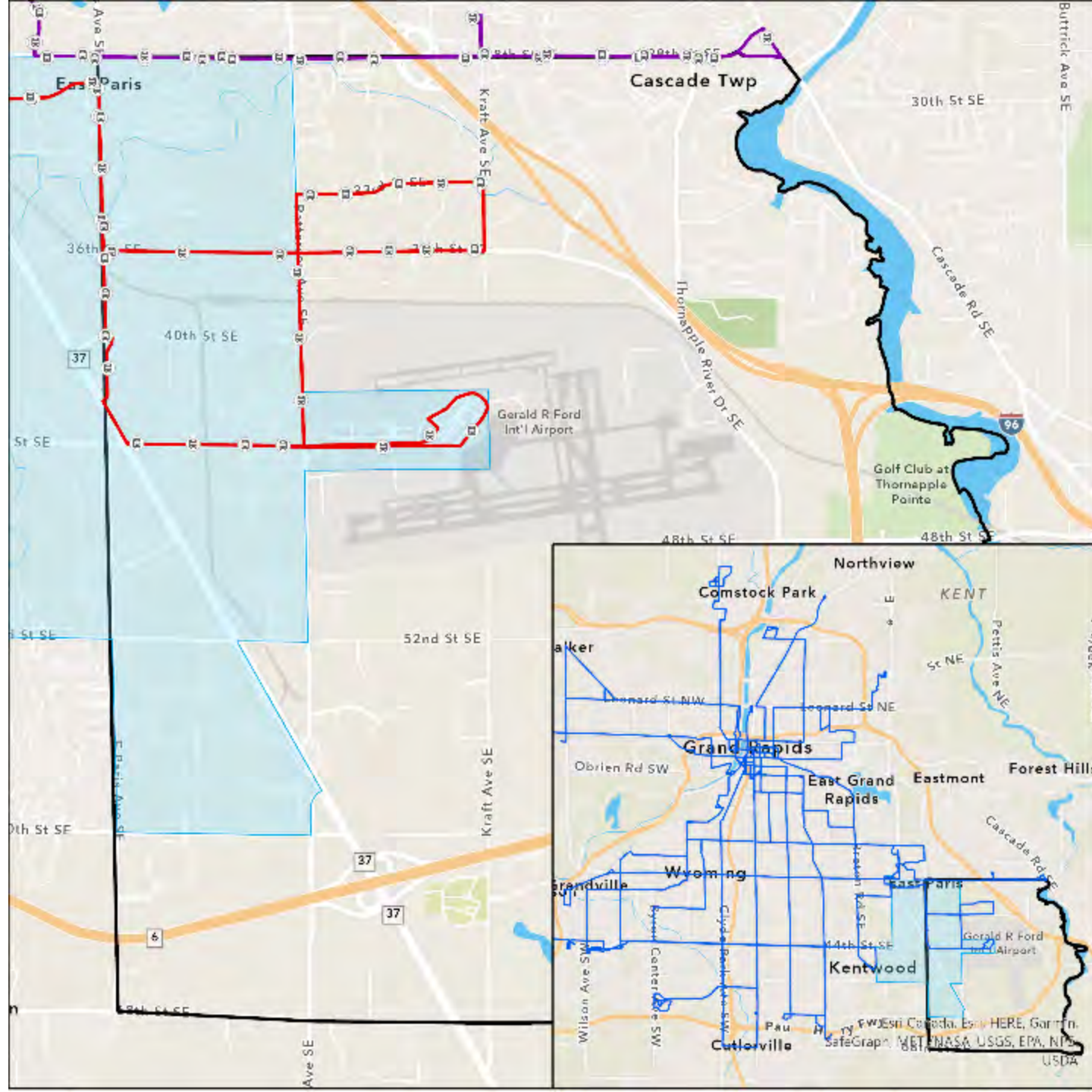
Source: GVMC



Transit

-  The Rapid Bus Stops
- The Rapid Bus Routes**
-  Airport Industrial
-  East 28th
-  All Other Routes
-  Kentwood On-Demand Zone

Source: The Rapid



Project Needs

Limited Access Points
to Airport's Core



Indirect Circulation (around Airport
and from Major Expressways)



Providing for Surrounding
Growth and Development



Support for
Airport Expansion Plans



Expansion of Convenient
Access Options



2

Alternatives Development and Evaluation

Evaluation Process

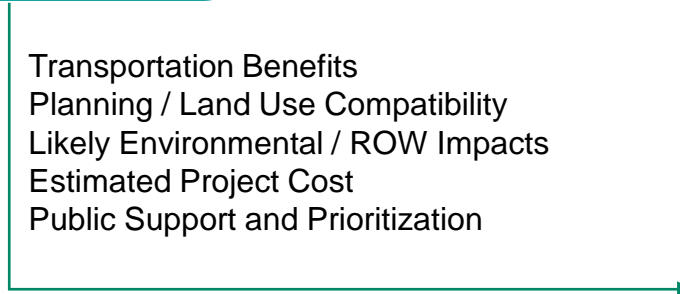
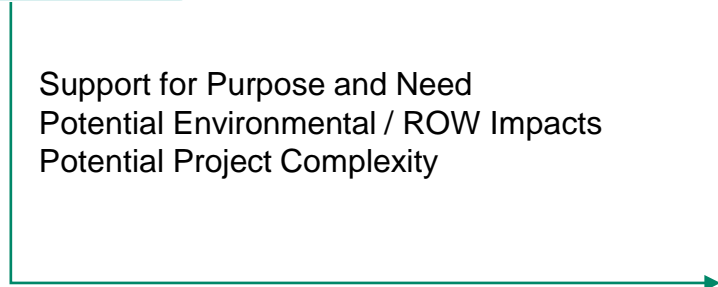
**Conceptual
Alternatives**

Support for Purpose and Need
Potential Environmental / ROW Impacts
Potential Project Complexity

**Practical
Alternatives**

Transportation Benefits
Planning / Land Use Compatibility
Likely Environmental / ROW Impacts
Estimated Project Cost
Public Support and Prioritization

**Recommended
Alternative(s)**



Practical Alternatives

Airport Roadway Access

1. Access Points from I-96/36th Street

1a - Direct Access

1b - Indirect Access

2. Access Points from Thornapple River Dr

2a - Secondary Freight Access

2b - Air Cargo Drive Access

3. M-6 Interchange near 48th Street and 60th Street

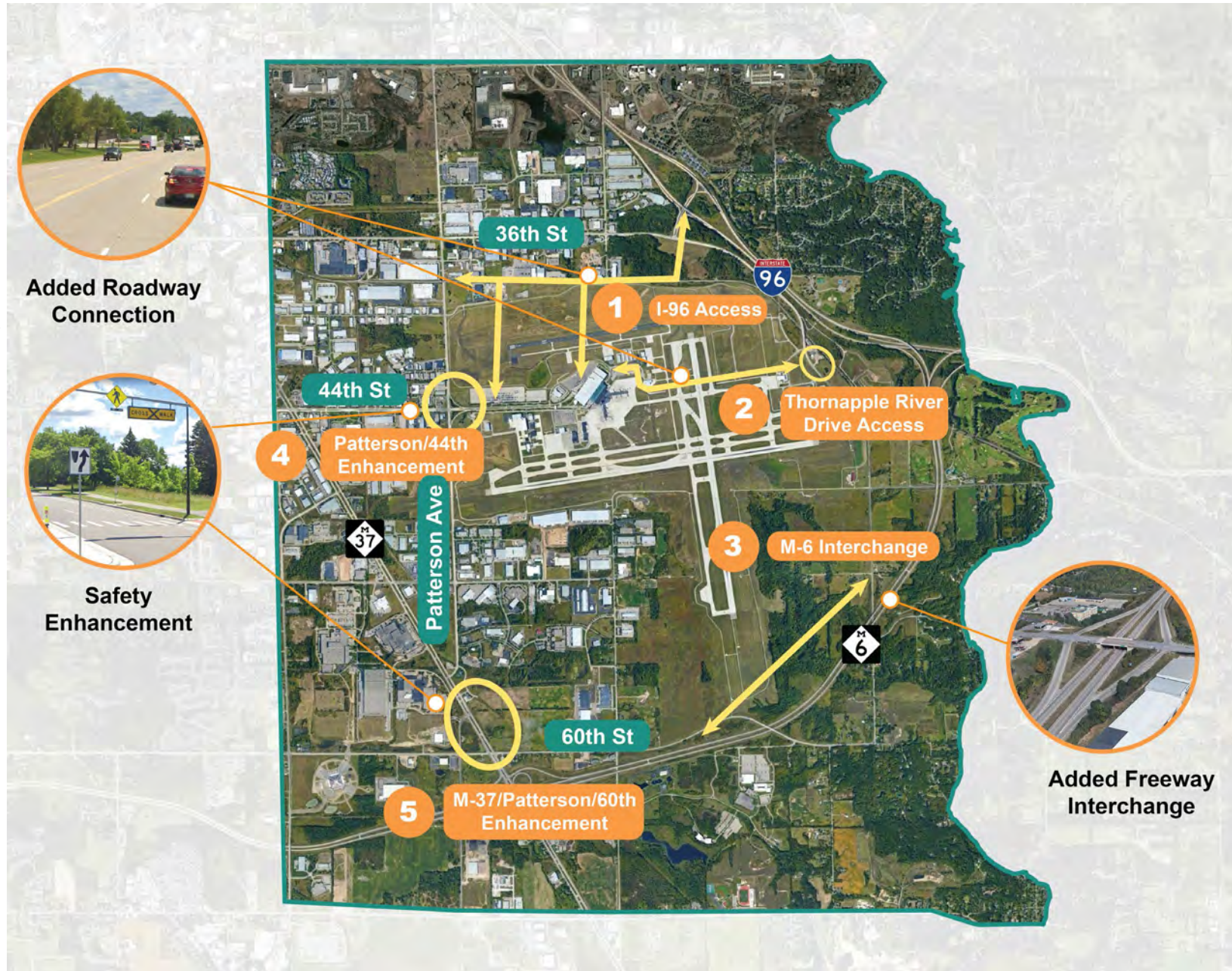
3a - 60th St

3c - Thornapple River Dr and 48th St

3d - 48th St

4. Patterson/44th Safety Enhancements

5. M-37/Patterson/60th Intersection Enhancements

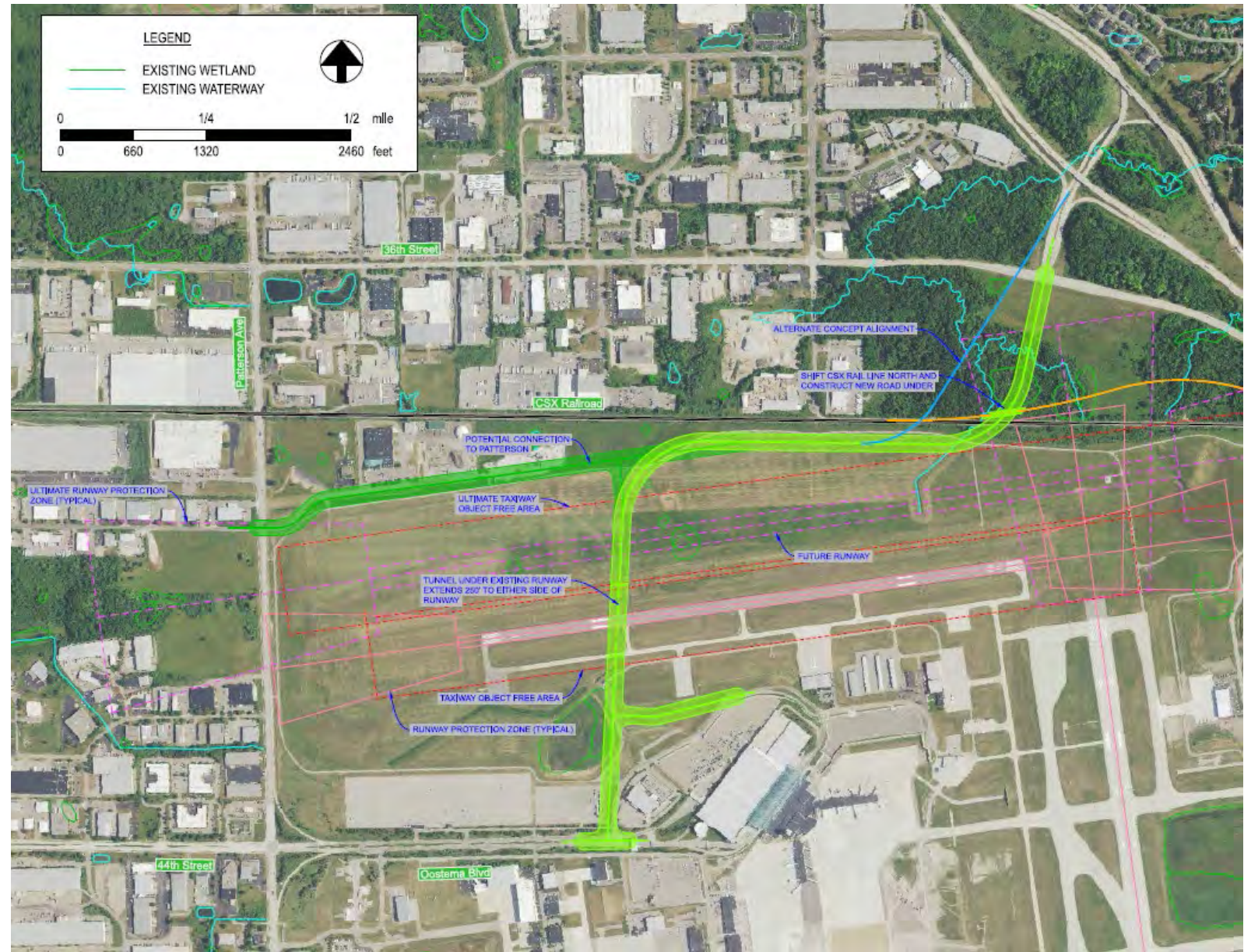


Practical Alternatives

Airport Roadway Access

I-96/36th Street Access - *Direct Access*

- Roadway creates direct connection from 36th Street
- Avoids parking expansion zone on north side of terminal
- Includes tunnel below current and future expanded runway
- Could be phased in along with airport expansion

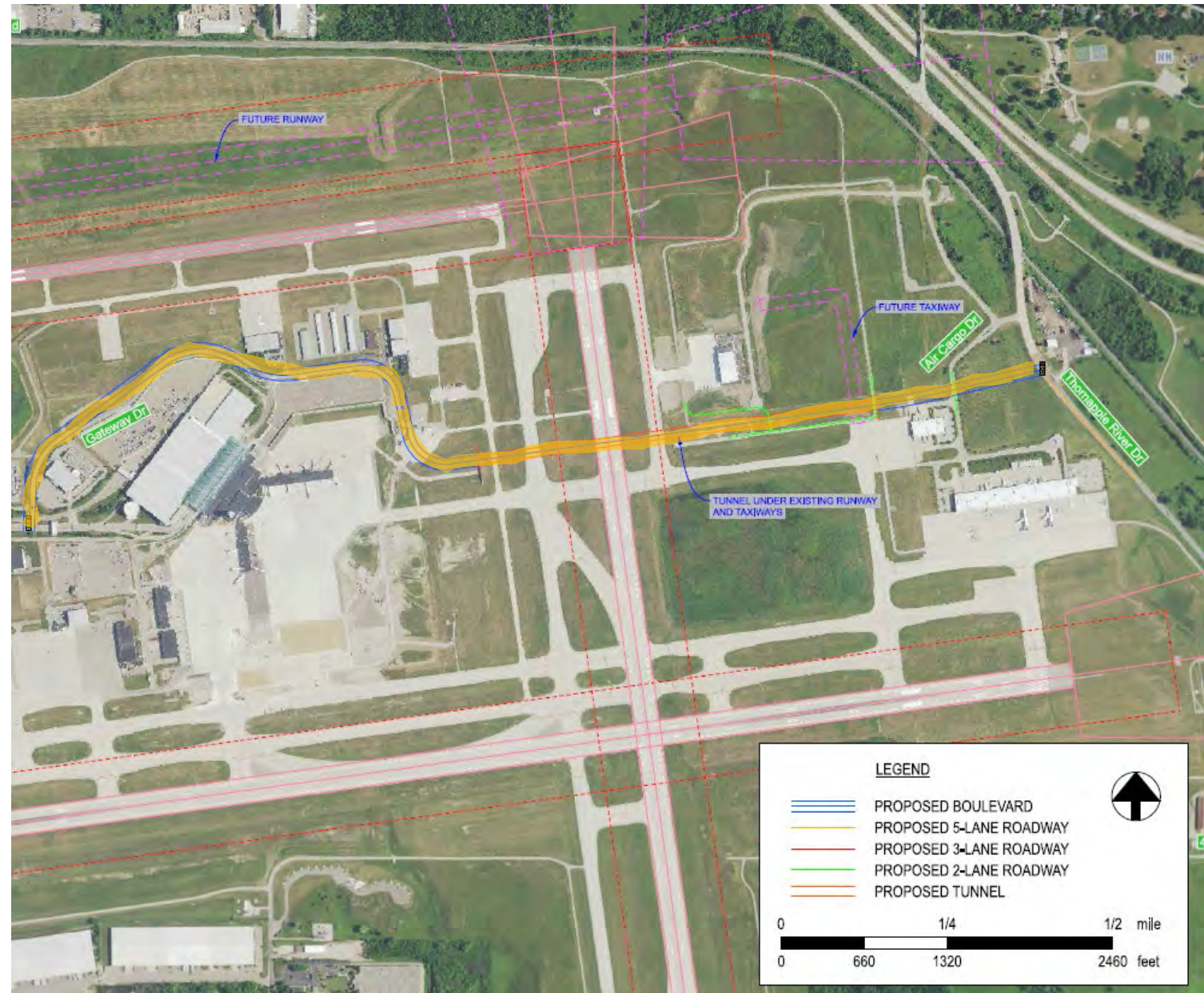


Practical Alternatives

Airport Roadway Access

Air Cargo Drive Access

- Roadway creates direct connection from Thornapple River Drive
- Parallels but does not replace existing tunnel for airport operations
- Requires significant reconfiguration on airport property



Practical Alternatives

Airport Roadway Access

M-6 Interchange - 48th Street Full Interchange

- Suggested in Cascade Township Master Plan and consistent with County investments in 48th Street
- Creates access point for potential development area on east side of Airport
- Optional Ring Road concept could help complete network traveling around Airport and separate traffic



Practical Alternatives

Airport Roadway Access

M-6 Interchange - Thornapple River Drive and 48th Street Partial Interchanges

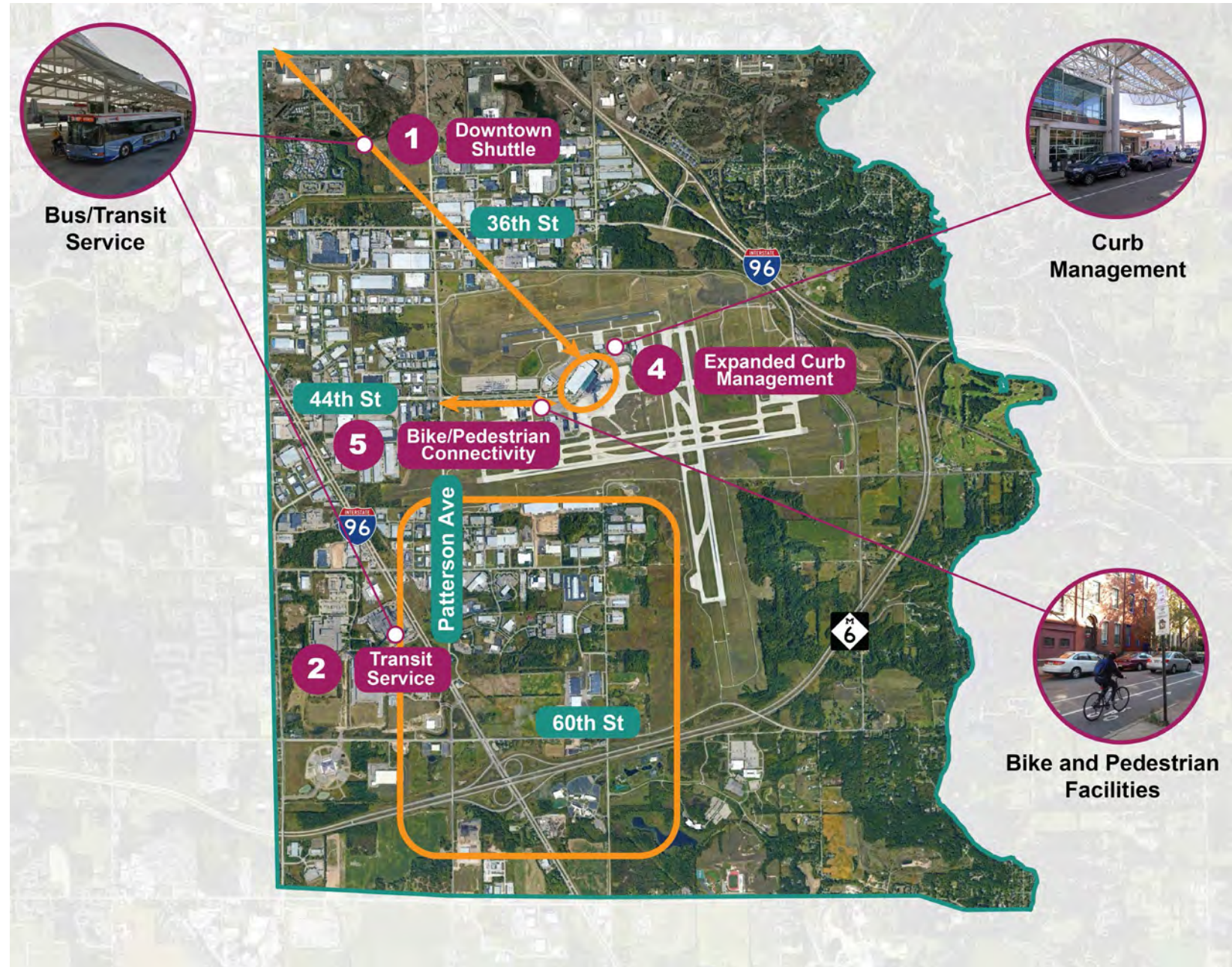
- Similar concept creates split interchange between 48th St. and Thornapple River Dr.
- Creates access point for potential development area on east side of Airport
- Optional Ring Road concept could help complete network traveling around Airport and separate traffic



Practical Alternatives

Multi-Modal Enhancements

1. Downtown Express Bus / Shuttle
2. Expanded Transit Service (Cascade / Caledonia)
4. Expanded Curb Management
5. Pedestrian / Bike Connectivity Enhancements

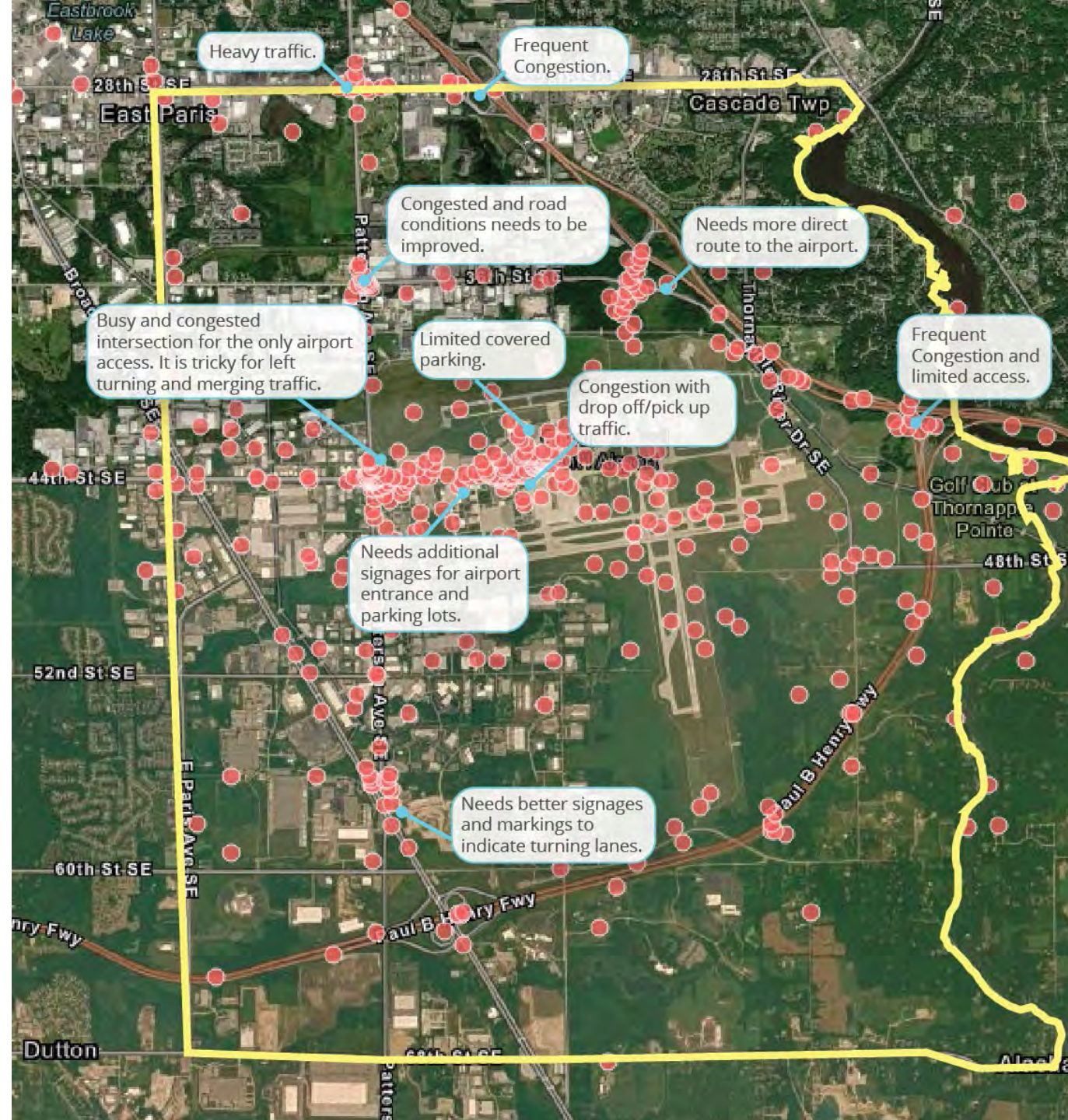


3

Public Input

Phase 1 Survey Summary

Map-Based Comments

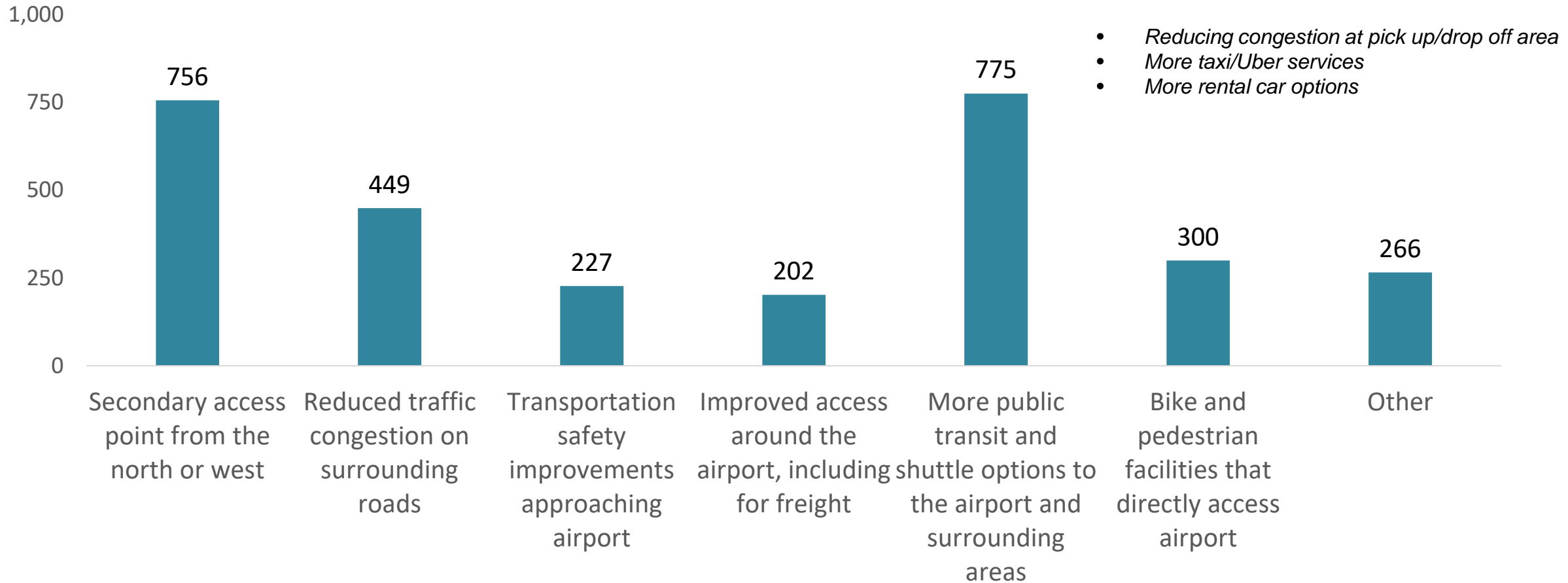


Phase 2 Survey Summary

- Survey open from August 1, 2022 to September 9, 2022
- Over than 6,000 responses received (*participation jumped when Airport provided link for their customers accessing wifi*)
- Because of the number of respondents from airport, there were numerous out-of-region respondents. Approximately 2,000+ had residential zip codes within GVMC region
- Results on following slides indicate those from within region

Phase 2 Survey Summary

What are the top 2 airport access improvements you would like to see?



Phase 2 Survey Summary

- Overall high support for set of practical alternatives suggested by the Study
- Highest support for “*Access Points from I-96/36th Street*” and “*Direct Shuttles between Downtown Grand Rapids and the Airport*”
- Congestion issues at the pick-up/drop-off area is also highlighted in the comments

4

Next Steps

Public Engagement Schedule

Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb

Meeting Schedule and Topics

1  Public
TAC

2  Public
TAC

3  Public
TAC

1

Identify



Key findings from existing conditions, draft Purpose and Need, conceptual alternatives



Ranking and rating of needs, location-based issues identification, feedback on conceptual alternatives

2

Examine

Practical alternatives and their pros/cons

Voting/budgeting and comments on practical alternatives

3

Advise

Recommended alternative(s), next steps toward project implementation

Comments on recommended alternative(s) and buy-in



For each phase: TAC meeting, public meeting, and online survey