

**AGENDA**  
**Cascade Charter Township Planning Commission**  
**Monday, May 1, 2023**  
**7:00 pm**  
**2870 Jacksmith Ave**

*Public may access the meeting via video conference software Zoom*  
<https://us02web.zoom.us/j/85807187174>

**Meeting ID:** 879 8058 1366  
**By Phone:** +1 929 205 6099

- 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. Disclose any Conflict of Interest**
- ARTICLE 5. Approve the Minutes of the March 20, 2023 Meeting**
- ARTICLE 6. Acknowledge visitors and those wishing to speak.  
(Comments are limited to five minutes per speaker)**
- ARTICLE 7. Case #23-3758/Scott Geerlings  
Property Address: 5784 Kraft Ave  
Requested Action: Site Plan Review for an addition to an existing parking lot.**
- ARTICLE 8. Review of Draft Amendments to ARC Zoning District**
- ARTICLE 9. Schedule Public Hearing for Master Plan Amendment**
- ARTICLE 10. GVMC Airport Access Study**
- ARTICLE 11. Old Business**
- ARTICLE 12. Any Other Business**
- ARTICLE 13. Acknowledge visitors and those wishing to speak.  
(Comments are limited to five minutes per speaker)**
- ARTICLE 14. 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*
  - b. *Deny*
  - c. *Approve*
  - d. *Approve with conditions*
  - e. *Recommendation to Township Board*

## Minutes

Cascade Charter Township  
Planning Commission  
Monday, March 20, 2023  
7:00 PM  
2870 Jacksmith Ave SE

- ARTICLE 1.** Chair Noordyke called the meeting to order at 7:00 PM.  
Members Present: Noordhoek, Rissi, Moxley, Noordyke, Richardson, Korstange, Engel, Bruneau, Rowland  
Members Absent: None  
Others Present: Planning Director Hilbrands and those listed on the sign-in sheet.
- ARTICLE 2. Pledge of Allegiance**
- ARTICLE 3. Approve the current agenda**  
**Motion was made by Member Engel to approve the current agenda. Supported by Member Korstange. Motion carried 9 to 0.**
- ARTICLE 4. Disclose any Conflicts of Interest**  
There were no conflicts of interest disclosed.
- ARTICLE 5. Approve the Minutes of the March 6, 2023 Meeting**  
Member Bruneau saw an error in Article 5 that the comments made by Member Richardson and Member Bruneau need to be switched.  
Member Moxley pointed out that in Article 7 “Moxely” should be changed to “Moxley”.  
Member Korstange made a correction in Article 10 that Chair Noordyke and herself initially brought up the Roundhill Subcommittee name change.  
Member Engel made a name correction in Article 7 that “Robert” should be changed to “Thomas Aaberg”.  
Member Engel said in Article 9 that “council” should be changed to “counsel”.  
Member Bruneau saw an error in the last paragraph of Article 9 that “code of conduct” should be changed to “bylaws”.  
Member Bruneau also wanted the minutes to reflect Member Rowland’s potential conflict of interest as a member of Watermark.  
**Motion was made by Member Moxley to approve the March 6, 2023, Meeting Minutes with the proposed changes. Supported by Member Bruneau. Motion carried 9 to 0.**
- ARTICLE 6. Acknowledge visitors and those wishing to speak**  
There was no one who wished to speak.

**ARTICLE 7. Case #22-3701/Woods Builders Homes Inc.**

**Property Address:** 6105 Charlevoix Woods Ct

**Requested Action:** Basic Plan Review for an amendment to the PUD Ordinance to allow a 24-unit multi-family apartment complex.

Planning Director Hilbrands explained that this Basic Plan Review was originally brought to the Planning Commission last April and is for 24 apartment units located in 3 buildings on a 4-acre parcel. The property is Master Planned as Community Residential, allowing for multi-family developments and a residential density of 4-6 units per acre. The current PUD was created to permit an adult assisted living facility, so an amendment to the PUD is required to also allow for attached residential.

Staff recommended that the applicant submit the 9 items listed in the packet from the original Basic Plan Review plus one additional item including a Traffic Impact Analysis. This will need to be submitted before the application proceeds to a preliminary development review.

Member Engel asked for clarification on the building being within the front yard setbacks. Planning Director Hilbrands explained since the building is a few feet within the setback, one of the requirements will be to move the building back.

Member Rissi asked about the private road ordinance allowing only 19 units without a secondary entrance. Planning Director Hilbrands said an emergency access easement off the cul-de-sac would be the second point of access. Staff will gather documentation to confirm details of the easement.

Member Bruneau asked about the soil erosion plan and Planning Director Hilbrands said that for any large-scale commercial building, a soil and erosion permit is always required through Kent County Road Commission.

David woods, the applicant, said the responsibility to straighten the road will lead to financial hardships. He said leaving it curved could create traffic calming and it looks better aesthetically. His hope is that the easement would be approved as is without moving the road.

Member Rissi asked about the proposed 11 parking spaces for the development. Planning Director Hilbrands had not yet calculated parking spaces, which will be addressed during the zoning review.

Member Moxley said that 11 parking spaces is not enough. He also agreed with the applicant regarding the curvature of the drive.

Chair Noordyke wanted the applicant to provide proof of easement access.

Some other implementations discussed include sidewalks or a pedestrian lane, more parking, and a maintenance agreement for Charlevoix Ct.

Member Rissi said the sidewalk should not solely be put on the applicant to fund unless it's on their property.

Member Moxley would like to see a sidewalk along the south property line and said the neighboring retirement complex could benefit by adding on to the pathway.

**ARTICLE 8. Review of Proposed Amendments to the Master Plan**

Planning Director Hilbrands presented the proposed amendment to the Future Land Use map, as directed by the Planning Commission and Township Board. The amendment would change the future land use designation from Industrial to Rural Residential for an area that followed the boundary of most of the ARC Zoned properties located between the airport and M-6.

Member Rissi shared concerns about changing the classification for the area around 52<sup>nd</sup> St, but land around 48<sup>th</sup> St remains the same. He proposed creating a geographical boundary that made more sense to the area.

Chair Noordyke proposed, while referencing the Future Land Use map in the packet, that the AC District Zoning Subcommittee discusses converting the shaded gray area to AC2.

**Motion was made by Member Bruneau to recommend the changes noted in the amended Future Land Use map to make the area currently zoned ARC also future land use ARC to the Township Board. Supported by Member Korstange.**

Member Bruneau withdrew the motion.

Member Rissi wanted clarification on the motion to keep land currently zoned for ARC to future land use ARC. He didn't know if they were following the boundary indicated on the map or the current zoning.

Planning Director Hilbrands stated he was following the railroad on the map since it acts as a natural buffer.

**Motion was made by Member Bruneau to recommend to the Township Board the future land use as drawn to preserve the currently zoned ARC to future land use ARC. Supported by Member Korstange. Motion carried 8 to 1.**

There was discussion regarding whether this was appropriate extend of the future land use redesignation, or if it should be extended north to include the entire area between the airport and M-6.

Member Rowland's preference was to change the AC2 land back to ARC.

Member Korstange explained she would recommend changing the currently zoned industrial land to future use of ARC due to the nature of the airport and the potential future implementations of a new entrance and gas station nearby.

**Motion was made by Member Engel to withdraw the previous recommendation. Supported by Member Rissi. Motion carried 8 to 1.**

**Motion was made by Member Korstange to recommend to the Township Board to change the Future Land Use Map as drawn to also include the industrial area north of**

**Thornapple River Dr to be future land use ARC. This would include the area between the airport and M-6, extending north to the point where Thornapple River Drive crosses I-96 and south to approximately where 60<sup>th</sup> Street crosses over M-6. Supported by Member Moxley. Motion carried 5 to 4.**

There were concerns about traffic increase at the intersection of Thornapple River Dr and 36<sup>th</sup> Street if there was a gas station nearby.

The new recommendation will be presented to the Township Board on April 12.

**ARTICLE 9. Old Business**

Member Korstange asked about the CIP and when Manager Swayze would present this. Planning Director Hilbrands will look into this.

Member Moxley mentioned the previous discussion on changing the Roundhill Subcommittee name. Planning Director Hilbrands said the attorney had concerns about naming it after a specific person as this opens up the Township to risk. If the committee were to be named "The Process Implementation Review Committee" there was no perceived issue.

**Motion was made by Member Rissi to change the Roundhill Subcommittee name to the Process Implementation Subcommittee on all future documents related to it and change the listing on the website. Supported by Member Engel. Motion carried 9 to 0.**

Member Richardson said there is still a downed power line or cable line on 48<sup>th</sup> Street.

Member Bruneau asked about receiving the meeting packets in a different format.

**ARTICLE 10. Any Other Business**

There was no other business to discuss.

**ARTICLE 11. Acknowledge visitors and those wishing to speak**

There was no one who wished to speak.

**ARTICLE 12. Adjournment**

**Motion was made by Member Engel to adjourn the meeting. Supported by Member Korstange. Motion carried 9 to 0. The meeting adjourned at 8:55 PM.**

Respectfully submitted,

Joe Engel, Secretary

**STAFF REPORT**

STAFF REPORT: Case # 23-3758  
REPORT DATE: April 12, 2023  
PREPARED FOR: Cascade Charter Township Planning Commission  
MEETING DATE: May 1, 2023  
PREPARED BY: Brian Hilbrands, Planning Director

APPLICANT

Scott G, LLC, attn: Scott Geerlings  
8515 Homestead Ave, Suite 102  
Zeeland MI 49464

STATUS OF APPLICANT: Developer

REQUESTED ACTION: Site Plan Review for an expansion of an existing parking lot.

EXISTING ZONING OF SUBJECT PARCEL: TI, Transitional Industrial

GENERAL LOCATION: On Kraft Ave just north of 60<sup>th</sup> St.

PARCEL SIZE: 8.5 Acres

PROPERTY LOCATION: 5784 Kraft Ave

EXISTING LAND USE ON THE PARCEL: Tire distribution warehouse

ADJACENT AREA LAND USES: Vacant

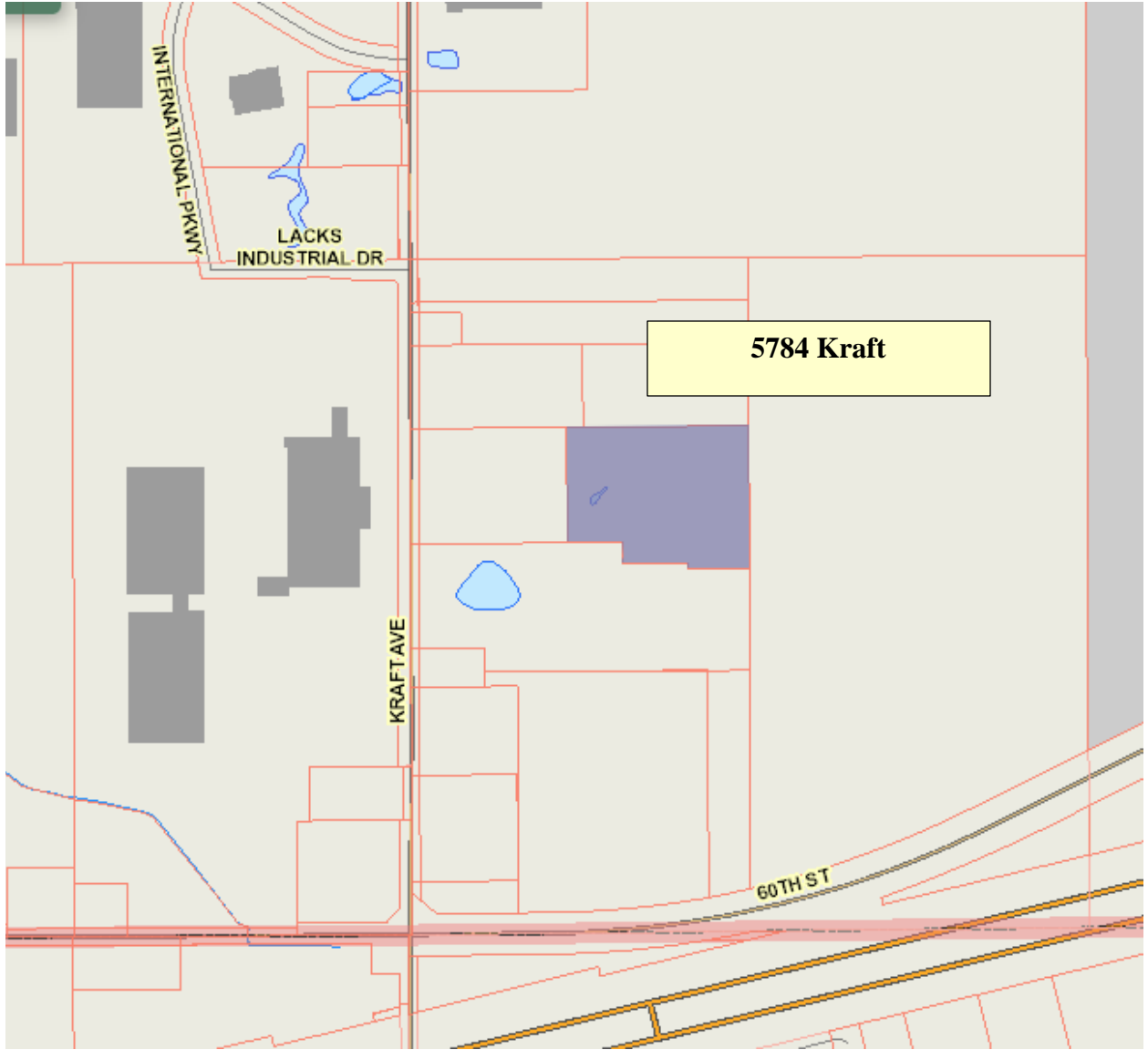
ZONING ON ADJOINING PARCELS: N,S,W - TI  
E - I

STAFF COMMENTS:

1. The applicant is requesting site plan approval to construct an addition to an existing parking lot. The site plan was reviewed under Section 21.07 of the Site Plan Review Chapter of the Zoning Ordinance.

2. The original 65,000 square foot building was approved in August of 2019 and was built to plan. The 100,000 square foot addition was approved in March of 2022 and is currently under construction.
3. The site plan was approved with the minimum number of parking spaces needed to meet Township regulations. Now as construction is nearing completion the applicant has determined that additional parking will be needed, resulting in the parking lot expansion.
4. The parking lot expansion will add 132 spaces on the southern end of the site, resulting in a total of 223 parking spaces.
5. A 20' bufferyard is required between any paved surface and adjacent property lines. In order to meet the bufferyard requirement the applicant is proposing a boundary line adjustment along the south property line. This boundary line adjustment will need to be approved before construction can begin.
6. The boundary line adjustment will allow the 20' bufferyard requirement to be met, but the site plan does not show any landscape plantings along the south property line. Landscape plantings should be added which meet the requirements of bufferyard Type C, which requires 2 canopy trees, 4 understory trees, and 6 shrubs per 100 linear feet. The southern property line appears to be approximately 500' in length. A corresponding landscape bond should also be submitted, which based on the planting requirements and length of the property line I estimate should be no less than \$15,000.
7. The site plan shows an additional driveway being added to access the new parking area from the adjacent private street. This would be the third driveway opening for the parcel. The zoning ordinance allows for 1 driveway opening onto an abutting street, plus 1 additional driveway entrance along a continuous site with frontage in excess of 300', or 2 additional driveway entrances if the frontage exceeds 600'. I calculate the frontage along the private street to total approximately 305', so two driveway openings are permitted. As a result, the site plan should be revised so that there is a maximum of two driveway entrances off the private street.
8. A photometric plan was submitted that meets Township regulations.
9. The site has an agreement with the neighbor to the south to provide the storm water detention pond. This pond is being increased in size to accommodate the new project. It appears that the expanded pond is inside the existing storm water easement. However, some of the site grading needed to accommodate the addition is also on the adjacent property and will need to be approved by the property owner to the south.
10. The site plan has been reviewed by the Fire Department and they did not have any concerns.
11. The Township engineer has reviewed and approved the plan, and their comments are included in your packet. A revised stormwater maintenance agreement will need to be provided.





5784 Kraft



# CASCADE CHARTER TOWNSHIP

5920 Tahoe Dr. SE, Grand Rapids, Michigan 49546-7140

## PLANNING & ZONING APPLICATION

**APPLICANT:** Name: ScottG, LLC Attn: Scott Geerlings

Address: 8516 Homestead Avenue, Suite 102

City & Zip Code Zeeland, MI 49464

Telephone: 616-772-6070

Email Address: sgeerlings@midwestbuild.com

**OWNER: \* (If different from Applicant)** Name: same as applicant

Address: \_\_\_\_\_

City & Zip Code: \_\_\_\_\_

Telephone: \_\_\_\_\_

Email Address: \_\_\_\_\_

NATURE OF THE REQUEST: (Please check the appropriate box or boxes)	
<input type="checkbox"/> Administrative Appeal	<input type="checkbox"/> Administrative Site Plan Review
<input type="checkbox"/> Deferred Parking	<input type="checkbox"/> P.U.D. – Rezoning *
<input type="checkbox"/> P.U.D. – Site Condominium *	<input type="checkbox"/> Rezoning
<input checked="" type="checkbox"/> Site Plan Review *	<input type="checkbox"/> Sign Variance Subdivision
<input type="checkbox"/> Special Use Permit	<input type="checkbox"/> Plat Review *
<input type="checkbox"/> Zoning Variance	<input checked="" type="checkbox"/> Other: _____*
	Amendment to site plan

**\* Requires an initial submission of 5 copies of the completed site plan**

BRIEFLY DESCRIBE YOUR REQUEST:\*\*

Site plan review request; Revision and additions to parking

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(\*\*Use Attachments if Necessary)  
**-SEE OTHER SIDE-**

**LEGAL DESCRIPTION OF PROPERTY\*\*:**

PART OF SW 1/4 COM 1115.73 FT S 0D 11M 29S E ALONG W SEC LINE & 614.0 FT  
N 89D 31M 35S E ALONG S LINE OF N 453 FT OF S 1/2 NW 1/4 SW 1/4 FROM W 1/4  
COR TH N 89D 31M 35S E ALONG SD S LINE 220.0 FT TH S 0D 28M 25S E 59.50 FT  
TH SWLY 25.83 FT ON A 60.0 FT RAD CURVE TO RT /LONG CHORD BEARS S 11D  
23M 17S W 25.64 FT/ TH N 89D 48M 31S E 258.31 FT TH S 0D 13M 16S E 20.0 FT  
TH N 89D 48M 31S E 242.0 FT TO E LINE OF W 1/2 SW 1/4 TH N 0D 13M 16S W  
ALONG SD E LINE 560.06 FT TO N LINE OF S 1/2 NW 1/4 SW 1/4 TH S 89D 31M 35S  
W ALONG SD N LINE 715.18 FT TO E LINE OF W 614 FT OF SW 1/4 TH S 0D 11M  
29S E ALONG SD E LINE 453.0 FT TO BEG \* SEC 32 T6N R10W 8.53 A.

(\*\*Use Attachments if Necessary)

PERMANENT PARCEL (TAX) NUMBER: 41-19 -32-300-045

ADDRESS OF PROPERTY: 5784 Kraft Avenue SE, Cascade, MI 49546

PRESENT USE OF THE PROPERTY: Industrial Building

**NAME(S) & ADDRESS(ES) OF ALL OTHER PERSONS, CORPORATIONS, OR FIRMS HAVING A LEGAL OR  
EQUITABLE INTEREST IN THE PROPERTY:**

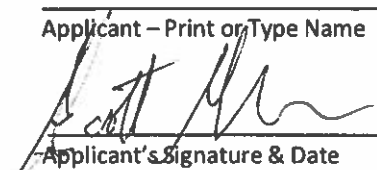
Name(s)	Address(es)
Midwest Construction Group, Inc.	8576 Homestead Ave, Ste 102, Zeeland, MI 49464

**SIGNATURES**

*I (we) the undersigned certify that the information contained on this application form and the required documents attached hereto are to the best of my (our) knowledge true and accurate. I (we) also agree to reimburse the Cascade Charter Township for all costs, including consultant costs, to review this request in a timely manner. I (we) understand that these costs may also include administrative reviews which may occur after the Township has taken action on my (our) request.*

*I (we) the undersigned also acknowledge that the proposed project does not violate any known property restrictions (i.e. plat restrictions, deed restrictions, covenants, etc.)*

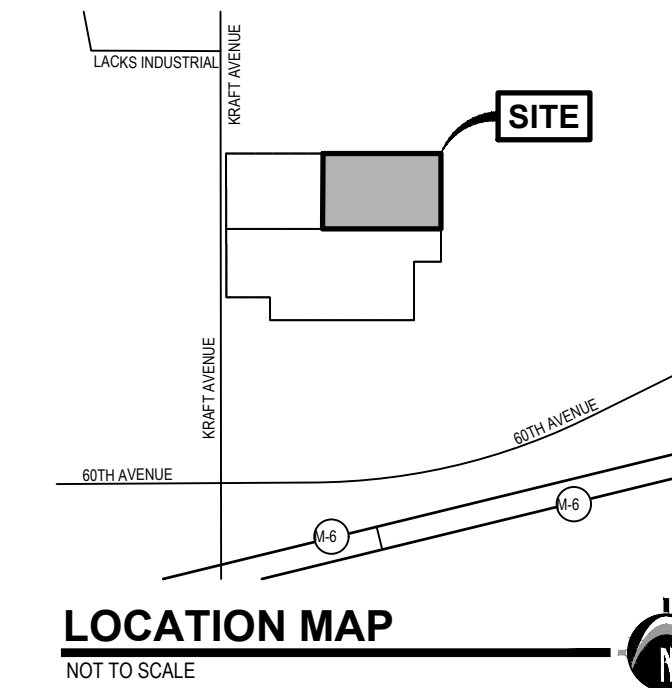
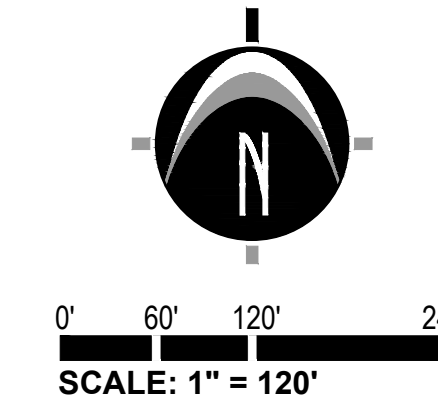
Scott Geerlings  
Owner – Print or Type Name  
(\*If different from Applicant)  
  
\*  
Owner’s Signature & Date  
(\*If different from Applicant)

Scott Geerlings  
Applicant – Print or Type Name  
  
Applicant’s Signature & Date  
3-13-23

PLEASE ATTACH ALL REQUIRED DOCUMENTS NOTED IN THE PROCESS REVIEW SHEET – THANK YOU

# 5784 KRAFT AVE. SE

## CASCADE TOWNSHIP, KENT COUNTY, MICHIGAN



**NEDERVELD**  
 www.nederveld.com  
 800.222.1868  
**GRAND RAPIDS**  
 217 Grandville Ave., Suite 302  
 Grand Rapids, MI 49503  
 Phone: 616.575.5190  
 ANN ARBOR  
 CHICAGO  
 COLUMBUS  
 HOLLAND  
 INDIANAPOLIS  
 ST. LOUIS

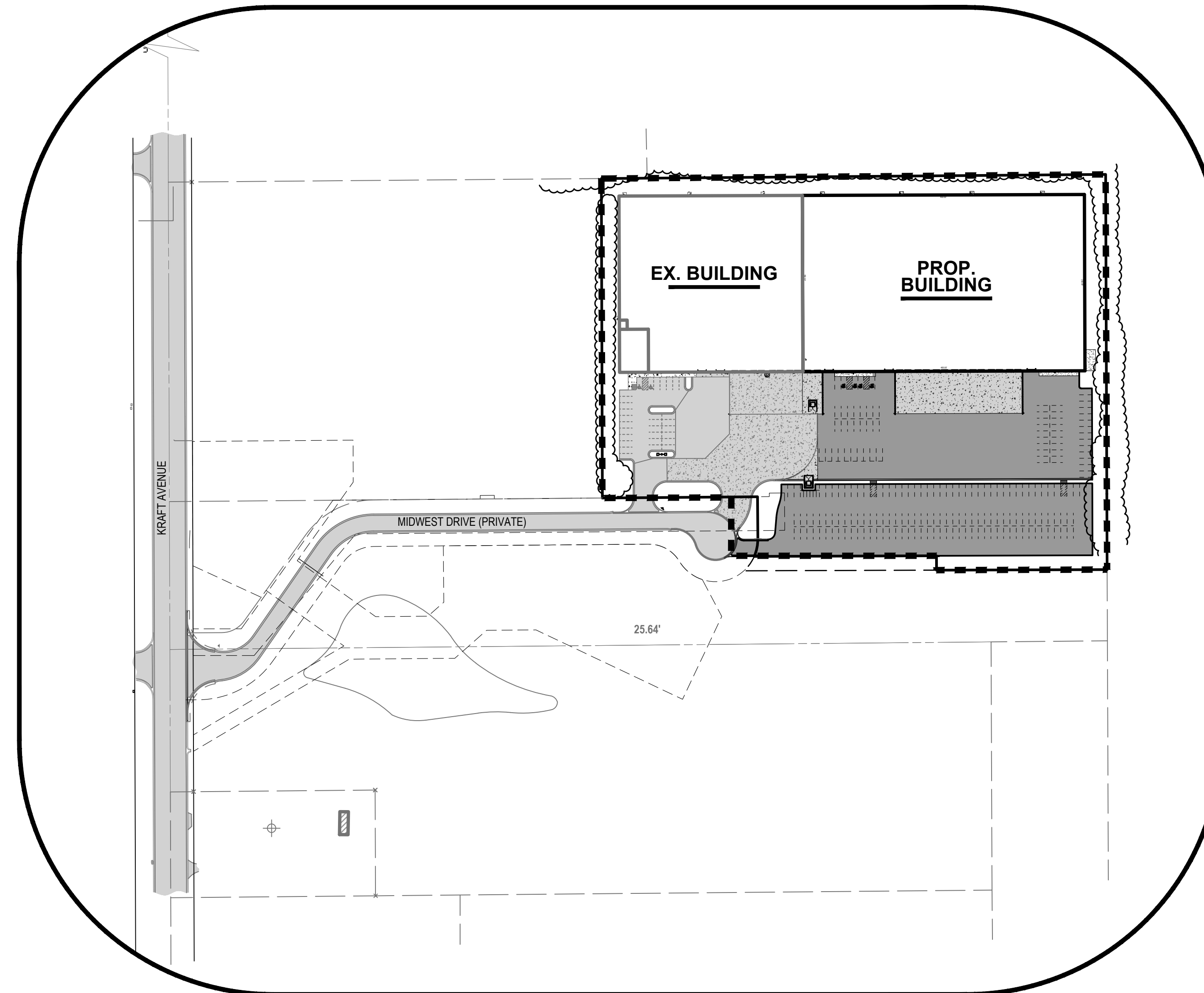
**PREPARED FOR:**  
 5784 Kraft Avenue LLC

Scott Geerlings  
 8516 Homestead Ave.  
 Zeeland, MI 49464  
 Phone: 616.772.6070

**REVISIONS:**

Title: Site Plan Submittal	Drawn: Brad M.	Checked: Jack B.	Date: 02.08.2022
Title: Site Plan Re-Submittal	Drawn: Brad M.	Checked: Jack B.	Date: 03.01.2022
Title: RFI #1	Drawn: Chris M.	Checked: Jack B.	Date: 03.17.2022
Title: RFI #2	Drawn: Chris M.	Checked: Jack B.	Date: 03.23.2022
Title: Township Site Plan Amendment Submittal	Drawn: MH	Checked: Jack B.	Date: 03.17.2023

### SITE PLAN



**UTILITY COMPANY CONTACTS**

Gas	DTE Energy	Brian Redd	(616) 954-4588
Electric	Consumers Energy	Damion White	(616) 530-4358
Telephone	AT&T	Cory VanTil	(616) 246-7573
Cable	Comcast	Jim Zawacki	(616) 575-0501

**SHEET INDEX**

Cover Sheet	C-100	Page 1
Existing Site Conditions Plan	C-201	Page 2
Site Layout Plan	C-205	Page 3
Grading & S.E.S.C. Plan	C-300	Page 4
Utility Plan	C-400	Page 5
Details and Specifications	C-500	Page 6

**LEGAL DESCRIPTION**

PART OF THE SOUTHWEST 1/4, SECTION 32, TOWN 6 NORTH, RANGE 10 WEST, CASCADE TOWNSHIP, KENT COUNTY, MICHIGAN, DESCRIBED AS: COMMENCING AT THE WEST 1/4 CORNER OF SAID SECTION 32; THENCE S00°11'29"E 1115.73 FEET ALONG THE WEST LINE OF SAID SECTION 32; THENCE N89°31'35"E 614.00 FEET ALONG THE SOUTH LINE OF THE NORTH 453 FEET OF THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SAID SOUTHWEST 1/4 TO THE POINT OF BEGINNING; THENCE N00°11'29"W 453.00 FEET ALONG THE EAST LINE OF THE WEST 614 FEET OF SAID SECTION; THENCE N89°31'35"E 715.18 FEET ALONG THE NORTH LINE OF THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SAID SOUTHWEST 1/4; THENCE S00°13'10"E 560.00 FEET ALONG THE EAST LINE OF THE WEST 1/2 OF SAID SOUTHWEST 1/4; THENCE S89°48'31"W 242.00 FEET; THENCE N00°19'16"W 20.00 FEET; THENCE S89°48'31"W 258.31 FEET; THENCE N08°11'29"E 25.83 FEET ALONG A 60.00 FOOT RADIUS CURVE TO THE LEFT, SAID CURVE HAVING A CENTRAL ANGLE OF 24°40'13"; AND A CHORD BEARING N11°23'17"E 25.64 FEET; THENCE N00°28'25"W 59.50 FEET; THENCE S89°31'35"W 220.00 FEET ALONG SAID SOUTH LINE TO THE POINT OF BEGINNING.

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

UTILITY LOCATIONS ARE DERIVED FROM ACTUAL MEASUREMENTS OR AVAILABLE RECORDS. THEY SHOULD NOT BE INTERPRETED TO BE EXACT LOCATIONS NOR SHOULD IT BE ASSUMED THAT THEY ARE THE ONLY UTILITIES IN THIS AREA.

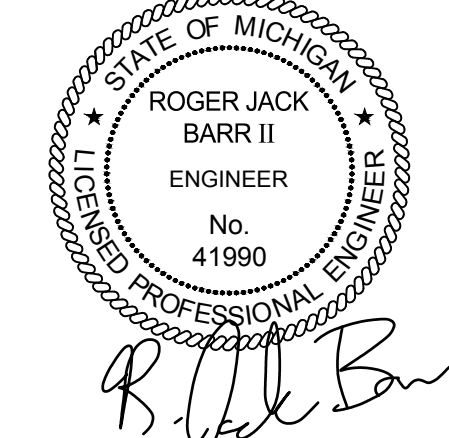
NOTE: EXISTING UTILITIES AND SERVICE LINES IDENTIFIED AS "PLANS" WERE OBTAINED FROM AVAILABLE AS-BUILT RECORD DRAWINGS. THE CONTRACTOR SHALL VERIFY THE LOCATION, DEPTH AND STATUS OF ALL UTILITIES AND SERVICE LINES PRIOR TO NEW CONNECTIONS.

**5784 Kraft Avenue SE**

Cover Sheet

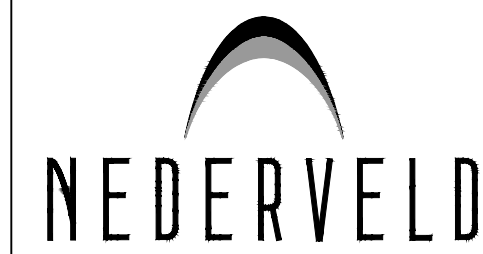
PART OF THE SW 1/4 OF SECTION 32, T6N, R10W, CASCADE TOWNSHIP, KENT COUNTY, MICHIGAN

**STAMP:**



**PROJECT NO:**  
 22400770

**SHEET NO:**  
**C-100**



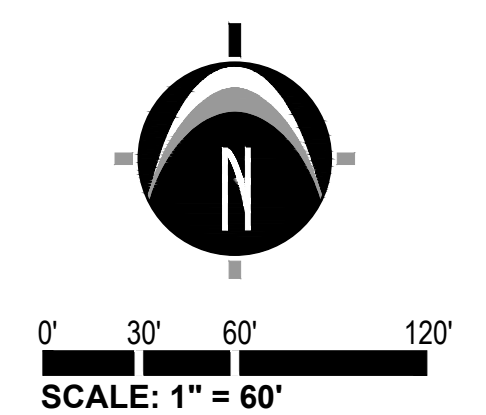
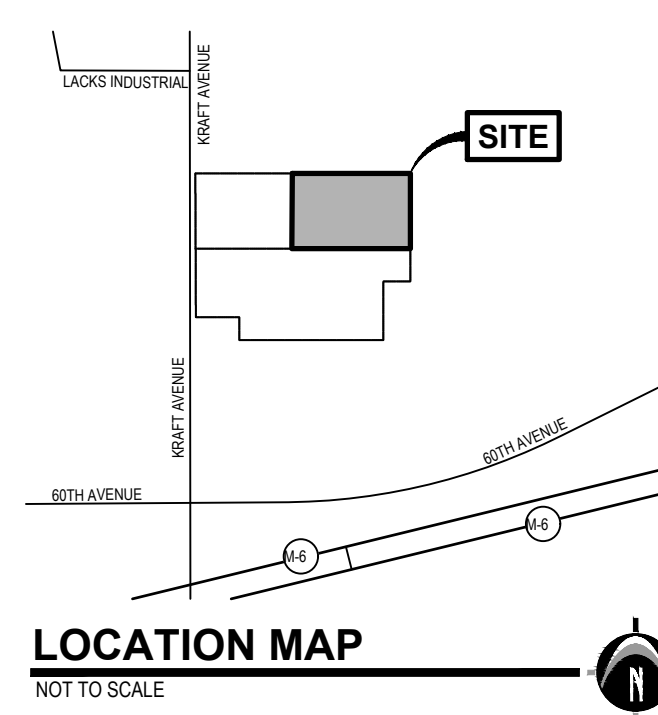
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**ST. LOUIS**

**PREPARED FOR:**  
5784 Kraft Avenue LLC

Scott Geerings  
8516 Homestead Ave.  
Zeeland, MI 49464  
Phone: 616.772.6070

**REVISIONS:**

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**LEGEND**

AC	Air Conditioner	PR	Phone Riser
B	Benchmark	SB	Soil Boring
CB	Catch Basin - Round	SXB	Stop Box
CS	Catch Basin - Square	S	Sign
CD	Cleanout	SS	Sanitary Sewer Manhole
CR	Cable Riser	SM	Stormwater Manhole
C	Culvert	TR	Transformer
DT	Deciduous Tree	UP	Utility Pole
EM	Electric Manhole	UGM	Underground Gas Marker
ER	Electric Riser	WM	Water Meter
ET	Evergreen Tree	W	Water Manhole
F	Faucet	WV	Water Valve
FM	Flag	WELL	Water Well
GM	Gas Meter	C	Cable TV
GR	Gas Riser	E	Electric
GV	Gas Valve	FO	Fiber Optic
GA	Guy Anchor	G	Gas
GP	Guy Pole	OH	Overhead Utility
GH	Hand Hole	SS	Sanitary
H	Hydrant	ST	Storm
LP	Light Pole	T	Telephone
M	Mailbox	W	Watermain
MDFC	Miss Dig Flag - Cable	X-X	Fence
MDFE	Miss Dig Flag - Electric	ZS	Zoning Setback
MDFFO	Miss Dig Flag - Fiber Optic	TL	Tree Line
MDFG	Miss Dig Flag - Gas	EC	Ex. Grade Contour
M	Manhole	A	Asphalt
P	Post	C	Concrete
		G	Gravel

**BENCHMARKS**

**BENCHMARK #10** ELEV. = 788.66  
Boat spike in West side of power pole 1634' North and 89'  
East of Southwest corner of Section 32, on South side of  
gravel drive on our parcel, from Kraft Avenue street plans,  
sheet 5 of 8.

**BENCHMARK #43** ELEV. = 788.47  
Flange bolt under "E" on hydrant 5' West of curb, 1818' North  
of Southwest corner of Section 32.

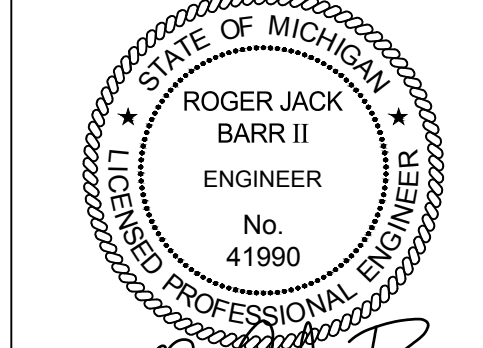
**BENCHMARK #46** ELEV. = 789.47  
Flange bolt under "E" on hydrant 5' West of curb, 1530' North  
of Southwest corner of Section 32.

**BENCHMARK #102** ELEV. = 795.13  
Boat spike in West side of power pole, 970'± North & 90'±  
East of Southwest corner of Section 32.

**BENCHMARK #427** ELEV. = 795.09  
Boat spike on West side of power pole, 970'± North & 90'±  
East of Southwest corner of Section 32.

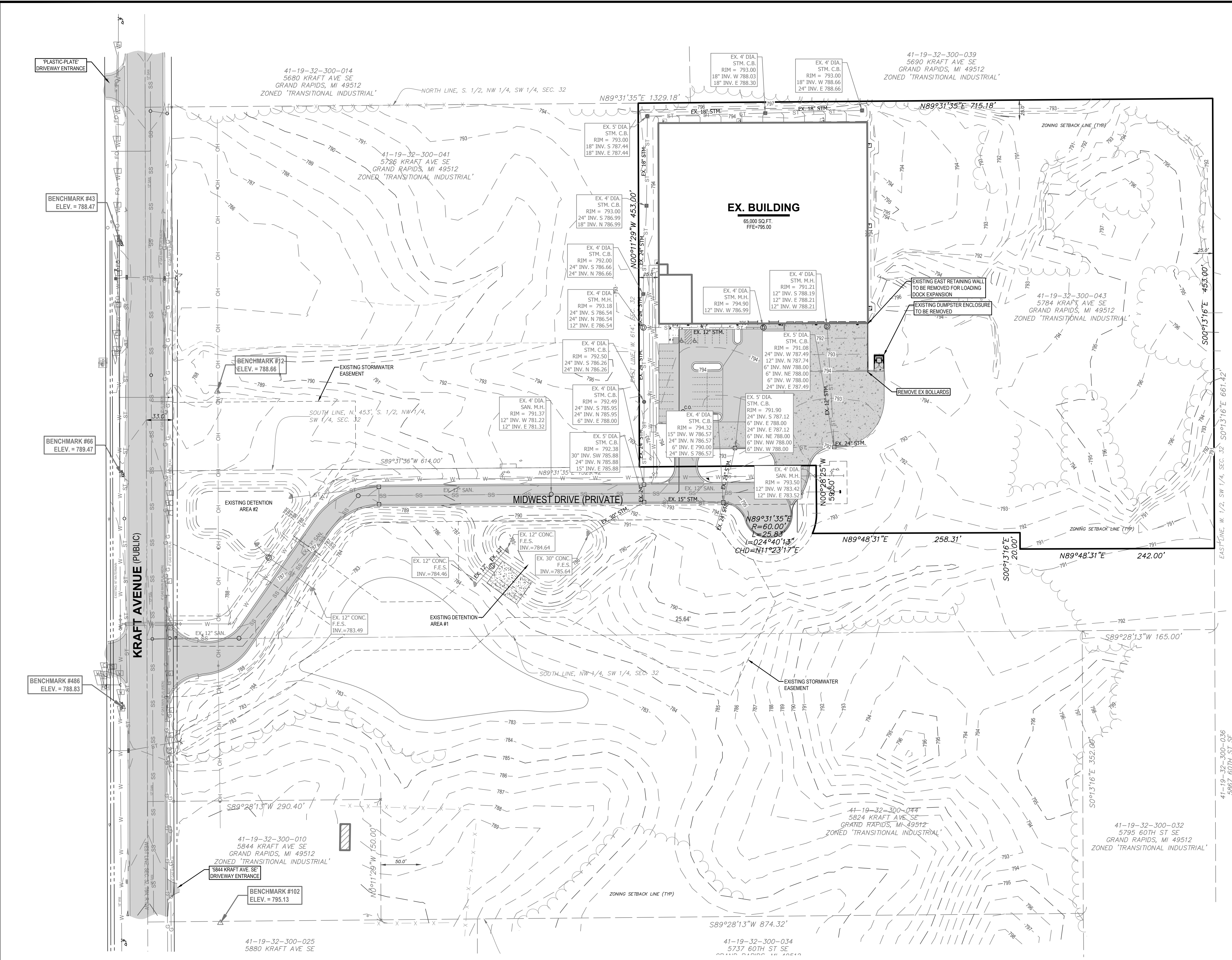
**BENCHMARK #486** ELEV. = 788.83  
Flange bolt under "E" on hydrant 5' West of curb, 1241' North  
of Southwest corner of Section 32.

**STAMP:**



**PROJECT NO:**  
22400770

**SHEET NO:**  
**C-201**



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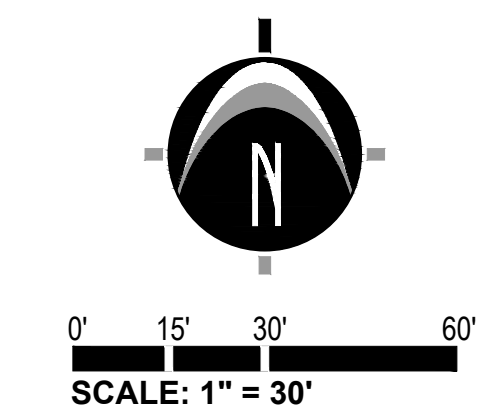
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**PREPARED FOR:**  
 5784 Kraft Avenue LLC

Scott Geerlings  
 8516 Homestead Ave.  
 Zeeland, MI 49464  
 Phone: 616.772.6070

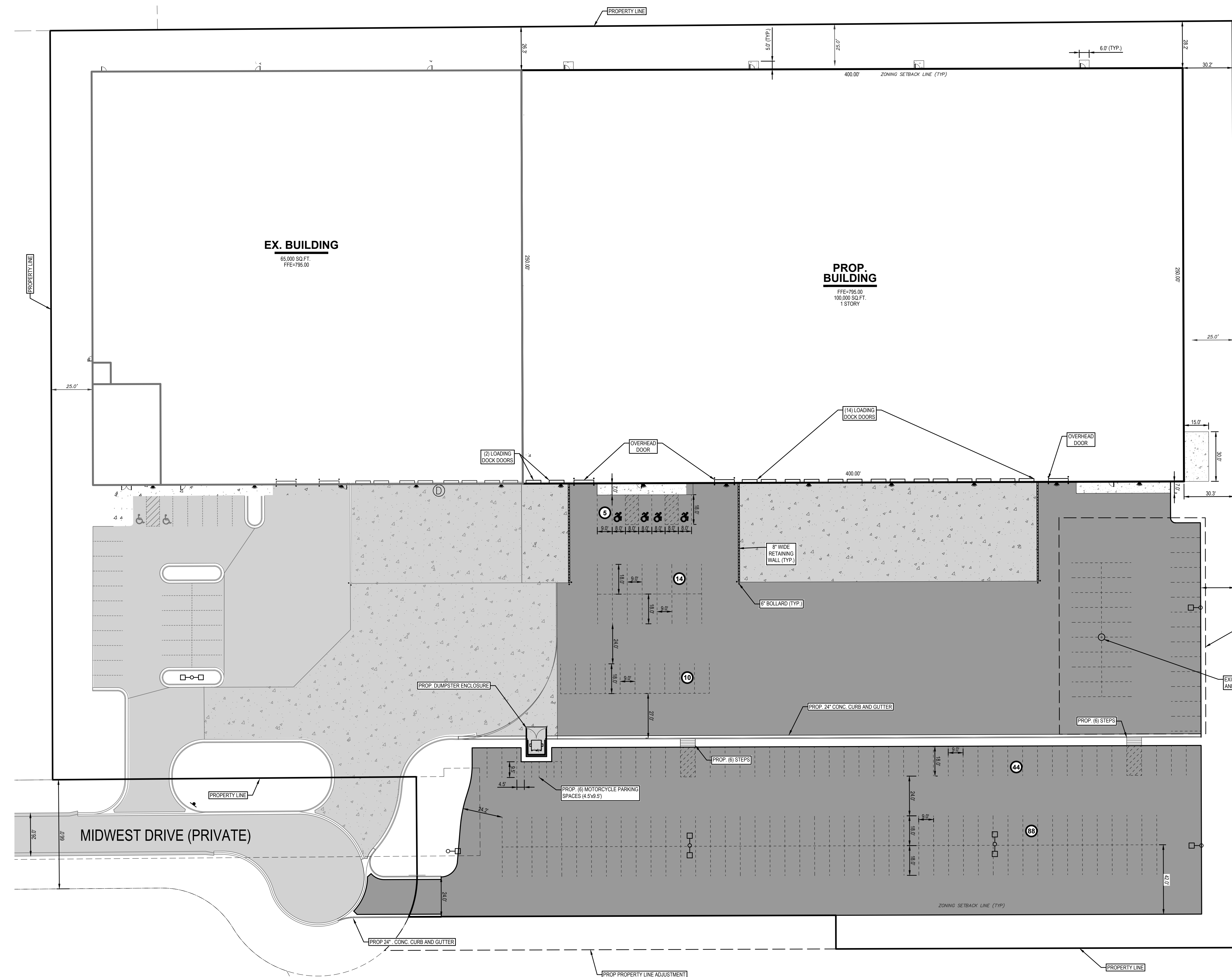
**REVISIONS:**

Title: Site Plan Submittal	Drawn: Brad M.	Checked: Jack B.	Date: 02.08.2022
Title: Site Plan Re-Submittal	Drawn: Brad M.	Checked: Jack B.	Date: 03.01.2022
Title: RFI #1	Drawn: Chris M.	Checked: Jack B.	Date: 03.17.2022
Title: RFI #2	Drawn: Chris M.	Checked: Jack B.	Date: 03.23.2022
Title: Township Site Plan Amendment Submittal	Drawn: MH	Checked: Jack B.	Date: 03.17.2023



**LEGEND**

	EXISTING BITUMINOUS
	EXISTING CONCRETE
	PROPOSED BITUMINOUS (HEAVY DUTY)
	PROPOSED CONCRETE (HEAVY DUTY)
	PROPOSED LIGHTS



**GENERAL NOTES**

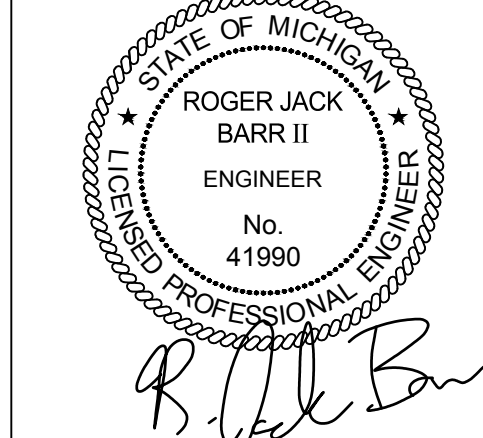
- 1) ZONING OF PROPERTY: TI - TRANSITIONAL INDUSTRIAL  
 TI ZONING REQUIREMENTS  
 A) MINIMUM LOT AREA = 43,560 SQ. FT.  
 B) MINIMUM LOT WIDTH = 100 FT.  
 C) MAXIMUM BUILDING HEIGHT = 45 FT OR 2 STORIES  
 SETBACKS  
 A) FRONT YARD = 50 FT.  
 B) SIDE YARD = 25 FT.  
 C) REAR YARD = 25 FT.
- 2) PARKING REQUIREMENTS:  
 B) MINIMUM REQUIRED SPACE PER TOWNSHIP = 9'x18' (24' AISLE)  
 C) TYPICAL PARKING SPACE PROVIDED = 9'x18' (24' AISLE)  
 D) TYPICAL BARRIER FREE SPACE = 13'x18'  
 E) NUMBER OF SPACES REQUIRED = 67 (BASED ON TOWNSHIP REQUIREMENTS OF 0.67 SPACES / 1,000 SF.)  
 F) NUMBER OF SPACES PROVIDED = 161
- 3) THIS PROJECT IS NOT LOCATED IN THE 100 YEAR FLOOD PLAIN, BASED ON THE NATIONAL FLOOD INSURANCE PROGRAM RATE MAPS
- 4) THE PERMANENT PARCEL NUMBER FOR THE SITE IS 41-19-32-300-043. THE ADDRESS OF THE PROPERTY IS 5784 KRAFT AVENUE SOUTHEAST.
- 5) NO FENCES OR WALLS ARE PROPOSED, (EXCEPT LOADING DOCK WALLS)
- 6) ALL DIMENSIONS TO CONCRETE CURB LINE ARE TO FACE OF CURB, UNLESS OTHERWISE NOTED.

**5784 Kraft Avenue SE**

**Site Layout Plan**

PART OF THE SW 1/4 OF SECTION 32, T6N, R10W, CASCADE TOWNSHIP, KENT COUNTY, MICHIGAN

**STAMP:**



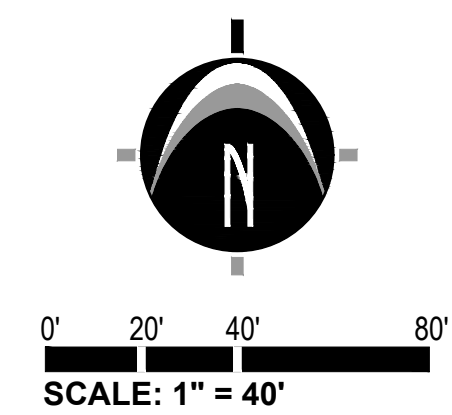
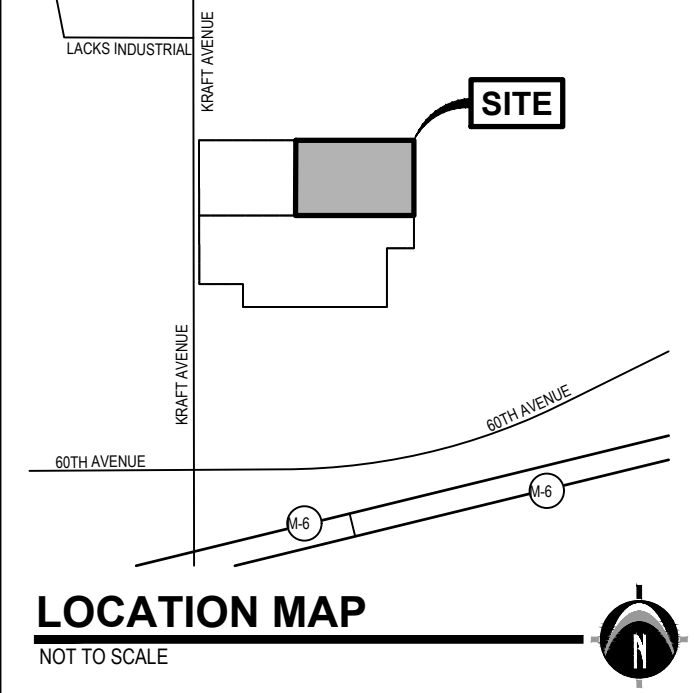
**PROJECT NO:**  
 22400770

**SHEET NO:**  
**C-205**

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

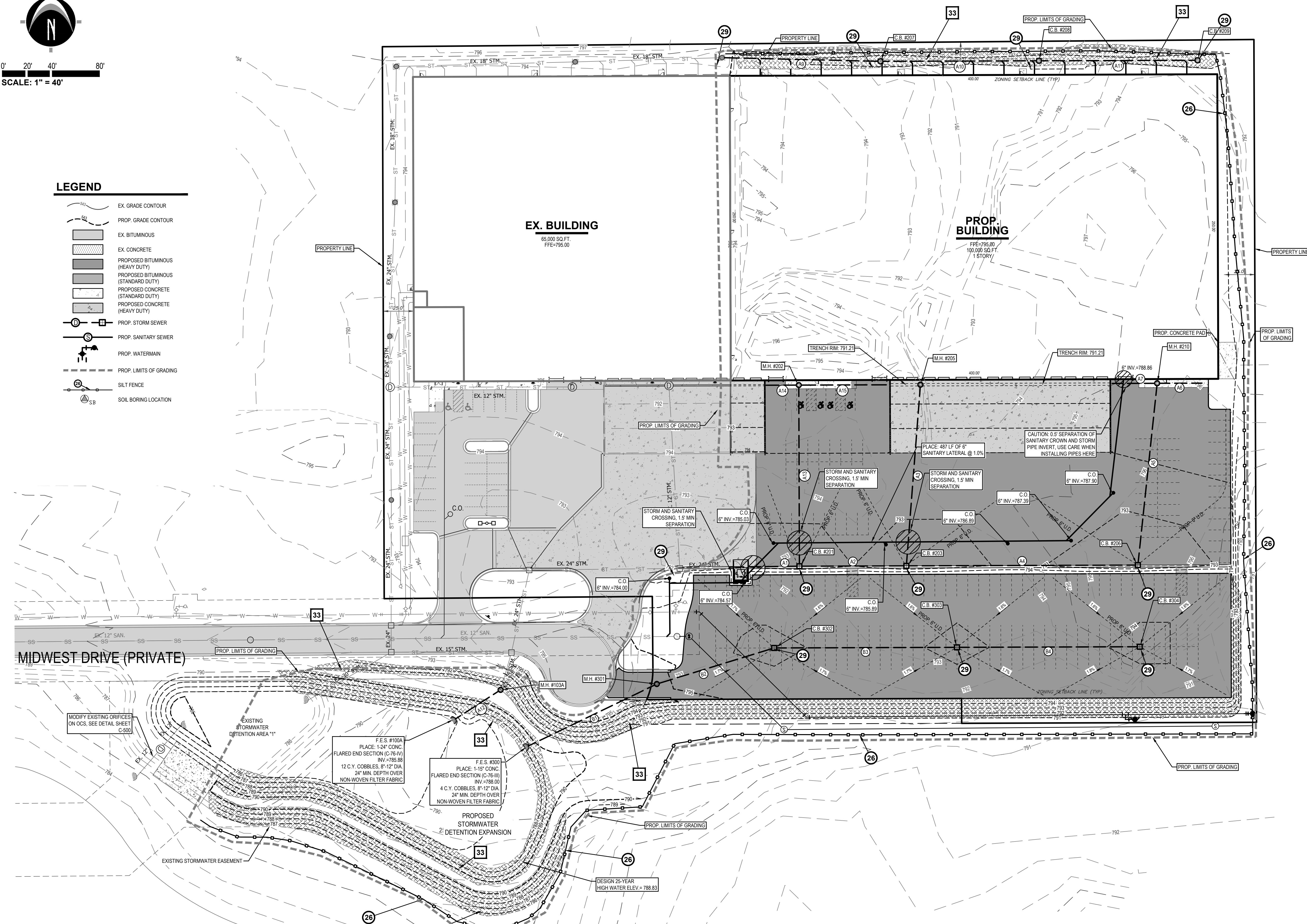
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**LEGEND**

	EX. GRADE CONTOUR
	PROP. GRADE CONTOUR
	EX. BITUMINOUS
	EX. CONCRETE
	PROPOSED BITUMINOUS (HEAVY DUTY)
	PROPOSED BITUMINOUS (STANDARD DUTY)
	PROPOSED CONCRETE (STANDARD DUTY)
	PROPOSED CONCRETE (HEAVY DUTY)
	PROP. STORM SEWER
	PROP. SANITARY SEWER
	PROP. WATERMAIN
	PROP. LIMITS OF GRADING
	SILT FENCE
	SOIL BORING LOCATION



**SOIL EROSION CONTROL SCHEDULE 2023**

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
PLACE SILT FENCE												
STRIP & STOCKPILE TOPSOIL												
CONSTRUCT CONNECTION TO STORM SEWER												
ROUGH GRADE SITE												
CONSTRUCT BUILDING FOUNDATION AND BUILDING												
CONSTRUCT IMPROVEMENTS AROUND BUILDING												
CONSTRUCT UTILITY LINES TO BUILDING												
FINISH GRADE SITE												
PAVE SITE												
RESPREAD TOPSOIL/COMPACTION												
SEED DISTURBED AREAS												
SITE RESTORATION/CLEAN UP												

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- SOIL EROSION AND SEDIMENTATION CONTROL NOTES**
- CONTRACTOR SHALL POSSESS THE SOIL EROSION AND SEDIMENTATION CONTROL PERMIT PRIOR TO START OF ANY EARTH WORK.
  - CONTRACTOR SHALL MODIFY THIS SOIL EROSION AND SEDIMENTATION CONTROL PLAN TO SHOW THE ADDITIONAL CONTROL MEASURES INTENDED TO BE USED DURING CONSTRUCTION. SUBMIT MODIFICATIONS TO THE CONTROLLING AGENCY, THE OWNER, AND THE ENGINEER.
  - EROSION PROTECTION SHALL BE PROVIDED AT ALL STORM SEWER INLETS AND OUTLETS. ALL BARE EARTH SHALL BE STABILIZED WITH SEEDING.
  - REFER TO THE M.D.O.T.'S SOIL EROSION AND SEDIMENTATION CONTROL MANUAL (APRIL 2006) FOR ADDITIONAL INFORMATION.
  - THE ENTIRE STORM SEWER SYSTEM SHALL BE CLEANED AND FLUSHED FOLLOWING CONSTRUCTION AND PAID RECEIPT THEREOF PROVIDED TO THE ENGINEER AND COUNTY SESS AGENT PRIOR TO FINAL PAYMENT TO THE CONTRACTOR OR FINAL ACCEPTANCE OF THE CONSTRUCTION BY THE OWNER.
  - THE CONTRACTOR SHALL BE RESPONSIBLE TO INSPECT, TAKE CORRECTIVE ACTION AND MAINTAIN ALL TEMPORARY SESS MEASURES DAILY AND AFTER EACH RAIN EVENT UNTIL FINAL COMPLETION AND ACCEPTANCE OF THE PROJECT.

**NEDERVELD**  
 www.nederveld.com  
 800.222.1868  
**GRAND RAPIDS**  
 217 Grandville Ave., Suite 302  
 Grand Rapids, MI 49503  
 Phone: 616.575.5190  
**ANN ARBOR**  
 CHICAGO  
 COLUMBUS  
 HOLLAND  
 INDIANAPOLIS  
 ST. LOUIS

**PREPARED FOR:**  
 5784 Kraft Avenue LLC  
 Scott Geerlings  
 8516 Homestead Ave.  
 Zeeland, MI 49464  
 Phone: 616.772.6070

**REVISIONS:**

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**5784 Kraft Avenue SE**  
**Grading & S.E.S.C. Plan**  
 PART OF THE SW 1/4 OF SECTION 32, T6N, R10W,  
 CASCADE TOWNSHIP, KENT COUNTY, MICHIGAN

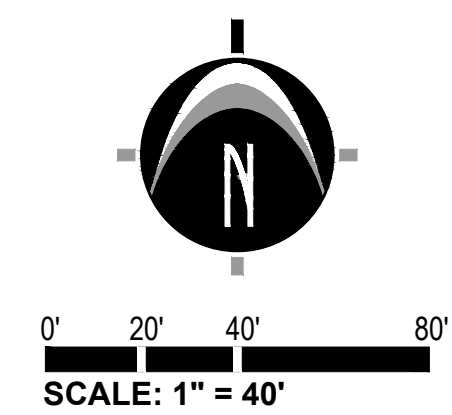
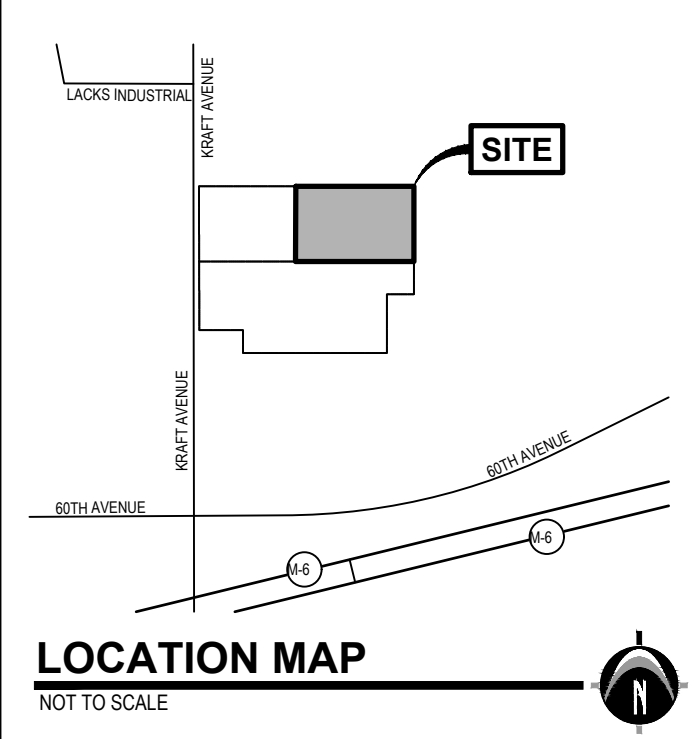
**STAMP:**

**PROJECT NO:**  
22400770

**SHEET NO:**  
**C-300**

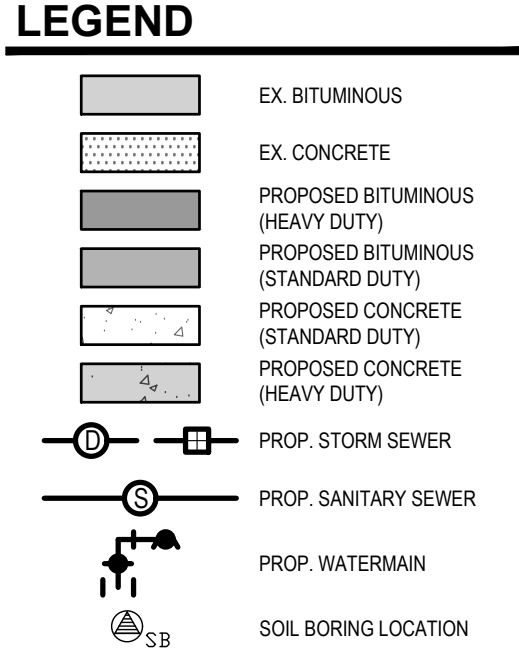
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 Scott Geertlings  
 8516 Homestead Ave.  
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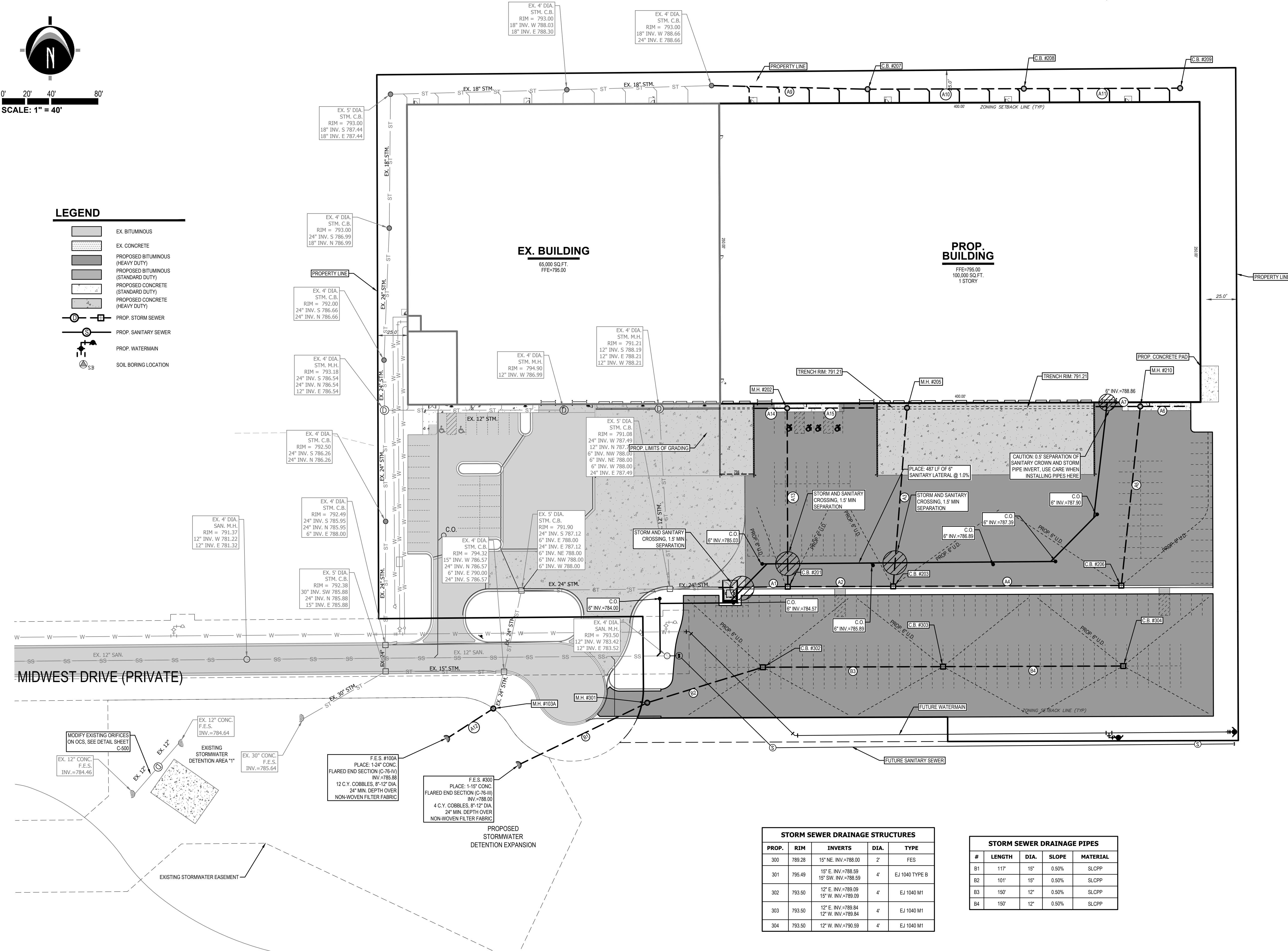
**STORM SEWER DRAINAGE STRUCTURES**

PROP.	RIM	INVERTS	DIA.	TYPE
100A	787.94	24" NE INV.=785.88	2'	FES
103A	790.81	24" N INV.=786.12 24" SW INV.=786.12	4'	EJ 1040 TYPE B
201	792.40	24" E INV.=787.78 6" NE INV.=788.98 12" N INV.=787.78 6" NW INV.=788.98 24" W INV.=787.78	5'	EJ 7045 M1
202	794.93	12" E INV.=788.23 12" W INV.=788.23 12" S INV.=788.23	4'	EJ 1040 B
203	792.30	18" E INV.=788.04 15" N INV.=788.04 6" NE INV.=789.24 6" NW INV.=789.24 24" W INV.=788.04	4'	EJ 7045 M1
205	791.21	12" E INV.=788.48 12" W INV.=788.48 15" S INV.=788.48	4'	EJ 1040 TYPE B
206	792.06	12" N INV.=788.70 6" NW INV.=789.88 6" NE INV.=789.88 18" W INV.=788.70	5'	EJ 7045 M1
207	793.00	15" E INV.=789.05 15" W INV.=789.05	4'	EJ 1040 TYPE N
208	793.00	12" E INV.=789.44 15" W INV.=789.44	4'	EJ 1040 TYPE N
209	793.00	12" W INV.=789.83 4' E INV.=789.15 8" W INV.=790.15 12" S INV.=789.15	4'	EJ 1040 TYPE B
210	794.94	8" E INV.=789.15 8" W INV.=790.15 12" S INV.=789.15	4'	EJ 1040 TYPE B



**STORM SEWER DRAINAGE PIPES**

#	LENGTH	DIA.	SLOPE	MATERIAL
A1	57'	24"	0.30%	C-76-IV
A2	88'	24"	0.30%	C-76-IV
A3	149'	15"	0.30%	C-76-IV
A4	190'	18"	0.35%	C-76-IV
A5	150'	12"	0.30%	SLOPP
A6	37'	8"	1.00%	SLOPP
A7	37'	8"	1.44%	SLOPP
A9	130'	15"	0.30%	SLOPP
A10	130'	15"	0.30%	SLOPP
A11	130'	12"	0.30%	SLOPP
A12	44'	24"	0.55%	SLOPP
A13	149'	12"	0.30%	C-76-IV
A14	27'	12"	0.30%	SLOPP
A15	72'	12"	0.24%	SLOPP



**STORM SEWER DRAINAGE STRUCTURES**

PROP.	RIM	INVERTS	DIA.	TYPE
300	789.28	15" NE INV.=788.00	2'	FES
301	795.49	15" E INV.=788.59 15" SW INV.=788.59	4'	EJ 1040 TYPE B
302	793.50	12" E INV.=789.09 15" W INV.=789.09	4'	EJ 1040 M1
303	793.50	12" E INV.=789.84 12" W INV.=789.84	4'	EJ 1040 M1
304	793.50	12" W INV.=790.59	4'	EJ 1040 M1

**STORM SEWER DRAINAGE PIPES**

#	LENGTH	DIA.	SLOPE	MATERIAL
B1	117'	15"	0.50%	SLOPP
B2	101'	15"	0.50%	SLOPP
B3	150'	12"	0.50%	SLOPP
B4	150'	12"	0.50%	SLOPP

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**5784 Kraft Avenue SE**

**Utility Plan**

PART OF THE SW 1/4 OF SECTION 32, T6N, R10W, CASCADE TOWNSHIP, KENT COUNTY, MICHIGAN

**STAMP:**

STATE OF MICHIGAN  
 ROGER JACK BARR II  
 ENGINEER  
 No. 41990  
 LICENSED PROFESSIONAL ENGINEER

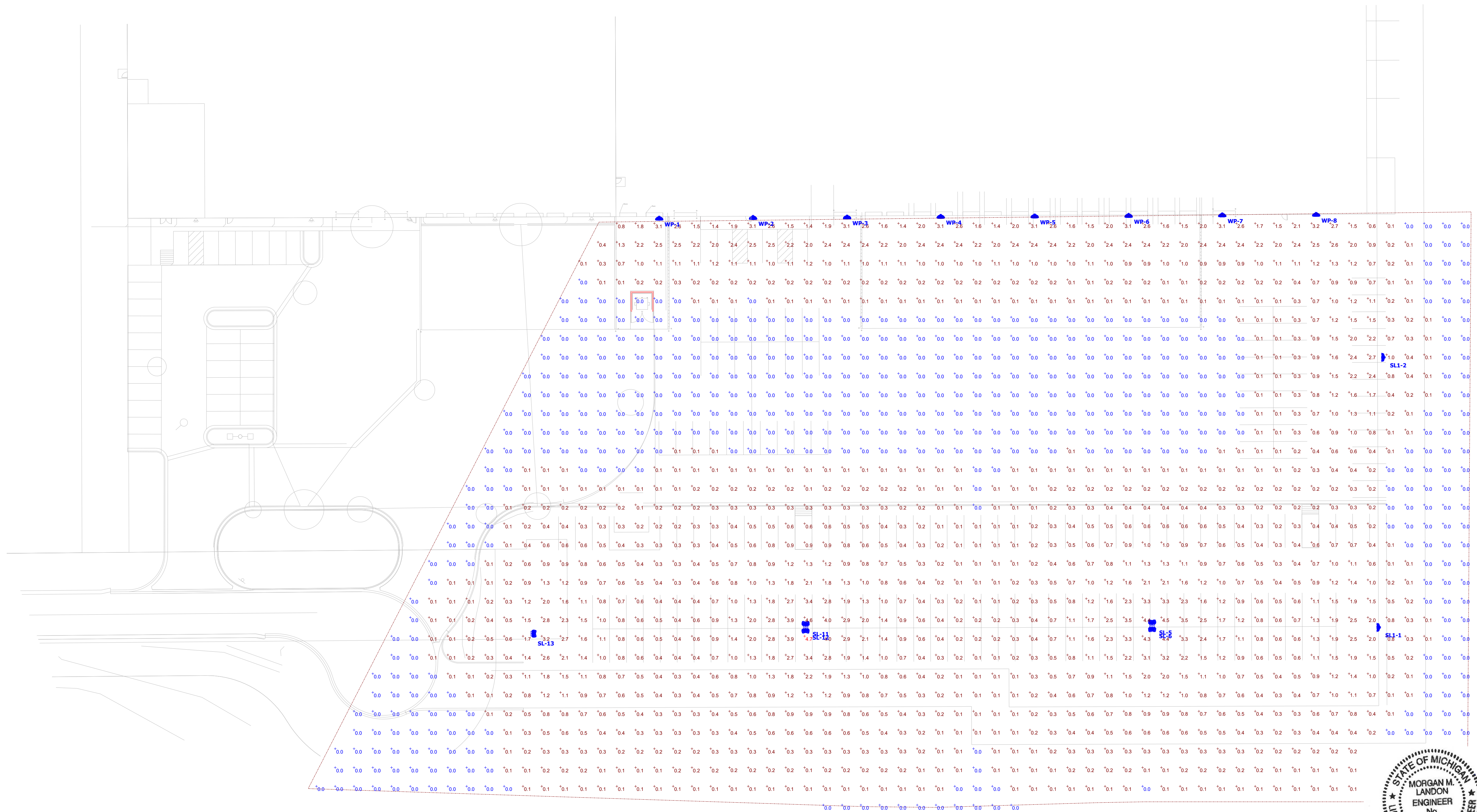
**PROJECT NO:**  
22400770

**SHEET NO:**  
**C-400**



Luminaire Locations												
No.	Label	Location						Aim				
		X	Y	Z	MH	Orientation	Tilt	X	Y	Z		
6	SL	4178.83	4500.38	25.00	25.00	180.00	0.00	4178.83	4500.38	0.00		
1	SL1	4300.19	4500.43	25.00	25.00	270.00	0.00	4300.19	4500.43	0.00		
11	SL	3994.26	4501.43	25.00	25.00	0.00	0.00	3994.26	4501.43	0.00		
12	SL	3994.25	4499.58	25.00	25.00	180.00	0.00	3994.25	4499.58	0.00		
2	SL1	4302.72	4644.36	25.00	25.00	270.00	0.00	4302.72	4644.36	0.00		
13	SL	3848.51	4497.08	25.00	25.00	90.00	0.00	3848.51	4497.08	0.00		
1	WP	3916.27	4719.23	16.00	16.00	180.00	0.00	3916.27	4719.23	0.00		
2	WP	3966.27	4719.60	16.00	16.00	180.00	0.00	3966.27	4719.60	0.00		
3	WP	4016.38	4719.85	16.00	16.00	180.00	0.00	4016.38	4719.85	0.00		
4	WP	4066.24	4720.17	16.00	16.00	180.00	0.00	4066.24	4720.17	0.00		
5	WP	4116.29	4720.40	16.00	16.00	180.00	0.00	4116.29	4720.40	0.00		
6	WP	4166.32	4720.70	16.00	16.00	180.00	0.00	4166.32	4720.70	0.00		
7	WP	4216.21	4720.99	16.00	16.00	180.00	0.00	4216.21	4720.99	0.00		
8	WP	4266.22	4721.28	16.00	16.00	180.00	0.00	4266.22	4721.28	0.00		
5	SL	4178.84	4502.22	25.00	25.00	0.00	0.00	4178.84	4502.22	0.00		

Schedule																
Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage	Efficiency	Distribution	Polar Plot	Notes	Description
	SL		5	Lithonia Lighting	RSX1 LED P2 40K R4		1	RSX1_LED_P2_40K_R4.ies	9972	1	72.95	100%	TYPE IV, SHORT, BUG RATING: B2 - U0 - G2			RSX Area Fixture Size 1 P2 Lumen Package 4000K CCT Type R4 Distribution
	SL1		2	Lithonia Lighting	RSX1 LED P2 40K R4 HS		1	RSX1_LED_P2_40K_R4_HS.ies	6554	1	72.95	100%	TYPE III, SHORT, BUG RATING: B1 - U0 - G2			RSX Area Luminaire Size 1 P2 Lumen Package 4000K CCT Type R4 Distribution with HS shield
	WP		8	Lithonia Lighting	KAXW LED P1 40K R3 MVOLT	LED	1	KAXW_LED_P1_40K_R3_MVOLT.ies	3545	1	29	100%	TYPE III, SHORT, BUG RATING: B1 - U0 - G1			KAXW LED, PERFORMANCE PACKAGE 1, 4000K, TYPE 3, 120-277V



New Addition for:  
 Potential Tenant  
 5784 Kraft SE

**MORGAN M. LANDON, PE, LLC**  
 2054 Brandon Drive NW  
 Grand Rapids, Michigan 49504  
 616-890-9321  
 morgan@mllandon.com



Designer  
 MML  
 Date  
 03-15-2023  
 Scale  
 1" = 30' - 0"  
 Drawing No.  
 Summary



## CASCADE CHARTER TOWNSHIP

5920 Tahoe Drive SE Grand Rapids, Michigan 49546-7140

**Date** March 31, 2023  
**To** Brian Hilbrands  
**From** Aric Thorne, PE  
**Subject** Site Plan Review: 5784 Kraft Ave LLC, 5784 Kraft Ave SE

---

I have reviewed the site plan for 5784 Kraft Ave LLC by Nederveld. The applicant is proposing the expansion of an existing parking lot to supplement an approved building addition.

### **Stormwater and Drainage**

The proposed project is being reviewed under the 2022 Stormwater Ordinance and the criteria in the Stormwater Standards Manual revised March 2021.

An existing industrial warehouse; parking lot; and detention basin are situated on multiple parcels with addresses 5784 and 5824 Kraft Ave SE. An addition to the warehouse has been previously approved and this project is to extend the existing lot. The basin and its expansion are located in a recorded easement agreement that provides for shared access, utilities, and stormwater management between these two properties and the undeveloped parcel at 5726 Kraft Ave SE.

The project site is in Flood Control Zone 2, requiring detention for the 25-year storm with a maximum release rate of 0.13-cfs. The existing basin is being expanded to accommodate the increased runoff due to the impervious surface. The proposed lot expansion totals 1.07-acres. The existing private storm sewer system will be expanded. This system and the detention basin serve as stormwater controls on the site.

### **Flood Control**

The applicant provided supporting calculations for the increased runoff and expanded detention basin design. 12-inch to 15-inch diameter sewer conveys storm water from three 48-inch diameter catch basins in the lot through a 15-inch diameter outlet into the basin. 6-inch underdrain will be installed under the lot and into each basin. An emergency spillway allows for the 100-year storm event. This utilizes an existing pond located southwest of the basin that drains to the west by open channel and 36-inch culvert under Kraft Ave SE.

### **Water Quality and Channel Protection**

Water quality and channel protection are provided through the expanded detention basin. The outlet features a rip rap apron and debris cage. The expanded basin design allows for the

increased runoff volume to accommodate for the 25-year storm event; for minimum 1-foot of freeboard above the calculated required storage volume; and includes the aforementioned emergency overflow route.

## **Drainage Plan**

The applicant has submitted plans with existing topography; proposed grading for the detention basin; and drainage patterns within the lot.

There is an existing easement agreement (202212280095320), including terms for stormwater use, between the subject and two neighboring parcels:

<b>Address</b>	<b>Property Owner</b>
5874 Kraft Ave SE	5784 Kraft Ave LLC
5824 Kraft Ave SE	Kraft Avenue Properties LLC
5726 Kraft Ave SE	EQ Real Estate LLC

The existing storm water runoff facility maintenance agreement (20190820-0062326) between 5784 Kraft Ave LLC and the Township should be amended prior to construction to include **all** property owners and to reflect the standards of the current storm water ordinance. This includes providing a maintenance plan, schedule, and tracking of compliance.

## **Utilities and General Comments**

12-inch to 15-inch sewer and 6-inch underdrain is proposed to be installed as part of conveyance system from the lot to detention basin. The lot will be accessible by the private road Midwest Drive. Water main and sanitary sewer are stubbed in the approximate area of the proposed lot. Future expansion is anticipated to cross the proposed storm sewer.

## **Soil Erosion and Sedimentation Control**

Applicant indicated limits of disturbance and provided the following measures: permanent/temporary seeding, rip rap, gravel access approach, geotextile silt fence, inlet protection, and mulch blanket. Kent County Road Commission must review and approve plans and issue a soil erosion and sedimentation control permit before construction may begin.

## **Summary**

The proposed stormwater management design meets the Township Stormwater Ordinance requirements for the site location. I recommend approval from an engineering standpoint.

Let me know if you have any questions or concerns.

MEMORANDUM

To: Cascade Charter Township Planning Commission  
From: Brian Hilbrands, Planning Director  
Subject: ARC Amendments/Intensive Livestock Operations  
Meeting Date: May 1, 2023

Staff have been directed to review the zoning ordinance definition of intensive livestock operations and as well as where the use may be permitted in the Township. Chapter 3 of the zoning ordinance defines the operations as a non-farm use which involves the confined feeding and or production of any one or more of the following:

- 300 or more cattle
- 600 or more swine, goats, or sheep
- 30,000 or more fowl

Currently intensive livestock operations are not listed as an allowed use in any zoning district. However, the regulation of any agricultural/farm use can be difficult because local regulations are often preempted by the Michigan Right to Farm Act (RTFA) if the use/operation complies with generally accepted agricultural and management practices (GAAMPs). To provide clarity on what regulations the Township would be able to enforce, staff reached out to Legal Counsel to provide an opinion regarding how the Township may legally regulate intensive livestock operations, also known as Concentrated Animal Feeding Operations (CAFO). The attorney-client privilege opinion provided by Legal Counsel will be sent to you as a separate document.

To provide additional context, Zoning Administrator Smith-Jacoby catalogued the regulations of a few local jurisdictions have in place. Those regulations are summarized in the table below:

Municipality	Permitted	Comments
Lowell Township	By Right	No specific regulations, only references GAAMPs and RTFA.
Vergennes Township	Special Use	Defined as special use when numbers exceed: a. A total of seven hundred fifty (750) dairy cattle (all classes), seven hundred fifty (750) slaughter and feeder cattle, one thousand eight hundred (1,800) swine (all classes), one hundred thousand (100,000) poultry (all classes), five thousand (5,000) sheep and goats (all classes), two hundred (200) horses (all classes), or;  b. A population per contiguous acre of four (4) dairy cattle (all classes), four (4) slaughter and

		feeder cattle, twenty (20) swine (all classes), seven hundred (700) poultry (all classes), ten (10) sheep and goats (all classes), four (4) horses (all classes). c. On a lot of less than five (5) acres, a total population per acre in Vergennes Township Zoning Ordinance Chapter 3-4 Supp. No 25 excess of one (1) cattle (all classes), one (1) horse (all classes), two (2) swine (all classes), two (2) sheep and goats or twenty (20) poultry (all classes)
Caledonia Township	Yes	Permitted with Township Board approval, but no specific regulations. Only references GAAMPs and RTFA.
Gaines Township	Special Use	Special use permit if numbers exceed 5 large animals per acre (cattle, horses), 20 small animals per acre (goats, sheep, pigs), 500 poultry or small field mammals per acre (chickens, rabbits)
Byron Township	Special Use	No specific regulations, only references GAAMPs and RTFA.
Grattan Township	By Right	Allowed in the Intensive Livestock Operation District. Defined as an operation that exceeds the following: - A total of seven hundred fifty (750) dairy cattle (all classes), seven hundred fifty (750) slaughter and feeder cattle, one thousand eight hundred (1,800) swine (all classes), one hundred thousand (100,000) poultry (all classes), five thousand (5,000) sheep and goats (all classes), two hundred (200) horses (all classes),

The summary shows a mix of responses, with some jurisdictions providing their own definitions of livestock operations and others referring to the RTFA and GAAMPs standards. Similarly, some jurisdictions allow livestock operations as a special use while others permit them by-right.

In Section III (beginning on Page 5) of the attorney-client privilege opinion, Legal Counsel provides a number of proposed amendments that can be added to the zoning ordinance that call out the GAAMPs standards, and would therefore not be preempted by the RTFA. This would provide the Township with the ability to enforce violations of the GAAMPs standards without having to rely on the state to do so.

The definition of Livestock Production Facilities would be taken directly from the GAAMPs regulations, which define it as any place where livestock are kept with a capacity of 50 animal units or greater and/or the associated manure storage structures. An animal unit is a standard used by the GAAMPs, and 50 animal units results in the following number of animals:

- 50 slaughter and feeder cattle
- 35 mature dairy cattle
- 125 swine
- 500 sheep and lambs
- 25 horses
- 2,750 turkeys
- 5,000 laying hens or broilers

Staff are proposing the following amendments be made to the zoning ordinance:

- Add definitions of livestock and livestock facilities as provided in the Legal Counsel opinion to Chapter 3 of the zoning ordinance.
- Add the list of standards for CAFOs/Livestock production facilities as provided in the Legal Counsel opinion to Chapter 4 of the zoning ordinance.
- Amend language in Chapter 7 to allow livestock operations facilities that are in compliance with GAAMPs practices as a use permitted by right.
- Amend language in Chapter 7a to allow livestock operations facilities that are in compliance with GAAMPs practices as a use permitted by right, while any other livestock operations facilities are permitted as a special use.

At this time staff are looking for comments and direction from the Planning Commission regarding the proposed amendments, as well as if there any additional regulations that should be included in the amendments. The next steps would be for staff to formally draft a proposed amendment to the zoning ordinance. This will most likely be sent to Legal Counsel for a final review, and then a public hearing will be set to review the proposed amendment.

Attachments:                    Legal Counsel Attorney-Client Privilege Opinion (separate document)  
    Chapters 7 and 7a of the Zoning Ordinance

# CHAPTER 7

## ARC Agriculture/Rural Conservation District

### Section 7.01 Title:

Use Regulations Relating to the "ARC" Agriculture/Rural Conservation District

### Section 7.02 Intent:

This district is intended in part to conserve the rural open space qualities of the community and to allow low density residential development in areas where soil conditions, topography, vegetation and or lack of existing or programmed public utilities and urban services preclude and will continue to preclude for an extended period, more intensive development. It is the further intended of this district to conserve large tracts of land suitable for agricultural and other specialized rural uses and to promote harmony between these uses and residences and the uses permitted in adjacent districts. The requirements of this district are such that if intense development and land subdivision is to occur, it shall be preceded by appropriate rezoning based on sound planning principles and the efficient programming of those public improvements and urban services necessary to support the development.

### Section 7.03 Uses Permitted by Right:

In any ARC district, no building or land shall be used, and no building shall be erected, except for one or more of the following specified uses, unless otherwise provided in this Ordinance:

1. Any use permitted by right in the R-1 and R-2 residential districts as enumerated in Chapter 6.
2. Single family earth sheltered and mobile home dwellings Section 4.19
3. Agricultural uses and farming operations as defined in Chapter 3, together with buildings and other installations customary and necessary to such uses or operations, except intensive livestock operations.

### Section 7.04 Uses Permitted by Special Use Permit:

The following uses may be permitted, but are subject to the provisions and conditions outlined in Chapter 17:

1. Golf courses, country clubs and other public or private outdoor recreational uses, excluding miniature golf and amusement parks Section 17.07.2.c

2. Private airports and landing fields
3. Public, semi-public or private communications transmitter and relay stations Section 17.07.2.g
4. Travel trailer parks and campgrounds
5. Outdoor storage centers for recreational vehicles
6. Public utility and private contractor storage and service yards in association with specialized services requiring bases of operation and short term outdoor storage of equipment and material, excluding the stockpiling of material and the major repair of equipment Section 17.07.2.i
7. Kennels, animal hospitals and public stables Section 17.07.2.f
8. Limited retail and wholesale trade of landscape products in association with greenhouses Section 17.07.2.j (This subsection amended by Ordinance #2 of 1997)
9. Roadside Stands Section 17.07.2.m
10. Milk pasteurization plants, fish hatcheries and apiaries, and the raising of fur bearing animals when associated and secondary to a farming operation.
11. Cemeteries
12. Any special use which may be permitted in the R-1 and R-2 zoning districts as enumerated in Chapter 6.
13. Group Day Care Homes Section 17.07.2.o (New subsection added by Ordinance #14 of 1989)
14. Minor Mineral Resource Extraction Section 4.28 (New subsection added by Ordinance #19 of 1990)
15. Antenna tower and masts for cellular phone and other personal communication services Section 17.03.1.h (New subsection added by Ordinance #11 of 1996)
16. Nurseries with associated limited retail and wholesale trade of nursery stock field-raised on the premises and where at least 30% of the acreage of the facility is dedicated to growing nursery stock. Section 17.07.2.j
17. Other uses determined by the Planning Commission to be similar to the uses listed in Section 17.04 hereof and for which a special use permit maybe approved by the Township. (Section added by Ord. #3of 2006; 5/10/06)



Definitions  
General Provisions  
Development Review

Zoning Districts  
Special Uses  
Planned Unit Development

Height, Area, & Placement  
Parking & Access  
Landscaping

# CHAPTER 7a FP Farmland Preservation

Ord No 3 of 2010; 3/10/10

## Section 7.01a Title:

Use Regulations Relating to the "FP" Farmland Preservation District:

## Section 7.02a Intent:

This district is intended to maintain agricultural activity, preserve open spaces, and encourage farming operations, in part by precluding land uses that may conflict with such objectives and by permitting uses which complement farming and support agricultural practices. The purpose of this district is to allow farm establishments and encourage their viability. Areas within this district have distinctive soils capable of supporting productive agriculture and unique crops. These lands are not served with public water or sanitary sewer and non-residential development, nonagricultural development, land subdivisions, site condominiums, or multiple-family uses are not anticipated or appropriate.

## Section 7.03a Uses Permitted by Right:

In the FP district, no building or land shall be used, and no building shall be erected, except for one or more of the following specified uses, unless otherwise provided in this Ordinance:

1. Single family detached homes except mobile homes and earth sheltered dwellings.
2. Home occupations, as provided for in Section 4.20.
3. Agricultural uses and farming operations as defined in Chapter 3, together with buildings and other installations customary and necessary to such uses or operations.
4. Accessory buildings, structures and uses as provided in Section 4.09.
5. Farmland Preservation residential subdivision or site condominium as provided in the Subdivision Ordinance
6. Parks, playgrounds and related facilities, provided such facilities are owned and operated by the public or non-profit groups, but excluding those such facilities intended to serve areas beyond the immediate neighborhood, and outdoor facilities which are designed and intended for use after natural daylight hours.
7. Signs as provided in the Cascade Charter Township Sign Ordinance.

8. Temporary buildings, structures and uses, as provided in Section 4.18.
9. Greenhouses.

## Section 7.04a Uses Permitted by Special Use Permit:

The following uses may be permitted, but are subject to the provisions and conditions outlined in Chapter 17:

1. Kennels, animal hospitals and public stables.
2. Limited retail and wholesale trade of landscape products in association with greenhouses.
3. Roadside Stands, as defined in Chapter 3.
4. Milk pasteurization plants, fish hatcheries and apiaries, and the raising of fur bearing animals when associated and secondary to a farming operation.
5. Nurseries with associated limited retail and wholesale trade of nursery stock field-raised on the premises and where at least 30% of the acreage of the facility is dedicated to growing nursery stock.
6. Other uses determined by the Planning Commission to be similar to the uses listed in Section 7.04a hereof and for which a special use permit maybe approved by the Township.
7. Private Street, unless part of an approved Farmland Preservation residential subdivision or site condominium
8. Public or private non-profit parks and recreation and, tennis courts, baseball fields, and similar facilities intended to serve areas beyond the immediate neighborhood and outdoor facilities designed and intended for use after natural daylight hours.
9. Churches and associated facilities normally incidental thereto. Any use associated with the church use that is further regulated by this ordinance shall also require the church use to comply with any such regulations as well. This would include but need not be limited to uses such as child day care, adult day care and group day care home facilities.

Notwithstanding the provisions of this Section, churches which lawfully existed before the effective date of this Ordinance shall for the purpose of this Ordinance be considered conforming. Expansion of such facilities shall however be subject to this ordinance. (Ord. #10 of 2001)



Definitions

General Provisions

Development Review

Zoning Districts

Special Uses

Planned Unit Development

Height, Area, & Placement

Parking & Access

Landscaping

7a-1

MEMORANDUM

To: Cascade Charter Township Planning Commission  
From: Brian Hilbrands, Planning Director  
Subject: Schedule Public Hearing for Master Plan Amendment  
Meeting Date: May 1, 2023

At the April 12 meeting, the Township Board approved the proposed Master Plan amendment for distribution which started the required 42-day public review period. After this review period is complete, the next step is for the Planning Commission to hold a public hearing after which you may adopt the proposed amendment and send it back to the Board for final approval. The earliest the public hearing may be held is at the June 5 PC meeting. Staff are requesting that the PC formally set a date for the public hearing, after which staff will send out the required notices.

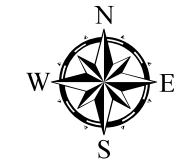
Attachments: Amended Future Land Use Map

ADA TOWNSHIP

1200

# Cascade Charter Township

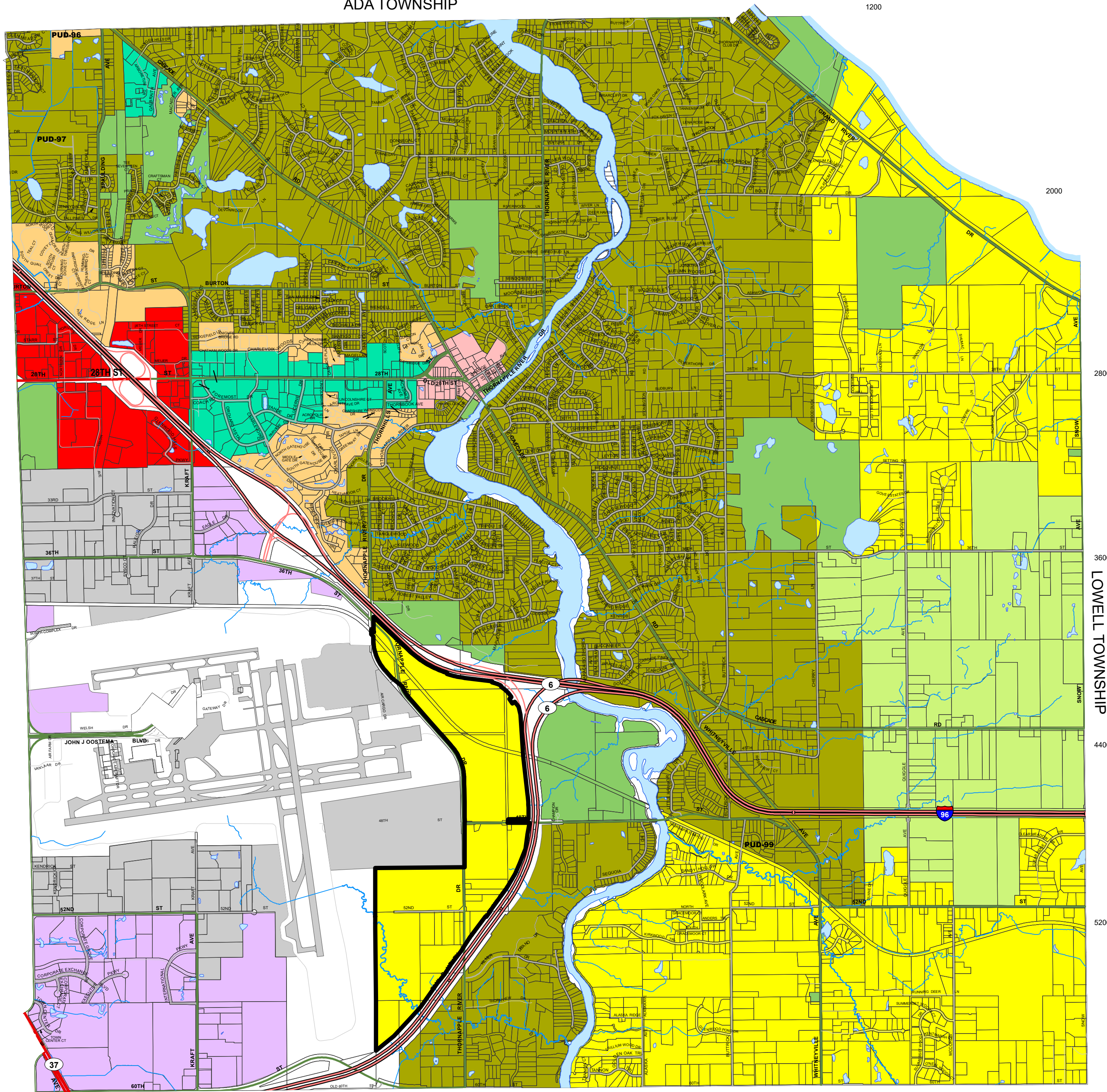
Kent County, Michigan  
*Future Land Use*



## Future Land Use Legend

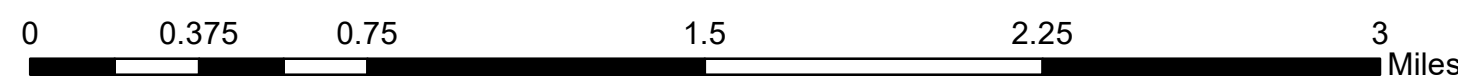
- Farmland Preservation
- Rural Residential
- Suburban Residential
- Community Residential
- Cascade Village
- Community Mixed Use
- Highway Commercial
- Transitional Mixed Use
- Industrial
- Community Facility / Golf Course
- Proposed Change

## Draft of Amended Future Land Use Map



4800 5600 6400 7200 8000 8800 9600

CALEDONIA TOWNSHIP



MEMORANDUM

To: Cascade Charter Township Planning Commission  
From: Brian Hilbrands, Planning Director  
Subject: GVMC Airport Access Study  
Meeting Date: May 1, 2023

Included in your packet is a final report from the GVMC Airport Access Study. I wanted to provide the Planning Commission with a chance to review this document. As you may recall, the study team held an open house at the Wisner Center on February 16 to allow residents to review and ask questions on the proposed plan. In reviewing the final report, I did find a couple of references to the Township's stance of limiting the amount of growth on the east side of the airport. I believe that the final report will also be shared with the Township Board at their first meeting in May.

**GVMC**



***GRAND VALLEY METROPOLITAN COUNCIL  
AIRPORT ACCESS STUDY***

***Final Report  
March 2023***

**AECOM**

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# 1. INTRODUCTION

## Overview

Gerald R. Ford International Airport (GRR) is a commercial airport approximately 13 miles southeast of Downtown Grand Rapids. GRR has been experiencing rapid growth over the past two decades, and has plans for significant expansion in the near future. The Grand Valley Metropolitan Council (GVMC) Airport Access Study investigated ways to improve access to the airport as well as the surrounding local road and freeway systems.

The study area is an approximately one-mile area around the airport that is used to evaluate potential access paths and surrounding land use and development. The study area is shown in the map on this page and includes East Paris Avenue to the west, Thornapple River to the east, 28th Street (M-11) to the north, and 68th Street to the south. It includes parts of the City of Kentwood, Cascade Charter Township, Gaines Charter Township, and Caledonia Township, all within Kent County, Michigan. Major adjacent transportation assets include the GRR, I-96 and M-6, and the CSX rail lines. Nearby development includes Davenport University and the large concentration of industrial and commercial development primarily on the west side of the airport.



Study Area

## Technical Advisory Committee (TAC)

To assist in management of the project and consideration of enhancement options, GVMC assembled a Technical Advisory Committee (TAC) that included representatives from adjacent municipalities, transportation agencies, and business and tourism industries. As key stakeholders, the team participated in the project process and advised on key decisions.

Each TAC meeting provided a project status update and information on public engagement. The TAC met four times through the process:

TAC Meeting #1 (**February 2022**): Existing Conditions, Conceptual Alternatives, Phase 1 Engagement Plan

TAC Meeting #2 (**June 2022**): Purpose and Need, Evaluation Criteria and Process, Phase 2 Engagement Plan

TAC Meeting #3 (**October 2022**): Practical Alternatives Analysis, Preliminary Recommended Alternatives

TAC Meeting #4 (**December 2022**): Recommended Alternatives, Phase 3 Engagement Plan



Michigan Department of Transportation (Grand Region)



Kent County



Gerald R. Ford International Airport



The Rapid



Kent County Road Commission



The Right Place



Cascade Charter Township



Grand Rapids Chamber



City of Kentwood



Experience Grand Rapids

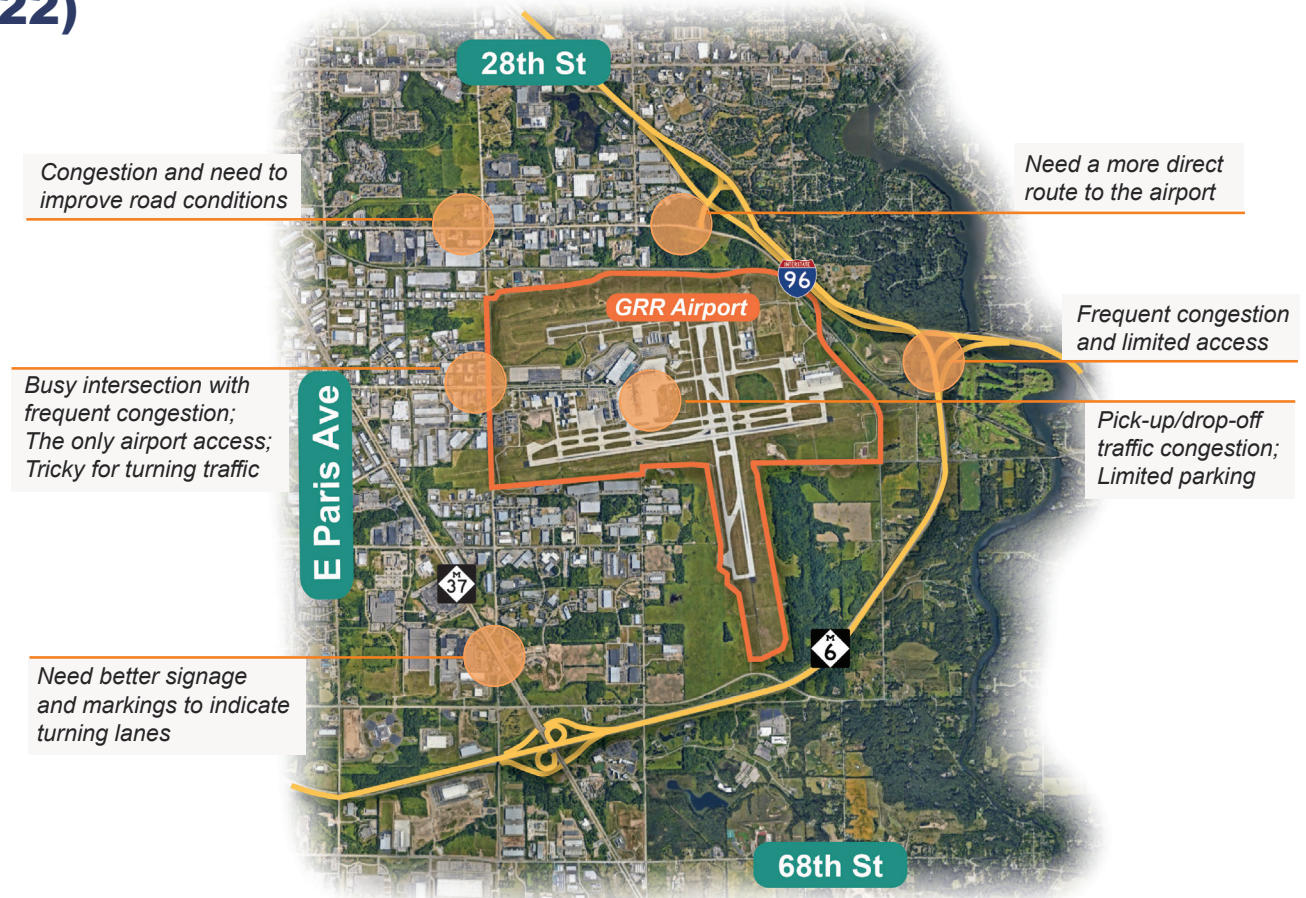
## 2. PUBLIC ENGAGEMENT

The Study involved three phases of public engagement to educate the public and gather input during and after the development of the alternatives. Engagement activities included an in-person public open house, virtual public meeting, and an online story map with a survey. A detailed summary of engagement results was compiled for each phase, and can be found on the [GVMC website](#).

### Phase 1 (March/April 2022)

During Phase 1 Public Engagement, participants were informed about the current transportation and economic conditions within the Study Area. The survey asked about people’s travel modes to and/or from the airport and whether there are significant issues accessing the airport. It included a map-based question which allowed people to identify challenges and opportunities of airport access at specific locations. More than 3,000 people within the GVMC region participated in the survey, which included the following themes:

- ▶ The need for a more direct route to the airport from I-96
- ▶ Congestion issues at the Patterson Avenue/44th Street intersection, which is currently the primary access point to the airport. This traffic makes turning and merging difficult
- ▶ The need for better signage and markings at the 36th Street/Patterson Avenue intersection and the airport entrance
- ▶ Limited options to access the airport via transit, biking and walking
- ▶ Congestion and safety issues near surrounding freeway interchanges



Frequently offered map-based comments from Phase 1 Engagement online survey

## Phase 2 (August/September 2022)

Phase 2 Public Engagement provided opportunities for participants to examine the Practical Alternatives. A story map with an introduction to each alternative was shared on the GVMC website, along with an online survey. The survey further explored people's preferences on the specific types of airport access improvement, and asked how much they would support each alternative.

More than 2,000 local participants within the GVMC region submitted their responses. The

results show an overall support for the Practical Alternatives.

Top priorities of airport access are shown in the chart below. The most preferred airport access improvements were *"More public transit and shuttle options to the airport and surrounding area"* and *"Secondary access point from the north or east"*.

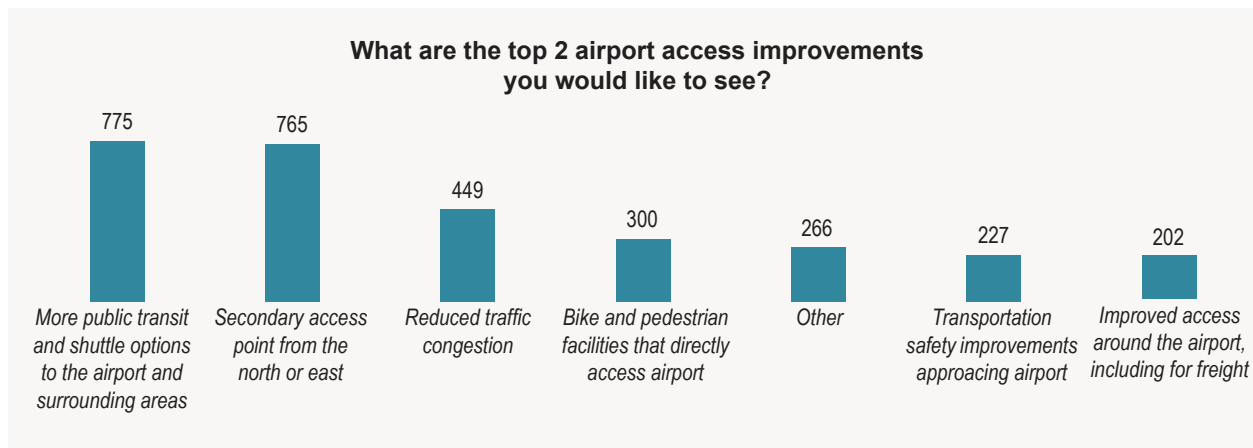
## Phase 3 (January/February 2023)

Phase 3 Public Engagement advised the public on the Preferred Projects and Future

Options. Two Public Open House events were held in Kentwood and Cascade Township. Over 100 residents joined the events to learn about the Study Background, Evaluation Process, and Preferred Projects.

A virtual public meeting was held online to present the Study. At the same time, a story map with descriptions of the Preferred Projects and the Future Options was shared on the GVMC website, and an online survey opened to ask the public about prioritization of the Preferred Projects and consideration of the Future Options.

In the third phase, nearly 600 people participated in the survey. Overall, results of Phase 3 Public Engagement show support for the Preferred Projects. Among these projects, ***I-96/36th Street Access*** received significantly higher support. Most participants considered these Preferred Projects as "medium" to "high" priority for implementation. There are mixed opinions regarding the Future Options. The general results show a slight preference for ***M-6 Interchanges*** and ***Expanded Curb Access*** as priorities for future implementation. However, ***M-6 Interchanges*** received relatively low support from participants with zip code residence in Kentwood and Cascade Township near GRR. These Future Options will need further study accompanied by public input.



Top 2 selected airport access improvements from Phase 2 Engagement online survey

## 3. PURPOSE AND NEED

### Existing Conditions

During the initial phase of the Study, the project team developed a comprehensive overview of the existing transportation, economic and land use conditions, as well as the previous regional and local planning efforts impacting the area. Detailed existing conditions information from the Study can be found in the [Existing Conditions Technical Memorandum](#). Overall, the main themes from this report are included in the elements below.

#### Limited Access

Public vehicular access to the airport terminal is currently limited to the Patterson Avenue and 44th Street/Oostema Boulevard intersection and, secondarily, the Patterson Avenue and Van Laar Drive intersection. Periodic safety events or congestion could significantly limit the ability to access GRR. Additional access to and potentially through GRR could add redundancy to the airport access network.

#### Airport Expansion Plans

GRR is the second largest airport in Michigan behind the Detroit Metropolitan Wayne County Airport (DTW) with about 3,200 acres of land, \$3.1 billion of annual economic impact to West Michigan, and over 100 businesses

supporting over 2,000 direct jobs. GRR has experienced rapid growth over the past few years and is positioned for continued growth in the future.

The region of Grand Rapids is also growing. Recent growth and projected future growth highlight the important relationship between regional and airport expansion, a reality demonstrated in recent airport master planning, the demand for direct and reliable access will only grow. At the same time, this momentum toward airport expansion makes it increasingly important to help ensure compatibility with other airside infrastructure investments and their construction.

#### Indirect Circulation

Public access from major expressways and cargo access from the FedEx Sort Facility on 52nd Street follows a circuitous route along local streets. Based on previous planning for the I-96 and M-6 corridors, there may be opportunities to create a more direct access route that enables faster access, especially from areas north and east of GRR.

#### Surrounding Growth and Development

The airport area is one of the areas expected to grow most in the entire region according to the GVMC 2045 Metropolitan *Transportation*

*Plan*. To accommodate such growth, access to GRR has become a critical local and regional priority.

Plans for the area immediately surrounding the airport include several areas of new development as well as many new nonmotorized facilities. This presents potential future challenges to accommodate more people traveling in the study area and to ensure the safety of nonmotorized users as they navigate a predominantly vehicle-oriented environment.

#### Expanding Access Options

Technology is changing how people get to and from the airport, with an uptick in Transportation Network Company (TNC, such as Uber or Lyft) and carshare use decreasing the expected future parking demand. In addition, The Rapid has recently initiated or planned additional public transit services that could improve access to GRR. These shifts underscore a potential need to prioritize curbside access for these modes in the future as a way to reduce congestion and the need for additional parking.

Based on the existing conditions analysis as well as the initial phase of public engagement, GVMC and its project partners developed the following Purpose and Need" for the project:

## Study Purpose

*"Expand multi-modal access options for the Gerald R. Ford International Airport and improve the connectivity of the surrounding local road and freeway network, in order to facilitate future airport expansion and accommodate regional growth and development (increasing population and jobs) in southeastern Kent County."*

## Study Needs

According to the existing conditions, the Study aims to improve or support the listed issues:



*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*

# 4. ALTERNATIVES DEVELOPMENT AND EVALUATION

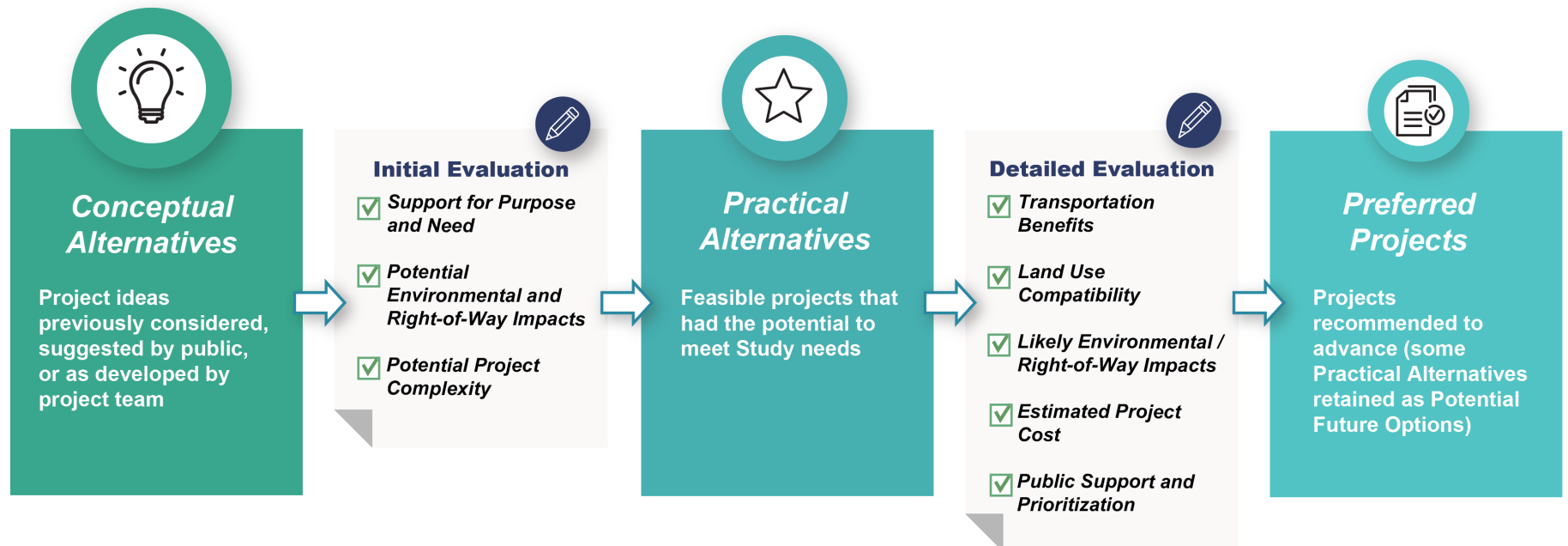
## Evaluation Process and Criteria

The Study utilized a two-step evaluation process which consisted of an *initial evaluation* and a second round of *detailed evaluation*. The evaluation process and evaluation criteria are shown below. The full evaluation can be found in the *Initial and Practical Alternatives Evaluation Technical Memorandums* on the [GVMC website](#).

## Conceptual and Practical Alternatives

The Study Team developed Conceptual Alternatives based on previous plans, issues identified in the existing conditions study, and input from the public. These were divided into two categories of *Airport Roadway Access*, which mainly considers improvements of vehicular access to the airport, and *Multi-modal Enhancements*, which includes transit,

rail and non-motorized access. Selected Roadway Access alternatives were developed to include multiple options. For example, the creation of an additional M-6 interchange on the east side of the airport could occur at multiple locations (but only one would be viable).



Evaluation Process and Criteria

## Initial Evaluation


The potential projects for improving access in and around the Airport are presented on the map below. All of the *Airport Roadway Access* alternatives passed the initial evaluation except **Alternative 3b: M-6 Interchange** -


**Egan Avenue Interchange** variation, which had high potential right-of-way impact and high project complexity.


initial evaluation due to its potential large scale railway upgrades, which results in high right-of-way impact and high project complexity.


Among the *Multi-Modal Enhancement* alternatives, **Alternative 3: Passenger Rail Service** was not carried forward from the


### Airport Roadway Access

- 

**1 I-96/36th Street Access**  
1a - Direct Access  
1b - Indirect Access
- 

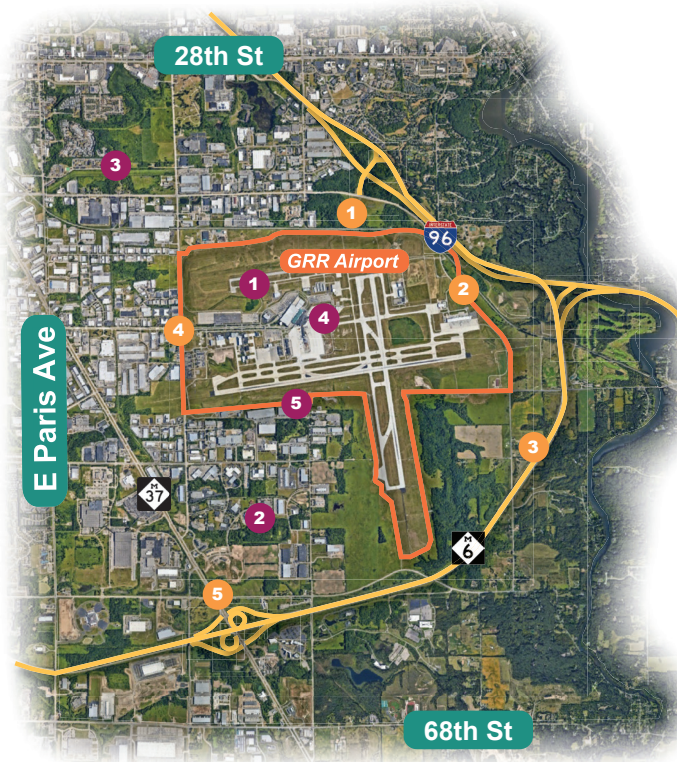
**2 Thornapple River Drive Access**  
1a - Direct Access  
1b - Indirect Access
- 

**3 M-6 Interchanges**  
3a - 60th St Interchange  
3b - Egan Ave Interchange\*  
3c - Thornapple River Dr and 48th St Interchange  
3d - 48th St Interchange
- 

**4 Patterson Avenue/44th Street Safety Enhancement**
- 


**5 M-37/Patterson Avenue/60th Street Safety Enhancement**


Alternatives with \* did not qualify as Practical Alternatives





Conceptual and Practical Alternatives


### Multi-modal Enhancements

- 

**1 Downtown Express Bus / Shuttle**
- 

**2 Expanded Transit Service (Cascade / Caledonia)**
- 

**3 Passenger Rail Service\***
- 

**4 Expanded Curb Management**
- 

**5 Pedestrian / Bike Connectivity Enhancements**

## Detailed Evaluation

### Airport Roadway Access

Based on the evaluation process, **I-96/36th Street Access Direct Access** emerged as the preferred secondary access point to the airport terminal, although this project will

require additional time for implementation due to its high cost and the need for coordination with potential airport runway construction. **I-96/36th Street Access Indirect Access** and **Air Cargo Drive Access** are no longer qualified alternatives due to their lower overall score. **Thornapple River Drive Secondary**

**Freight Access** and the two safety enhancements projects received relatively high ratings and they are also preferred projects for Airport Roadway Access.

Alternative	Variation	Transportation Benefit	Planning / Land Use Compatibility	Environmental/ ROW Impacts	Estimated Project Cost	Public Support and Prioritization	Overall Rating
I-96/36th Street Access	Direct I-96/36th St Access	●	◐	◐	◐	●	◐
	Indirect I-96/36th St Access	◐	◐	◐	◐	◐	◐
Thornapple River Drive Access	Secondary Freight Access	◐	●	●	●	◐	●
	Air Cargo Dr Access	●	◐	●	○	◐	◐
M-6 Interchange	60th St Interchange and Ring Road	◐	◐	◐	◐	◐	◐
	Thornapple River Dr and 48th St Partial Interchanges	◐	◐	◐	◐	◐	◐
	48th St Full Interchange	◐	◐	◐	◐	◐	◐
Patterson Ave /44th St Enhancements	N/A	◐	◐	●	◐	◐	◐
M-37/Patterson Ave/60th St Intersection Enhancements	N/A	◐	◐	●	◐	◐	◐

Address the criteria the least ○ ◐ ◑ ◒ ◓ Address the criteria the most

Airport Roadway Access Detailed Evaluation Results

**Multi-Modal Enhancements**

Based on the evaluation of Multi-Modal Enhancement Projects, those recommended for implementation are **Downtown Express Bus/Shuttle** and **Pedestrian/Bike Connectivity Enhancements**. Additional projects that were considered but deemed a

lower priority included **Expanded Transit Service**, which will require further coordination with transit operators and local jurisdictions to both fund and plan for service needs over the long term. **Expanded Curb Management** includes additional space for pick-up and drop-off and possibly the addition

of a new level to allow for splitting arrival and departure traffic. This will remain a focus of Airport expansion efforts. Each will be future considerations but are not preferred projects for implementation at this stage.

Alternative	Transportation Benefit	Planning / Land Use Compatibility	Environmental/ ROW Impacts	Estimated Project Cost	Public Support and Prioritization	Overall Rating
Downtown Express Bus/Shuttle	●	●	●	◐	●	◐
Expanded Transit Service (nearby airport)	◐	◐	●	◐	◐	◐
Expanded Curb Access/Management	◐	●	●	●	◐	◐
Pedestrian/Bike Connectivity Enhancements	◐	●	●	●	◐	◐

Address the criteria the least ○ ◐ ◑ ◒ ◓ Address the criteria the most

*Multi-Modal Enhancements Detailed Evaluation Results*

## 5. PREFERRED PROJECTS

The Study has identified a set of Preferred Projects for advancement, which are presented in more detail on the pages that follow. Each includes a defined timeline for implementation, conceptual design and a range of costs developed along with potential funding pathways. Additional design, input and environmental reviews will be needed for preferred projects to advance.

According to the evaluation results, Preferred Projects are the following:

- ▶ ***I-96/36th Street Access Direct Access***
- ▶ ***Thornapple River Drive Secondary Freight Access***
- ▶ ***Patterson Avenue /44th Street Safety Enhancements***
- ▶ ***M-37/Patterson Avenue/60th Street Intersection Enhancements***
- ▶ ***Downtown Express Bus/Shuttle***
- ▶ ***Pedestrian/Bike Connectivity Enhancements***

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

Long-Term

#### ***Airport Roadway Access***

***Project Sponsor:*** GRR, Michigan Department of Transportation (MDOT)

***Estimated Construction Cost:*** \$157 million

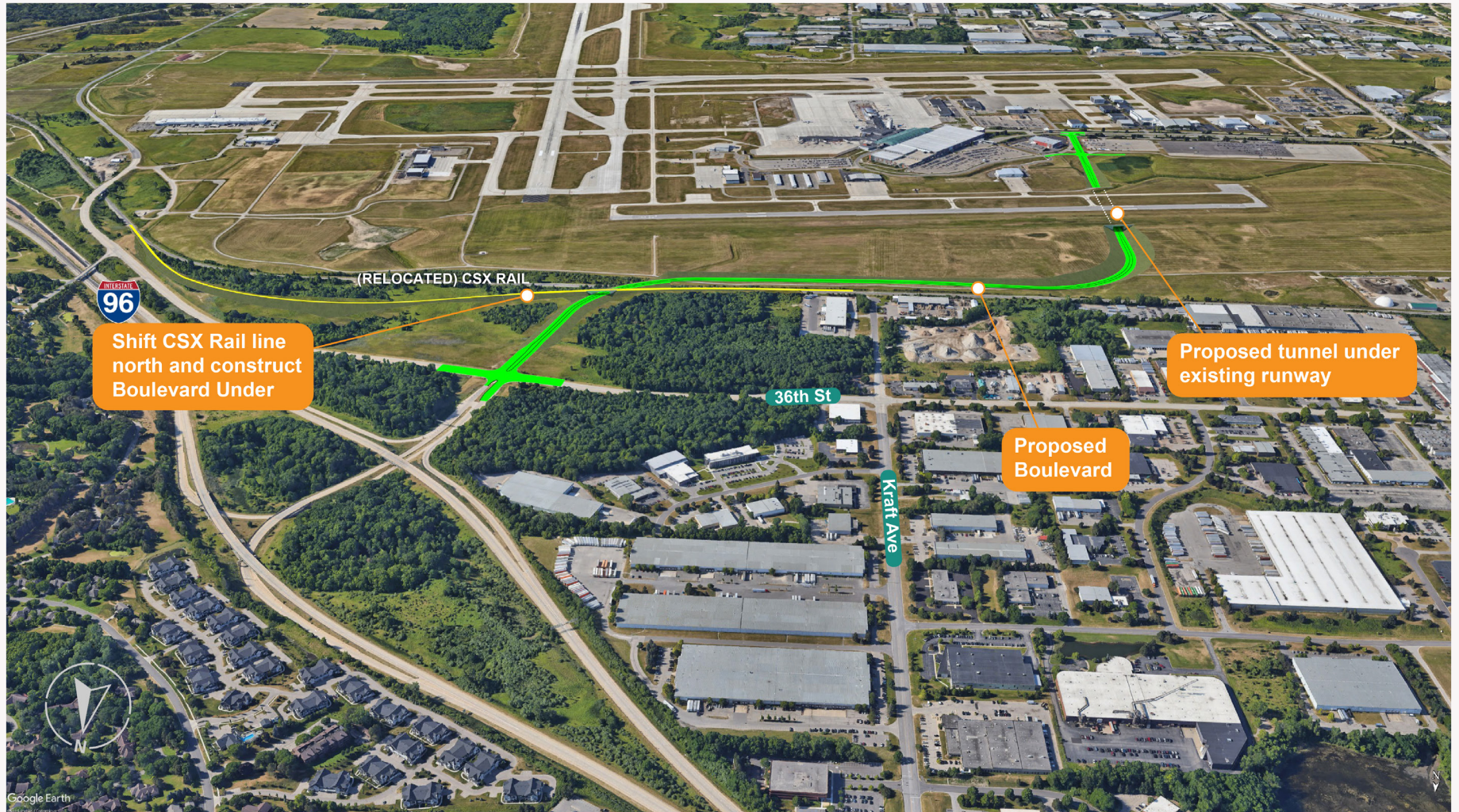
***Implementation Timeline:*** 5-10 Years

This project extends the I-96/36th Street interchange south of 36th Street to create a direct roadway connection to the airport. It includes a tunnel below the current and future expanded runway and avoids parking expansion zone on north side of terminal. This access would relieve traffic entering the airport from Patterson Avenue and adds redundancy to the current airport access network.

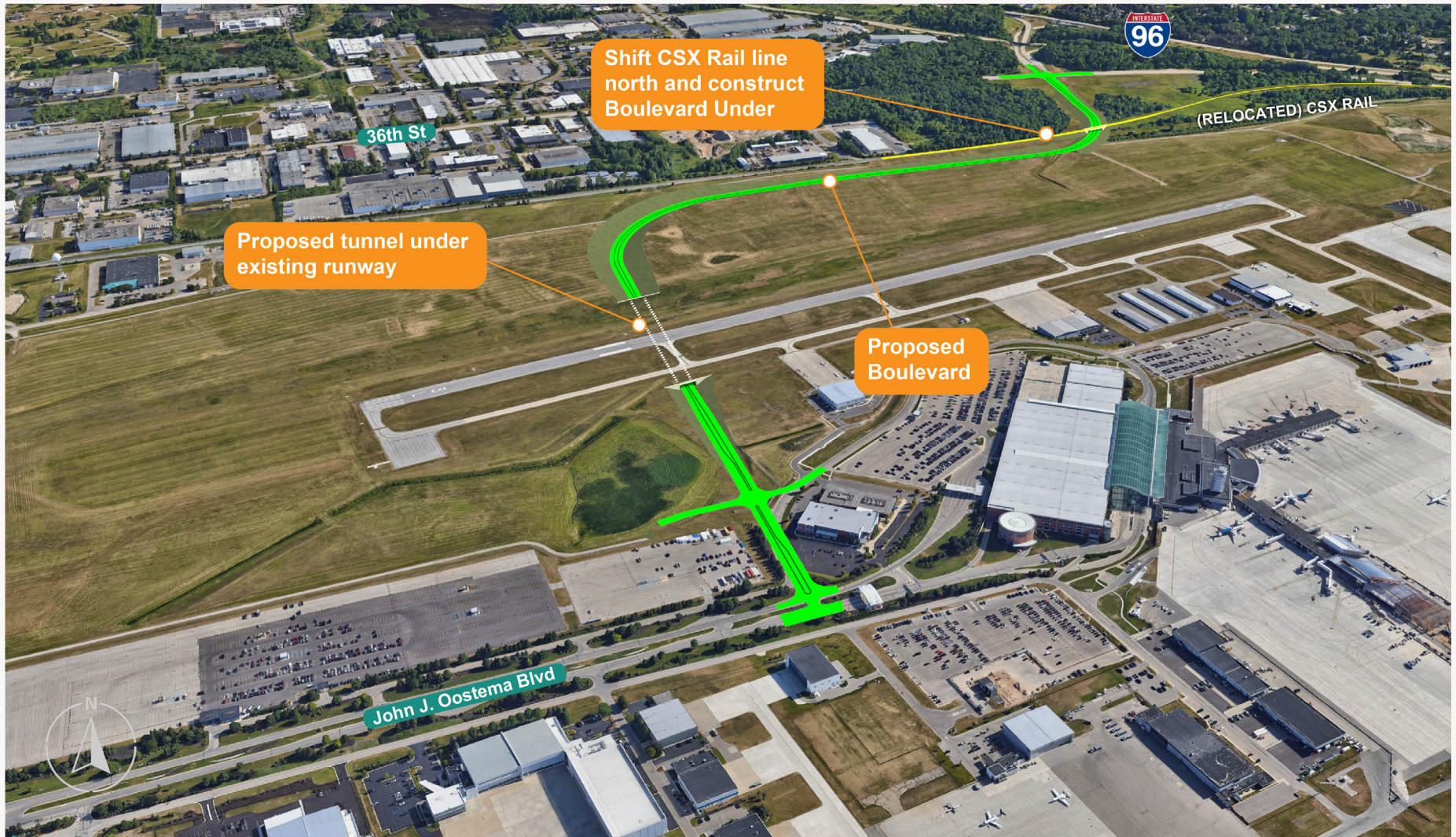
The construction could be phased in along with airport expansion. Once implemented, the new access could save approximately 4 minutes travel time compared to the existing access from I-96/36th St and Patterson Avenue.

***Funding Options:*** Funding for a project of this scale will rely on State and Federal transportation dollars, and could be competitive for either transportation or economic development grants.

***Next Steps:*** Preliminary Design and Environmental Reviews



Proposed I-96/36th Street Direct Access (View 1)



*Proposed I-96/36th Street Direct Access (View 2)*

## Thornapple River Freight Access

### Near-Term

#### Airport Roadway Access

**Project Sponsor:** GRR, Kent County Road Commission (KCRC)

**Estimated Construction Cost:** \$2M

**Implementation Timeline:** Next 5 Years

This alternative adds a new access point on Thornapple River Drive near the current freight access point next to FedEx Ship Center, which supports the growing cargo operations hub. This access enhancement is a portion of the Airport's recent Master Plan.

**Funding Options:** This will be an Airport-funded project, as it will occur primarily on Airport property.

**Next Steps:** Preliminary Design



Proposed Thornapple River Freight Access

## Patterson Avenue/ 44th Street Safety Enhancements

### Near-Term

#### *Airport Roadway Access*

**Project Sponsor:** GRR, KCRC, City of Kentwood

**Estimated Construction Cost:**

Approximately \$2M - \$4M

**Implementation Timeline:** Next 5 Years

This intersection is a significantly high crash activity spot with an incomplete pedestrian network. The project reconfigures roadway access to open possibility for airport-related commercial development, provides additional turn lanes at Patterson and 44th to accommodate existing and future traffic demand, and adds additional access and exit road onto Patterson Avenue.

**Funding Options:** Funding will likely be assembled via the programmed funding available to the Airport and the Kent County Road Commission

**Next Steps:** Preliminary Design and Traffic Studies



*Proposed Patterson Avenue/44th Street Safety Enhancements and Surrounding Development*

## M-37/Patterson Avenue/60th Street Safety Enhancements

### Near-Term

#### Airport Roadway Access

**Project Sponsor:** MDOT

**Estimated Construction Cost:** Less than \$1M (as part of MDOT widening project)

**Implementation Timeline:** Next 5 Years

Currently, these intersections have the highest crash activity within the study area. This project builds eastbound to southbound right turn lane marking extension to reduce sideswipe accidents, and adds signing and marking to southbound M-37 from north of 60th Street to M-6. There is also planned roadway widening along M-37 by MDOT.

**Funding Options:** Michigan DOT will use a combination of state and federal transportation funding sources.

**Next Steps:** Preliminary Design and Traffic Studies



Proposed M-37/Patterson Avenue/60th Street Safety Enhancements

# Downtown Express Bus/Shuttle

## Near-Term

### Multi-modal Enhancements

**Project Sponsor:** The Rapid

**Estimated Construction Cost:** \$800K to \$1.8M depending on chosen concept

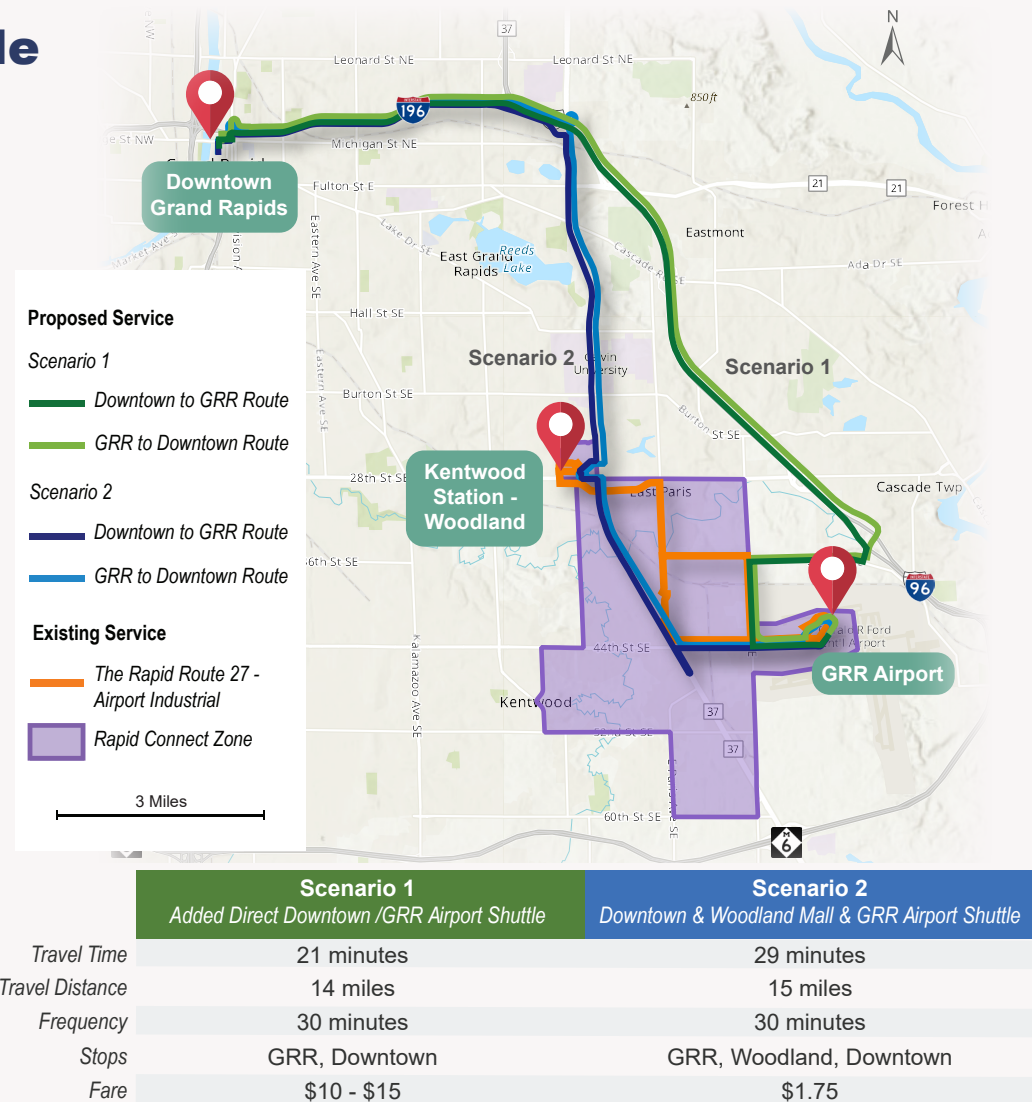
**Implementation Timeline:** Next 5 Years

Two scenarios are proposed for the Downtown Express Bus/Shuttle:

In Scenario 1, the direct shuttle departs every 30 minutes and stops at Downtown Grand Rapids and GRR Airport. In Scenario 2, the added shuttle serves as part of The Rapid bus system. It stops at Downtown Grand Rapids, Woodland, and GRR Airport.

**Funding Options:** The Rapid could fund through their ongoing budget, which relies on a mix of local (millage), state and federal funding. Based on examples from other regions, additional resources may be available through public or private partnerships, such as with the Airport, Convention and Visitor’s Bureau, or other business / tourism interests.

**Next Steps:** Operations Planning and Funding Coordination



Proposed Downtown Express Route Scenarios

# Pedestrian/Bike Connectivity Enhancements

**Near-Term**

**Long-Term**

**Multi-modal Enhancements**

**Project Sponsor:** GRR, KCRC, City of Kentwood, Cascade Charter Twp

**Estimated Construction Cost:** Low

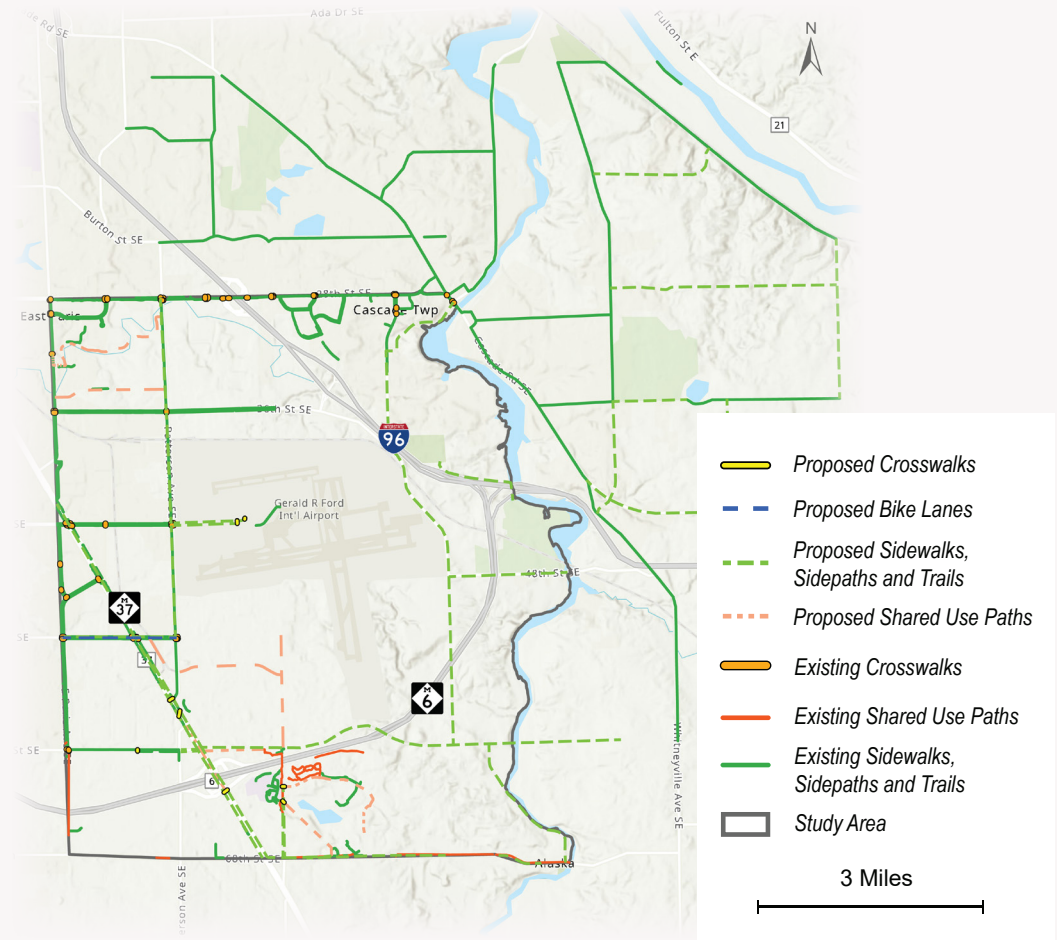
**Implementation Timeline:** Next 5 Years/5-10 Years

Recommended non-motorized connections are:

- ▶ Sidewalks/Sidepaths along 44th St/Oostema Blvd from - Patterson Ave to West Michigan Aviation Academy (Part of 2019 Airport Master Plan)
- ▶ New nonmotorized facilities are also contained in regional planning for corridors including along Patterson Ave, Broadmoor Ave (M-37), in the 52nd St and Kraft Ave corner of the Four Corners, and in the Davenport University area
- ▶ Proposed trail extensions along 60th Street, Thornapple River Drive, and 48th Street (Part of 2022 Cascade Township Strategic Plan)

**Funding Options:** Individual projects are likely to be advanced by local jurisdictions (cities and townships), potentially supported by state or federal grants.

**Next Steps:** Preliminary Design and Funding Coordination



Existing and Proposed Non-motorized Facilities

# 6. FUTURE OPTIONS

Potential Future Options are project opportunities that help address current and future transportation needs, but that are unlikely to be implemented in the near term. These could be considered in the future by the jurisdictions and infrastructure owners.

## Expanded Curb Management

### Multi-modal Enhancements

**Project Sponsor:** GRR

This option proposes terminal curb extension to accommodate and separate departure and arrival traffic. It is likely to be undertaken with future Airport expansion.

**Next Steps:** Design and Demand Studies



## Expanded Transit Service (Cascade/Caledonia)

### Multi-modal Enhancements

**Project Sponsor:** Caledonia Twp, Cascade Charter Twp, The Rapid

This option would add fixed-route or on-demand transit services in Cascade/Caledonia and better connects to growing job cluster near Airport. However, currently Cascade/Caledonia is not part of The Rapid's service area.

**Next Steps:** Community Engagement and Operations Planning



Future Options



## M-6 Interchange near 48th Street and 60th Street

### Airport Roadway Access

**Project Sponsor:** MDOT

Added M-6 interchange could help complete roadway network surrounding the Airport and improve traffic flow to and from the freight uses on the east side. But recent Cascade Township planning targets less economic growth in this area.

**Next Steps:** Design and Demand Studies

## 7. NEXT STEPS

The development of this Airport Access Study is the initial step toward achieving a set of projects and services that will enhance the resilience and reliability of connections to the Grand Rapids International Airport. In the future the infrastructure owners (including the Airport, MDOT, Kent County, The Rapid, and the local cities/townships) will need to conduct more detailed design studies, environmental reviews, and potentially funding applications prior to construction occurring. The table below indicates a potential timeframe for implementation.

Other than the development of local infrastructure that supports pedestrian and bicycle enhancements, the projects recommended by this study are likely to require state and federal funding contributions in order to advance. In its role as the programming entity for regional transportation funds, GVMC can play a unique role in considering and potentially prioritizing these enhancements to regional airport access.

Project	Project Lead	Project Partner(s)	Short-Term (1-2 Years)	Mid-Term (3-5 Years)	Long-Term (5-10 Years)
<b>Thornapple River Drive Secondary Freight Access</b>	GRR	Cascade Charter Twp	<i>Finalize design and implement access</i>		
<b>Patterson Avenue /44th Street Safety Enhancements</b>	GRR	Kent County, Kentwood, Cascade Charter Twp	<i>Finalize design, determine funding</i>	<i>Construction</i>	
<b>M-37/Patterson Avenue/60th Street Intersection Enhancements</b>	MDOT	Kentwood, Cascade Charter Twp	<i>Finalize design, determine funding</i>	<i>Construction</i>	
<b>Downtown Express Bus/Shuttle</b>	The Rapid	GRR	<i>Study scenarios, include within regional master plan</i>	<i>Determine funding and launch service</i>	
<b>Pedestrian/Bike Connectivity Enhancements</b>	Multiple	Multiple	<i>Conduct design studies and secure funding</i>	<i>Initial construction of priority segments</i>	<i>Complete construction of primary connections</i>
<b>I-96/36th Street Access Direct Access</b>	GRR	MDOT, Kent County, Cascade Charter Twp	<i>Conduct additional design studies, integrate with Airport planning</i>	<i>Conduct environmental reviews, secure funding</i>	<i>Finalize design, initiate construction</i>

*Potential Timeframe for Implementation*