

AGENDA
Cascade Charter Township
Downtown Development Authority Board of Directors
September 19, 2017
5:30 p.m.
Cascade Library Wisner Center
2870 Jacksmith Ave. SE

- ARTICLE 1.** Call the Meeting to Order
Record the Attendance
- ARTICLE 2.** Approval of the Agenda
- ARTICLE 3.** Approval of the Minutes of August 15, 2017 Meeting
- ARTICLE 4.** Acknowledge visitors and those wishing to speak to non-agenda items *(Comments are limited to five minutes per speaker)*
- ARTICLE 5.** Discuss Future Projects
- ARTICLE 6.** Discuss Metal Fence on Cascade Rd. (Village)
- ARTICLE 7.** Discuss Bus Funding
- ARTICLE 8.** Any Other Business
a. Update on Planning Activities
b. Library Concert Series
- ARTICLE 9.** Adjournment

MINUTES
Cascade Charter Township
Downtown Development Authority Board of Directors
Tuesday August 15, 2017
5:30 P.M.
Cascade Library – Wisner Center

ARTICLE 1. Chairman Huhn called the meeting to order at 5:30 P.M.
Members Present: Huhn, Kingsland, Puplava, Rowland, Ridings, and Stephan
Members Absent: Beahan, Siegle, and Smith
Others Present: DDA Director Sandra Korhorn, and those listed on the sign in sheet.

ARTICLE 2. Approve the current Agenda.

Motion was made by Member Puplava to approve the Agenda. Supported by Member Kingsland. Motion carried 6 to 0.

ARTICLE 3. Approve the Minutes of the July 18, 2017 Meeting.

Motion was made by Member Stephan to approve the Minutes as presented. Supported by Member Ridings. Motion carried 6 to 0.

ARTICLE 4. Acknowledge visitors and those wishing to speak to non-agenda items.

Mr. Kirk Driesenga of The Hinman Group came forward. His company owns several buildings in the community, specifically Centennial Park. He wanted to express his thanks to the Board the current sidewalk work and the potential sidewalk work in the pipeline. Mr. Driesenga felt that the outside loop would be preferable at this time to the inside loop because that is where the businesses are located.

Mr. Driesenga also wanted to thank the Board for the bus line. He stated that in working with people looking to relocate office space, the one question they always ask is if there is a bus line.

ARTICLE 5. Discuss Future Projects

Director Korhorn stated that at the July 18, 2017 meeting, discussion was held concerning future sidewalk projects in the district. The Board asked for a cost breakdown of the Orchard Vista streetscape inside loop and outside loop.

The cost to complete the sidewalk on both sides of the road was estimated at \$725,000. Fishbeck Thompson provided the following information concerning each loop:

1. Inside Loop: \$400,000 (some sidewalk completed around Sunrise); and
2. Outside Loop: \$452,812.50.

These are construction costs at \$143.75 a foot. Project costs add another 25% for contingency and engineering.

Additionally, bidding time frame and flexibility on when the work is done pay a big part in the bids. Director Korhorn stated that if we want to do some of this work next year, we should get going very soon so we can bid in the winter and give the contractors a window to do their work.

Discussion followed consisting mostly of the cost, and whether the DDA can afford it because some of the DDA budget will go to the bus line. Member Puplava stated that she is on the committee regarding the bus line and that that is in a holding pattern at the moment and nothing has been decided. It was agreed that the outside loop made more sense. It was thought that the difference in the cost of the outside would be quite a bit higher than the inside, and maybe it should be looked into more closely to be sure there were not any surprises that would make the cost go up unexpectedly.

Motion was made by Member Puplava to move forward with the surveying and engineering for the outside loop. Supported by Member Kingsland. Motion carried 6-0.

ARTICLE 6. Discuss Metal Fence on Cascade Road

Director Korhorn stated that the property owner at 6883 Cascade Road contacted her with regards to the metal fence located along his property frontage. The tenants in the building would like the fence removed. The same fence is on the South (or West) side of Cascade Road through the village. The fence was installed back in the late 90's or early 2000's as a way to create more of a "village" ambiance in the area. A few years ago, the fence near Bridal Elegance was hit by a car and damaged. Maintenance wise, the fence is in rough shape, paint chipping, plants that grow seasonally and look terrible the rest of the year.

Discussion followed concerning interference with signs, decrepit look, different types of fencing to replace, taking it out completely and doing nothing, taking out both sides of fence vs. just one side and who would do the work.

Motion was made by Member Puplava to get an estimate/quote to take out the fence with suggestions and a rendering of what would replace it. Supported by Member Kingsland. Motion carried 6-0.

ARTICLE 7. Discuss Bus Funding

Director Korhorn reminded the Board that the Township Manager came to the DDA meeting in November of 2016 and made a presentation concerning the 3-year pilot program of the line haul bus service on 28th Street through The Rapid. The Township Finance Committee was interested in the DDA incurring a larger share of the cost of the service. The initial agreement was that the Township General Fund would cover 75% of the cost of the service and the DDA would cover 25% of the service. Given the documented benefit of the service to the businesses of the DDA, the Finance Committee is now recommending the DDA cover 75% of the cost of the service and the Township General Fund cover 25% of the cost.

At that meeting, it was suggested that an ad hoc committee be put together consisting of the DDA Board and the Township Board to discuss the benefits of the service and options for funding. The bus committee has met a few times to begin the conversation.

Director Korhorn recommended that this discussion be tabled for now considering she was not able to get all of the additional information from the bus committee she was intending to bring to the Board so a discussion could begin.

A brief discussion was held regarding ridership and cost.

Motion was made by Member Rowland to table the discussion of the DDA's cost of the service until such time that more information is presented. Supported by Member Puplava. Motion carried 6-0.

ARTICLE 8. Any Other Business

- a. Update on Planning Activities
- b. DDA Marketing Plan Meeting – August 25 @ 10:00 a.m.

ARTICLE 9. Adjournment.

Motion was made by Member Rowland to adjourn. Supported by Member Kingsland. Motion carried 6 to 0. The meeting was adjourned at 6:20 p.m.

Respectfully submitted,
Diana Kingsland, Secretary

DDA MEMORANDUM

To: Cascade Township DDA Board

From: Sandra Korhorn, DDA/Economic Development Director *SKK*

Subject: Discuss Future DDA Projects – Centennial Park

Meeting Date: September 19, 2017

At the August meeting, the DDA board asked the township engineer to look at the cost breakdown of the Orchard Vista streetscape loop (outside) to see if the cost estimate was on target.

Ryan LaReau (engineer) and Tony Kutzt (electrical engineer) ran a new estimate for the outside of the loop. Ryan did a full quantity take off on expected items and ran the unit prices to come up with a more reliable estimate than the cost per foot method. The numbers are fairly close but Ryan added a little healthier contingency. As you can see from the attached, the estimated cost comes in just shy of \$600,000.

The estimate also assumes a light fixture similar to the ones that are in the rest of Centennial Park, however, we may want to look at a different manufacturer given the issues that have happened with the other lights. We can probably find a close match.

In addition to the sidewalk project, I would also like to suggest a possible road project in Centennial Park. The Kent County Road Commission, in their evaluation of Township roads, has said the roads in Centennial Park rate at either “poor” or “fair” condition and are in need of being reconstructed.

The Centennial Park Master Plan shows road updates or features throughout the park. They include boulevards on Lucerne, Charlevoix, Coach and Foremost Dr., roundabouts on Foremost Dr, Charlevoix and Tahoe and some road narrowing. The thought was, if the KCRC is redoing the road in the park, it would be a good time to partner and complete some of these road beautification projects.

Mike Berrevoets will be at the meeting Tuesday to discuss the sidewalk and road projects along with some rough estimates.

C A S C A D E T O W N S H I P



C E N T E N N I A L P A R K

Final Draft

MARCH 2008

MASTER PLAN

The Master Plan addresses the public and private improvements recommended for Centennial Park. These improvements are targeted to enhance the use, function and image of the property. The recommendations discussed below are keyed to the plan on page 14.

Vehicular and Pedestrian Circulation

Centennial Park was conceived as a suburban business park with fairly low density and curvilinear street layout. Road widths are wide, pedestrian facilities are non-existent, and way finding is difficult. Recommendations to enhance the vehicular and pedestrian circulation and image of the property are as follows:

- ① **Boulevard Streets with Landscape Treatment**
Boulevard Streets are recommended at all four entrances from 28th Street and Kraft Street. Boulevards will require cooperation for encroachments onto adjacent properties and approval from the Road Commission. Boulevards provide the following benefits:
 - Narrowed lanes to slow traffic
 - Landscape displays of seasonal plantings
 - More visibility from 28th Street and Kraft Street
 - Clear identification of exit routes when circulating within the park
- ② **Roundabouts (See Alternate Plan in Appendix)**
Four roundabouts are recommended at key decision points. The roundabouts will require cooperation for encroachments onto adjacent properties and approval from the Road Commission. Roundabouts provide the following benefits:
 - Landmark features for way finding
 - Landscape displays of seasonal plantings
 - Facilitate turning at intersections
- ③ **Narrowed Streets**
Narrowing the streets without boulevards is recommended. This will also require approval from the Road Commission. Narrowed streets provide the following benefits:
 - Narrowed streets slow traffic
 - Narrowed streets provide additional ROW allowing for pedestrian amenities
 - Narrowed streets allow for street trees
- ④ **Multi-use Paths**
Ten-foot wide multi-use paths are recommended on one side of the street (indicated in red on the plan). This will also require approval from the Road Commission. Multi-use paths provide the following benefits:
 - A place for bike riding
 - A place for joggers and walkers
 - A place for rollerblading
 - Pedestrian connections between businesses
- ⑤ **Sidewalks**
Seven-foot wide sidewalks are recommended on the alternate side of the street (indicated in blue on the plan). This will also require approval from the Road Commission. Sidewalks provide the following benefits:
 - A place for walkers
 - Pedestrian connections between businesses
- ⑥ **Informal Path System**
An informal path system is also indicated to provide connections from businesses to open spaces within the park as well as to retail establishments along 28th Street that are more direct than the walks and multi-use paths that follow the street network.

Informal paths provide the following benefits:

- A more relaxing experience connecting open space
- A more direct pedestrian connection to businesses on 28th Street

Open Space

The tendency of Centennial Park to develop as individual parcels has discouraged a sense of community within the park. While the improvements to the circulation systems outlined above will certainly help, development of a focal community open space would further enhance the sense of community within Centennial Park. Recommendations are as follows:

⑦ Enhancements of Existing Storm Water Detention Areas

Landscape treatment of the pond edges and development of deck overlook/sitting areas are recommended to encourage passive use of these features. This would require the cooperation of the private property owners of these features.

⑧ Community Park and New Development

A community park is recommending on the only large parcel of undeveloped land remaining. This space could be developed around a live, regional detention pond (one that has permanent water). Sharing excess parking with the facility to the north of the space would allow additional square footage of development to provide a framework for this park. The adjacent senior facility could enjoy the views and the activity this space could provide. Recommended community facilities within this space include:

- Picnic Pavilion
- Pond Overlook
- Walking Paths
- Landscape Gardens
- Open Passive Lawns
- Performance/Events Space

Infill and Redevelopment

Many of the parcels throughout the park have excess parking when compared to the current Township Ordinance (see Analysis in Appendix). This is common as standards from the era of this development were higher. To avoid the appearance of vacancy, these parcels could either remove the excess parking and convert it to open space, or expand their businesses to the full capacity of the site. The master plan shows some of both. Property owners should be encouraged to combine their parcels to create these opportunities and benefit the park as a whole. While mixed-use development is encouraged throughout the park, retail business will be most successful if located along the 28th Street frontage.

⑨ Additions

Expansion can occur as an addition to an existing building. This can be an opportunity to enhance a façade.

⑩ Stand-alone Building

Expansion can occur as a stand-alone building placed on the edge of the underutilized parking.

⑪ Parking Removal

Excess parking can also be removed to reduce impervious surface and heat gain, and provide for open space or pedestrian connections.

Signage and Identity

Way finding and identity was discussed as an issue needing attention during our public meetings. As previously mentioned, it is recommended that the boulevards and roundabouts, if used, would improve way finding and image. Additionally, a unified signage system would benefit the Business Park. In order to provide proper identification of the Centennial Park Community as a whole, individual businesses or facilities should be discouraged from installing signage on 28th or Kraft Street. However, buildings located on 28th Street may construct a sign along their frontage to identify businesses located in the building (see Private Site Guidelines for further detail). The following signage improvements are recommended and further discussed later in this report.

⑫ Corner Landmark Sign and Landscape Treatment

A corner landmark sign and landscape treatment is recommended at the intersection of 28th and Kraft Streets, to identify Centennial Park.

⑬ Entry Signage and Landscape Treatment

Entry signage and landscape treatment is recommended at each boulevard entrance on 28th and Kraft Streets, to identify Centennial Park.

⑭ Way Finding Signage

Way finding signage is recommended in the boulevard prior to entering each intersection that direct users to the street they wish to proceed on. Each street will be assigned a different color, which can be reflected on both the signs and the banners discussed below under lighting. These signs are not shown on the overall plan.

⑮ Street Signage

Street signage is recommended near the pedestrian crossings at each intersection or roundabout. These signs are not shown on the overall plan.

Lighting

Lighting is another element that can be used to create an image as well as aiding way finding and safety at night.

⑯ Double-arm Streetlights

Double arm streetlights with double banners are proposed in the boulevards. The banners should include the park logo and should use a different color for each street to assist in the way finding system. The lights are not shown on the overall plan.

⑰ Single-arm Streetlights

Streets without boulevards are recommended to have single arm streetlights with single banners and should provide a staggered spacing. The banners should include the park logo and should use a different color for each street to assist in the way finding system. The lights are not shown on the overall plan.

Street Trees and Parking Lot Screening

The landscape treatment of the right-of-way should be enhanced to improve the park image.

⑱ Street Trees

Street trees are recommended along all of the internal streets as well as along the 28th street frontage. Regularly spaced street tree plantings within the right-of-way can significantly improve the identity of the park. Where informal irregularly spaced trees provide greenery and shade they provide less definition than a formal planting of regularly spaced street trees planted a consistent dimension from the curb.

⑲ Parking Lot Screening

Parking lots within 15' of the right-of-way should be screened from the road with plantings of ornamental trees or shrubs.



Vehicular and Pedestrian Circulation

- ① Boulevard Streets with Landscape Treatment
- ② Roundabouts (see alternate plan in Appendix)
- ③ Narrowed Streets
- ④ Multi-use Paths
- ⑤ Sidewalks
- ⑥ Informal Path System

Open Space

- ⑦ Enhancements of Existing Storm Water Detention Areas
- ⑧ Community Park and New Development

Infill and Redevelopment

- ⑨ Additions
- ⑩ Stand Alone Building
- ⑪ Parking Removal

Signage and Identity

- ⑫ Corner Landmark Sign and Landscape Treatment
- ⑬ Entry Signage and Landscape Treatment
- ⑭ Way Finding Signage (not shown)
- ⑮ Street Signage (not shown)

Lighting

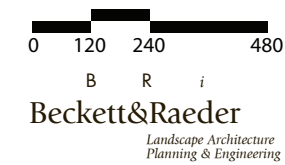
- ⑯ Double Arm Streetlights(not shown)
- ⑰ Single Arm Streetlights (not shown)

Street Trees and Parking Lot Screening

- ⑱ Street Trees
- ⑲ Parking Lot Screening

NOTES:

1. Additional curb cuts on interior streets may be added or existing curb cuts may be modified to accommodate changes to individual properties. All curb cuts must be in conformance with Cascade Township and Kent County Road Commission Standards.
2. All corner landmark signage, entry signage, wayfinding signage, street signage and landscape shall be designed and located to not interfere with clear vision corners per the Kent County Road Commission Standards.
3. Street tree spacing and lighting spacing shall be compatible with the street type. Spacing on 28th Street may be greater than that used on internal business park streets.



Street Cross Sections

Centennial Park Site Enhancement

The Master Plan uses the public right-of-way and spaces to establish a unified image for the business park. Although the private buildings reflect a variety of architectural styles, the introduction of unified public streetscape, lighting, signage and landscaping tie the facilities together establishing a contemporary image for the business park increasing its appeal within the office market.

This section contains recommendations for modifications to street cross sections, park and street signage and identity, vehicular entries, landmark corner, lighting and site furnishings, and landscape.

The street cross sections that follow provide a clearer understanding of the design intent for the different street configurations proposed. Street cross sections include:

- 86' ROW Boulevard
- 76' ROW Boulevard
- 86' ROW Narrowed Street

The cross sections show the lane widths, median island width, width of the lawn terrace and the width of the pedestrian circulation within each right-of-way. Elements portrayed on the cross sections include:

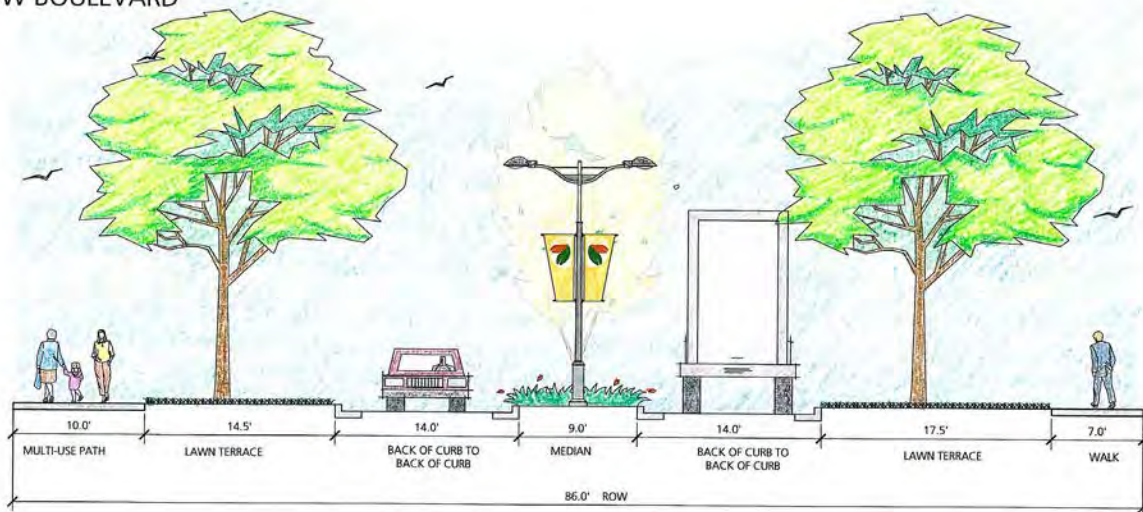
- Street Trees - enhance image, visually define roadway, improve pedestrian safety and environment
- Median Plantings - provide identity and color
- Lawn Terraces - provide area for plantings and separation of vehicles and pedestrians
- Street Lighting - provides identity, improves safety
- Banner System - provides identity, facilitates wayfinding
- Multi-use Path - increases non-motorized movement and pedestrian connections
- Sidewalks - provides pedestrian connections

Providing both a multi-use path and sidewalk facilitates movement on both sides of the street and greatly reduces the need for people to make mid-block crossings.

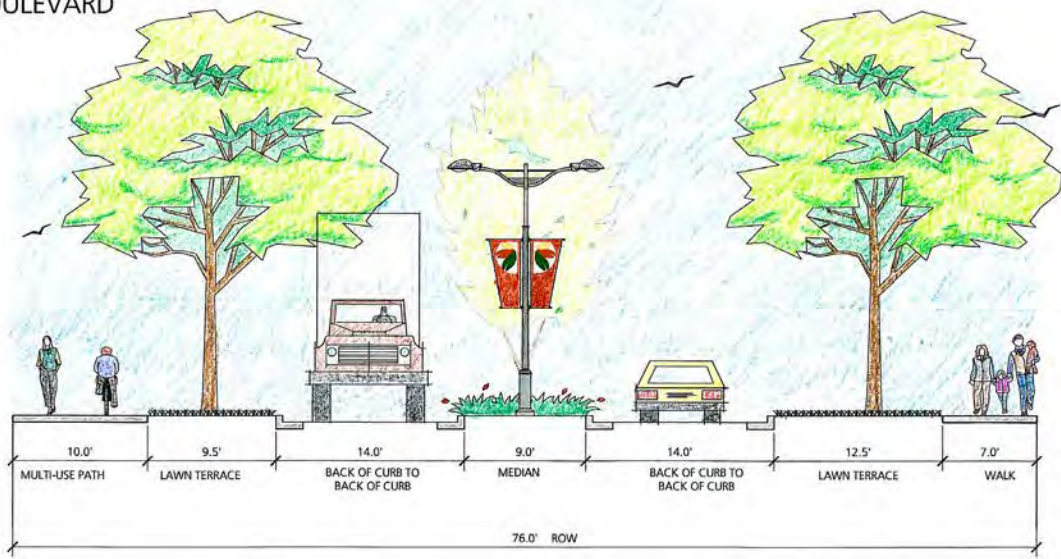
The sidewalk should be considered the higher priority of the two systems. The multi-use path is not a required element of the plan.

The plan was reviewed with the Kent County Road Commission. Please see Appendix 'Kent County Road Commission' for their comments and a response to the comments.

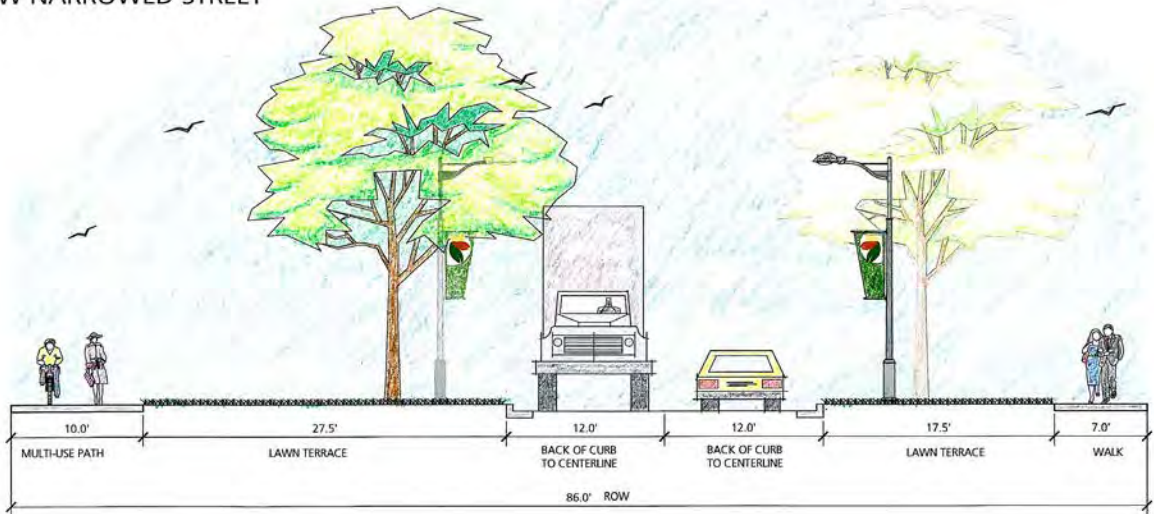
86' ROW BOULEVARD



76' ROW BOULEVARD



86' ROW NARROWED STREET



Signage and Identity

The signage and landscape treatment elevations that follow provide a clearer understanding of the design intent for the various signage treatments proposed for Centennial Park. While the name of the park currently has name recognition, it is not easy to develop other elements that can play off of the name Centennial. It is recommended that a branding company weigh in on the decision to keep or change the Park name. Elevations include:

- Landmark Corner at 28th Street and Kraft Street
- Boulevard Entry Elevation
- Detailed elevations of the north and east elevation of the boulevard sign
- Detailed elevations of the north and east elevation of the side wall and street sign
- Street Sign
- Building Identification Sign
- Tenant Sign

The elevations show the general character scale and materials for the signs and landscape. The design consistency between the landmark corner and each of the boulevard entrances is important and intentional to help establish an image for the Park.

Additionally, as it is currently difficult to locate the main street entrances amongst the many signs and curb cuts on 28th Street, the use of internally illuminated piers will act as a beacon and assist in way finding.

The following is a description of materials that would be appropriate for the business park identity. While these are only examples of possible materials, the final design should provide equal design, scale, durability, consistency and appropriate character and image for a Class A office park.

Piers

The materials for the piers consist of a brick base, cut limestone on the upper portion of the pier with a translucent illuminated top, capped with a russet colored metal decorative top.

Wing Walls

The materials for the wing walls consist of a brick base with a limestone coping. The street name is routed into the limestone cap.

Sign

The sign itself is a russet colored metal sign box with internal illumination.

Street Sign

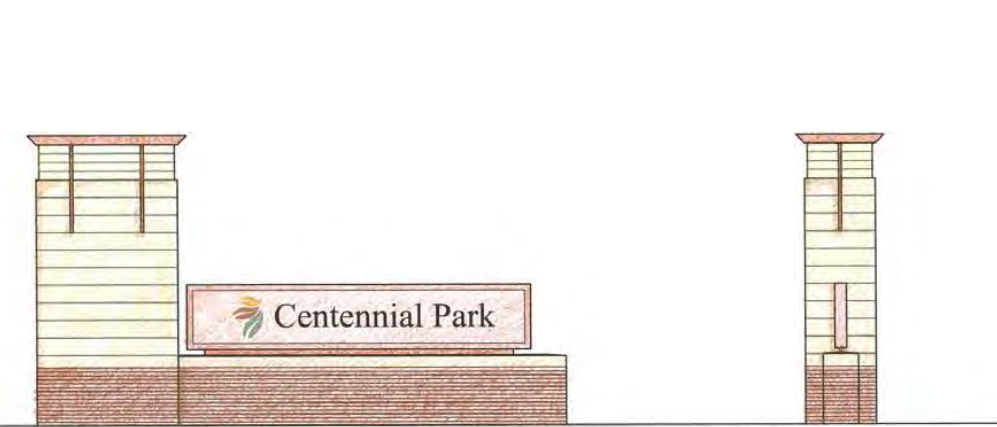
The street is a square post with metal panels attached to give the appearance that the panels go through the sign if they in fact don't. The lower and smaller panel should bear the park logo and be the same russet color of the entry signs. The post and street name panel should be a second neutral color with white text. The second color could be a charcoal gray.

Building Identification Sign

The building identification signs are intended to be consistent with the overall park signage. The supporting wall has a brick base with a limestone coping. The pier has a brick base with a limestone upper capped with a russet colored metal cap. The sign is a russet colored metal box with internal illumination. The text should include the name and address of the business. Consideration could be given to major tenants occupying at least 33% of the building. However, sign scale and proportions should not be compromised. It would be preferable that tenants not be listed on the building sign. Buildings with frontage on 28th Street may add an identification sign on 28th Street that lists major tenants if it is of similar character.



BOULEVARD ENTRY ELEVATION



EAST ELEVATION

NORTH ELEVATION

BOULEVARD ENTRY SIGN



BUILDING IDENTIFICATION SIGN



TENANT SIGN



STREET SIGN



NORTH ELEVATION

EAST ELEVATION

SIDE WALL AND STREET SIGN



LANDMARK CORNER AT 28TH STREET AND KRAFT AVENUE

Tenant Sign

The tenant sign intentionally departs from the brick and limestone of the other park signs. This is done to provide hierarchy within the sign system. The tenant signs are designed with a simple concrete base, with changeable slats containing the business names. The slats are sandwiched between two vertical slats that would be the same russet colored metal. The changeable slats would be the second neutral color (charcoal gray) with white text.

Enlarged Plan of Entries and Landmark Corner

The enlarged plans of the entries on 28th Street and the landmark corner that follow provide a clearer understanding of the design intent for the edges of the Park. Enlarged plans include:

- 28th and Kraft Frontage, Landmark Corner and Entries
- 28th and Charlevoix Entry

The plans show the general character scale and materials for the walls, signs and landscape. Again the design consistency between the landmark corner and each of the boulevard entrances is important and intentional to help establish an image for the Park.

Signage

The park signs at the entries are located in the median island with the street name signs on the wing walls. The sign at the landscape corner is on the angled portion of the wall.

Landscape

The landscape at both the entrances and the landmark corner consists of an arborvitae evergreen hedge as a backdrop with deciduous shrubs directly behind the wall. In front of the wall are low bedding plants of perennials and grasses. Annuals could be used if the Business Association wishes to maintain an annual program. Ornamental trees extend the entry/corner treatment beyond the walls.

Plantings in the median islands consist of low perennial, groundcovers and very low shrubs. Once beyond the entry sign ornamental trees are grouped between the double arm light fixtures.

Street trees are recommended along 28th and Kraft Streets between the public walk and the curb. Additionally, street trees are recommended along both edges of all streets within the park.

Parking lots that abut public streets are shown with landscape treatment to soften and screen their edges. Depending on the amount of space, groupings of ornamental low-branched trees with groundcover beneath could be used. Where space is tighter, deciduous and evergreen shrubs could be used.

Lighting

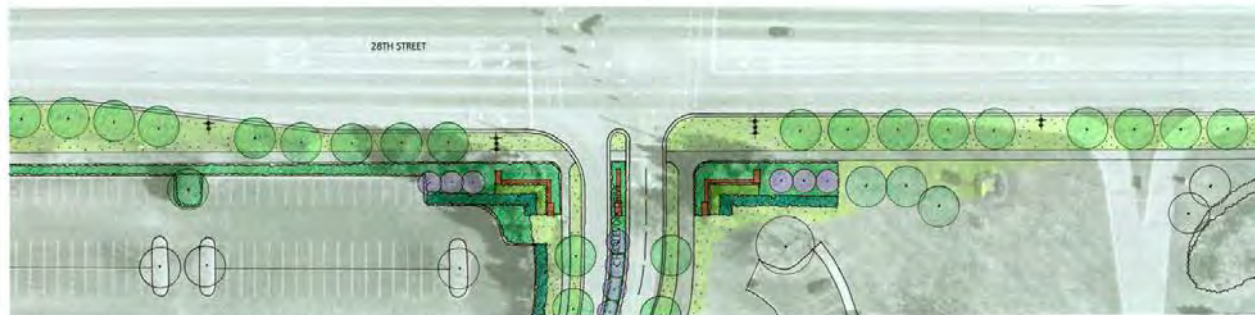
Additionally, streetlights as proposed by the DDA are extended along 28th and Kraft Streets. Double arm fixtures are proposed flanking each entrance and single arm fixtures are shown between the entrances. Double arm fixtures are shown at the intersection of Kraft and 28th Street.

Exit and Entrance Lanes

A minimum of two exiting lanes should be provided at the park exits: one for left turns and one for right turns. An additional left turn lane at Charlevoix should be considered. The entrance lane has been shown wider at the entrances than on the remainder of the street length to accommodate decelerating turn speeds and larger vehicle turning requirements.



28TH AND KRAFT FRONTAGE, LANDMARK CORNER AND ENTRIES



28TH AND CHARLEVOIX ENTRY

Lighting and Site Furnishings

Street Lighting

The elevations of the light fixtures portray the single arm fixture and the double arm fixture with single and double banner arms respectively. The light fixture is manufactured by Halophane and is referred to as the Pechina model. The overall height of the fixture is approximately 18 feet 6 inches. A metal halide light source is recommended for a good white light that renders building colors and landscape colors well.

Lighting Levels

An average minimum of 1.0 foot-candle shall be provided on public sidewalks. ROW lighting within the park shall include double arm fixtures placed in the boulevards (an average minimum of 1.0 foot-candle), and staggered incidental lighting placed in the lawn terraces on the remaining streets (an average minimum of 0.3 foot-candles).

Light Bollards

Light bollards offer an alternative to post mounted lighting near entrances to buildings. The bollards pictured here are clean and simple and shield the light source. Unshielded bollards should be avoided.

Benches

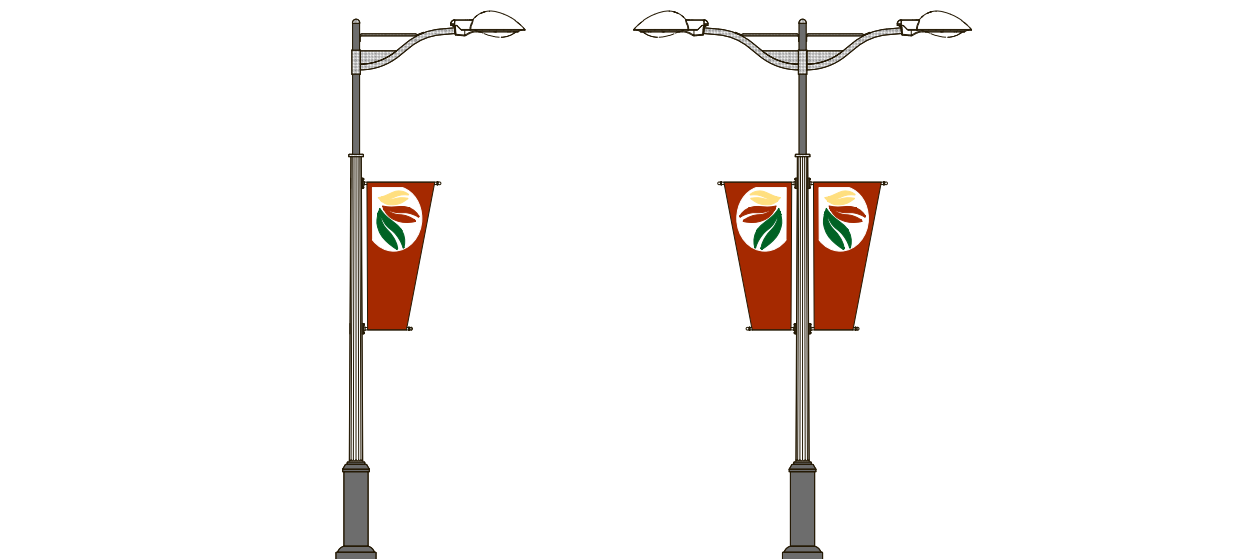
The benches proposed for the park are manufactured by Landscape Forms and are referred to as the parc vue model. These benches are available with and without backs.

Trash Receptacles

The trash receptacles proposed for the park are also manufactured by Landscape Forms and are referred to as the Petoskey model.

Tables, Chairs and Umbrellas

In outdoor use areas where outdoor dining may occur or casual work breaks, tables and chairs provide for a more social setting. Similar tables and chairs with umbrellas are available from Landscape Forms.



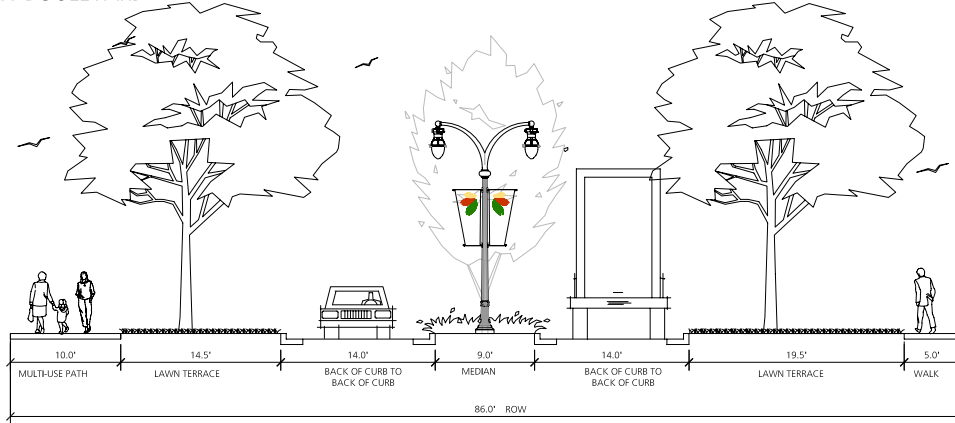


CENTENNIAL PARK BUDGET ESTIMATE

Priority	Element	Description	Qty	Unit	Unit Cost	Total
1	Landmark Corner					
	Includes: plantings and irrigation	28 & Kraft	1	ea	\$ 400,000.00	\$ 400,000.00
2	Entry					
	Includes: plantings and irrigation	Coach	1	ea	\$ 360,000.00	\$ 360,000.00
		Foremost	1	ea	\$ 360,000.00	\$ 360,000.00
		Charlevoix	1	ea	\$ 360,000.00	\$ 360,000.00
		Lucerne	1	ea	\$ 360,000.00	\$ 360,000.00
3	Landscape					
	Includes: plantings and irrigation	28th	1	ls	\$ 185,000.00	\$ 185,000.00
		Kraft	1	ls	\$ 35,000.00	\$ 35,000.00
4	Boulevards					
	Includes: median island plantings and irrigation	Coach	507	lf	\$ 225.00	\$ 114,075.00
		Foremost	683	lf	\$ 225.00	\$ 153,675.00
		Charlevoix	395	lf	\$ 225.00	\$ 88,875.00
		Lucerne	881	lf	\$ 225.00	\$ 198,225.00
5	Lighting					
	Includes: banners arms	28th	1	ea	\$ 168,000.00	\$ 168,000.00
	Banners not included	Kraft	1	ea	\$ 42,000.00	\$ 42,000.00
		Coach Boulevard	1	ea	\$ 30,420.00	\$ 30,420.00
		Foremost Boulevard	1	ea	\$ 40,980.00	\$ 40,980.00
		Charlevoix Boulevard	1	ea	\$ 23,700.00	\$ 23,700.00
		Lucerne Boulevard	1	ea	\$ 52,860.00	\$ 52,860.00
6	Street Trees					
		Coach Boulevard	26	ea	\$ 450.00	\$ 11,700.00
		Foremost Boulevard	40	ea	\$ 450.00	\$ 18,000.00
		Charlevoix Boulevard	26	ea	\$ 450.00	\$ 11,700.00
		Lucerne Boulevard	57	ea	\$ 450.00	\$ 25,650.00
7	Roundabouts (See Alternative Plan in Appendix)					
	Includes: special feature, island planting and irrigation	Foremost and Orchard Vista	1	ea	\$ 230,000.00	\$ 230,000.00
		Foremost and Charlevoix	1	ea	\$ 230,000.00	\$ 230,000.00
		Charlevoix and Tahoe	1	ea	\$ 230,000.00	\$ 230,000.00
		Lucerne and Tahoe	1	ea	\$ 230,000.00	\$ 230,000.00
8	Public Signage					
		Way finding	18	ea	\$ 3,000.00	\$ 54,000.00
		Street Signs	12	ea	\$ 3,500.00	\$ 42,000.00
9	7' Sidewalks					
		Coach	520	lf	\$ 50.00	\$ 26,000.00
		Foremost	1584	lf	\$ 50.00	\$ 79,200.00
		Orchard Vista	2065	lf	\$ 50.00	\$ 103,250.00
		Charlevoix	1834	lf	\$ 50.00	\$ 91,700.00
		Tahoe	1268	lf	\$ 50.00	\$ 63,400.00
		Lucerne	1220	lf	\$ 50.00	\$ 61,000.00

10	10' Multi-use Path					
	28th	3594	lf	\$	48.00	\$ 172,512.00
	Kraft	783	lf	\$	48.00	\$ 37,584.00
	Coach	469	lf	\$	48.00	\$ 22,512.00
	Foremost	1616	lf	\$	48.00	\$ 77,568.00
	Orchard Vista	2226	lf	\$	48.00	\$ 106,848.00
	Charlevoix	1916	lf	\$	48.00	\$ 91,968.00
	Tahoe	1278	lf	\$	48.00	\$ 61,344.00
	Lucerne	1240	lf	\$	48.00	\$ 59,520.00
11	Narrowed Street					
	Foremost	572	lf	\$	210.00	\$ 120,120.00
	Orchard Vista	1967	lf	\$	210.00	\$ 413,070.00
	Charlevoix	1157	lf	\$	210.00	\$ 242,970.00
	Tahoe	1081	lf	\$	210.00	\$ 227,010.00
12	Lighting					
	Foremost non-boulevard	1	ea	\$	28,600.00	\$ 28,600.00
	Charlevoix non-boulevard	1	ea	\$	57,850.00	\$ 57,850.00
	Orchard Vista	1	ea	\$	98,350.00	\$ 98,350.00
	Tahoe	1	ea	\$	54,050.00	\$ 54,050.00
13	Street Trees					
	Foremost non-boulevard	31	ea	\$	450.00	\$ 13,950.00
	Charlevoix non-boulevard	50	ea	\$	450.00	\$ 22,500.00
	Orchard Vista	101	ea	\$	450.00	\$ 45,450.00
	Tahoe	56	ea	\$	450.00	\$ 25,200.00
TBD	Public Open Space					
	Informal Walks		ls	\$		-
	Overlooks		ea	\$		-
	Pavilion		ea	\$		-
	Landscape		ls	\$		-
	Subtotal					\$ 6,459,386.00
	Contingency 10%					\$ 645,938.60
	Total Construction Budget in 2007 Dollars					\$ 7,105,324.60
	Soft Costs 25%					\$ 1,776,331.15
	Total Project Costs in 2007 Dollars					\$ 8,881,655.75

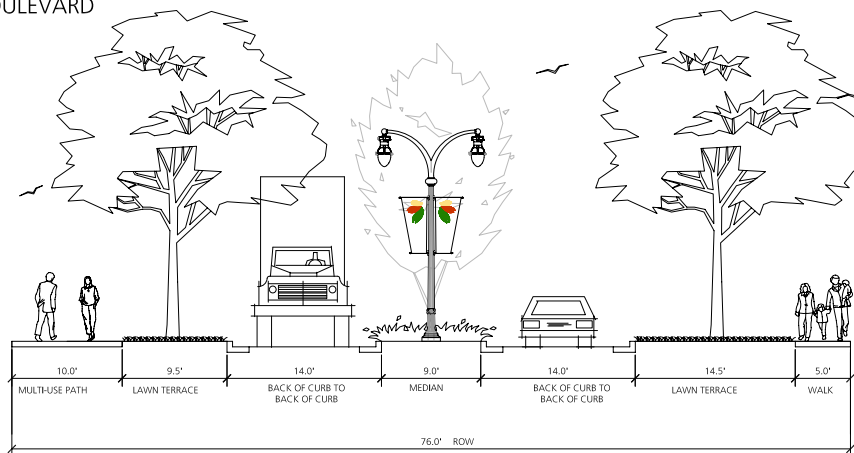
86' ROW BOULEVARD



86' ROW NARROWED STREET



76' ROW BOULEVARD





Vehicular and Pedestrian Circulation

- ① Boulevard Streets with Landscape Treatment
- ② Roundabouts
- ③ Narrowed Streets
- ④ Multi-use Paths
- ⑤ Sidewalks
- ⑥ Informal Path System

Open Space

- ⑦ Enhancements of Existing Storm Water Detention Areas
- ⑧ Community Park and New Development

Infill and Redevelopment

- ⑨ Additions
- ⑩ Stand Alone Building
- ⑪ Parking Removal

Signage and Identity

- ⑫ Corner Landmark Sign and Landscape Treatment
- ⑬ Entry Signage and Landscape Treatment
- ⑭ Way Finding Signage (not shown)
- ⑮ Street Signage (not shown)

Lighting

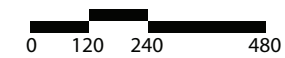
- ⑯ Double Arm Streetlights(not shown)
- ⑰ Single Arm Streetlights (not shown)

Street Trees and Parking Lot Screening

- ⑱ Street Trees
- ⑲ Parking Lot Screening

NOTES:

1. Additional curb cuts on interior streets may be added or existing curb cuts may be modified to accommodate changes to individual properties. All curb cuts must be in conformance with Cascade Township and Kent County Road Commission Standards.
2. All corner landmark signage, entry signage, wayfinding signage, street signage and landscape shall be designed and located to not interfere with clear vision corners per the Kent County Road Commission Standards.
3. Street tree spacing and lighting spacing shall be compatible with the street type. Spacing on 28th Street may be greater than that used on internal business park streets.



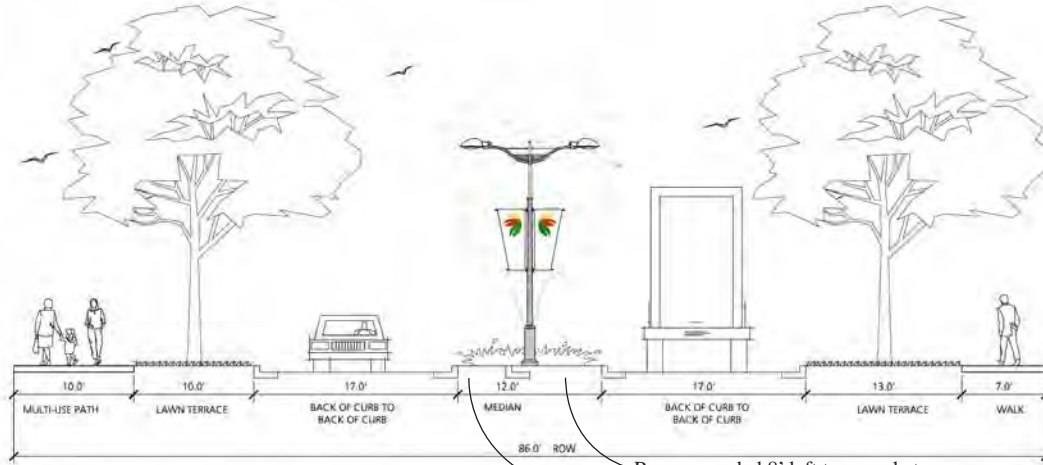
B R I
Beckett&Raeder
Landscape Architecture
Planning & Engineering

CONCEPT
Cascade Township, Michigan
November 2007

KCRC Median - Cross Sections

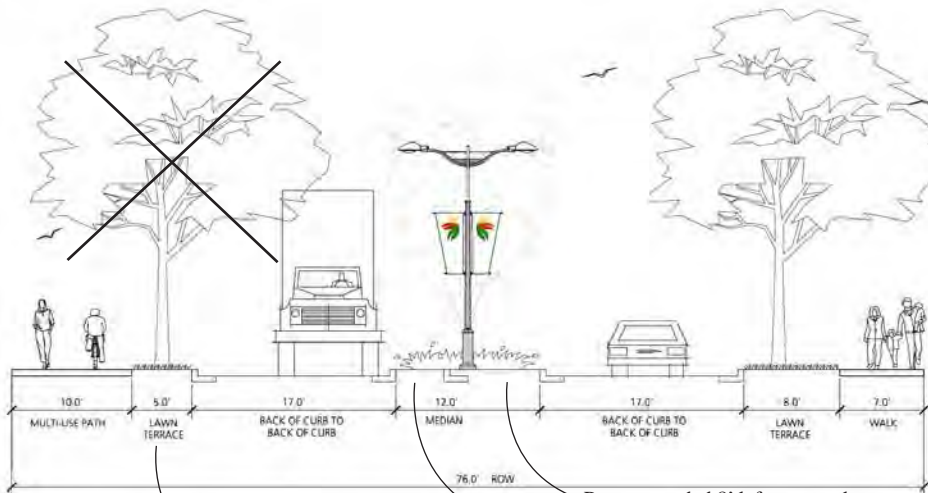
The KCRC letter requests wider travel lanes, a wider median and left turn pockets. The revised road cross sections follow with comments regarding the implications of the KCRC comments:

86' ROW BOULEVARD



Recommended 8' left turn pocket
 Remaining 4' concrete island (see plan).
 Trees and lights will not be possible within this narrow median.

76' ROW BOULEVARD



Tree not possible in 5' lawn terrace, additional ROW would need to be acquired to include street tree

Recommended 8' left turn pocket
 Remaining 4' concrete island (see plan).
 Trees and lights will not be possible within this narrow median.

The KCRC revisions would result in all new curbs, additional bituminous pavement (3' of additional width per lane) and the elimination of lights and street trees near intersections and driveways (where a left turn pocket is requested), see plans on following pages.

KCRC Median - Plan

In conversation with the KCRC, they would like to see the boulevards pulled back from the intersection a minimum of 100'. The following plan demonstrates the impact of this.

BOULEVARD HELD BACK 100' FROM 28TH STREET ROW



Nose of island held back 100' from 28th Street ROW.
Pedestrian safety compromised. No refuge island or visual barrier.
Boulevard Entry Sign eliminated.

75' long, 8' wide left turn pockets

Boulevard held back 75' from intersection with internal road

Extending the boulevard to the sidewalk enhances the image of the park, improves pedestrian safety and facilitates wayfinding.

BOULEVARD EXTENDS TO 28TH STREET ROW



Nose of island extends to the crosswalk and is flush with the road surface within the crosswalk. This enhances pedestrian safety by providing a safe haven in the island and enhancing motorists of their surroundings. Provides a location for the Boulevard Entry Sign.

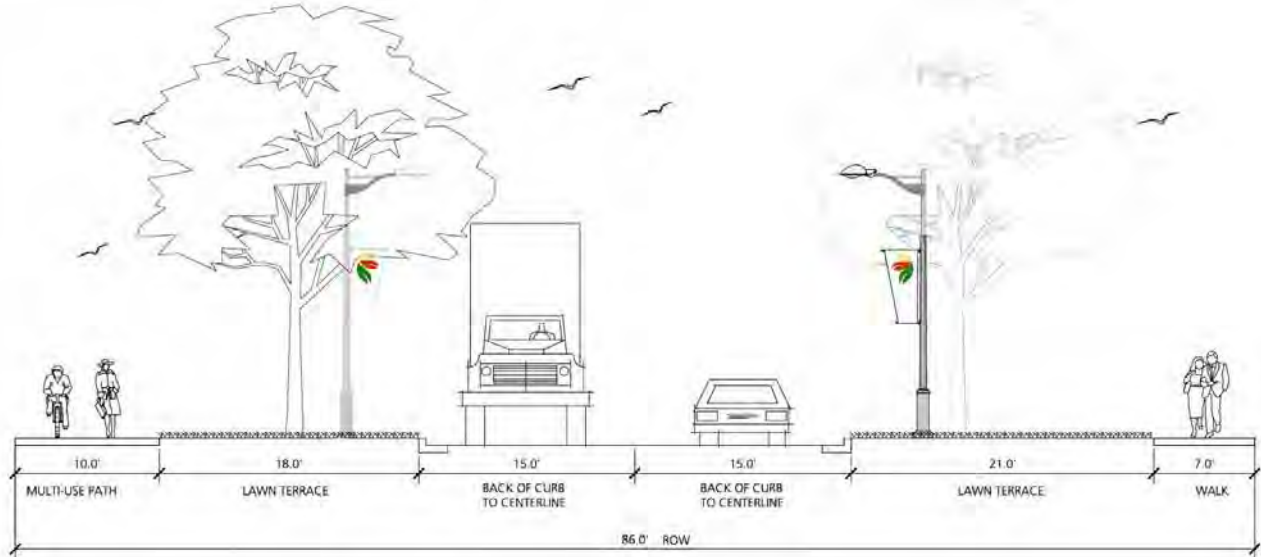
Lanes intended to align with those across 28th Street.

75' long, 8' wide left turn pockets

KCRC Roadway Narrowing - Cross Section

KCRC recommends a thirty foot wide roadway and relocating both curbs to narrow the street symmetrically. This would add to the project costs, both in terms of additional curb replacement and additional bituminous. A cross section of the suggested road width is below.

86' ROW NARROWED ROAD



KCRC ROUNDABOUTS

Roundabouts are an important element in enhancing wayfinding throughout Centennial Park.

KCRC PLANTINGS

When planting plans have been completed, they should be sent to KCRC for review.

DDA MEMORANDUM

To: Cascade Township DDA Board

From: Sandra Korhorn, DDA/Economic Development Director *SKK*

Subject: Discuss Metal Fence on Cascade Rd. (Village)

Meeting Date: September 19, 2017

The property owner at 6883 Cascade Rd. contacted me recently regarding the metal fence located along his property frontage. The tenants in the building would like the fence removed.

This fence is the same fence that is on the south (or west) side of Cascade Rd. through the village. A few years ago, the fence near Bridal Elegance was hit by a car and damaged. The fence, maintenance wise, is in rough shape as well.

The Board asked for some additional information be presented before they could make a decision on the fence. I have attached some before and after pictures of the fence in front of Bridal Elegance and the property at 6883 Cascade Rd. for your review.



Dressage

686





ace

686

Yield



Daniel Vanderaan
616-982-4960

Sofaform



Daniel Vanderaan
616-942-4768
State Farm

DDA MEMORANDUM

To: Cascade Township DDA Board

From: Sandra Korhorn, DDA/Economic Development Director *SKK*

Subject: Discuss The Rapid Bus Funding

Meeting Date: September 19, 2017

If you recall, the Township Manager came to the DDA meeting in November, 2016 and made a presentation concerning the 3-year pilot program of the line haul bus service on 28th Street through The Rapid. The Township Finance Committee, was interested in the DDA incurring a larger share of the cost of the service. The initial agreement was that the Township General Fund would cover 75% of the cost of the service and the DDA would cover 25% of the service. Given the documented benefit of the service to the businesses of the DDA, the Finance Committee is now recommending the DDA cover 75% of the cost of the service and the Township General Fund cover 25% of the cost of the service.

At that meeting, it was suggested that an ad hoc committee be put together consisting of the DDA Board and the Township Board to discuss the benefits of the service and options for funding. The bus committee has met a few times to begin the conversation.

I will have more information at the meeting, but we should begin the conversation about funding of the service after the three-year pilot program is over. We are into year two of the service.

I have included the DDA budget for FY2017 as well as the current revenue and expenditure report to date.