

AGENDA
Cascade Charter Township Planning Commission
Monday, February 06, 2017
7:00 pm
Cascade Library Wisner Center
2870 Jacksmith Ave. SE

- ARTICLE 1. Call the meeting to order**
Record the attendance
- ARTICLE 2. Pledge of Allegiance to the flag**
- ARTICLE 3. Approve the current Agenda**
- ARTICLE 4. Approve the Minutes of the January 16, 2017 meeting**
- ARTICLE 5. Acknowledge visitors and those wishing to speak to non-agenda items.**
(Comments are limited to five minutes per speaker.)
- ARTICLE 6. Case # 16-3348 Edward Rose/Meadowbrook P.U.D Amendment**
Public Hearing
Property Address: 5794 Broadmoor Ave & 5201 60th St.
Requested Action: The Applicant is requesting preliminary plan review to amend the Meadowbrooke P.U.D to allow for multifamily residential and commercial development.
- ARTICLE 7. Case # 16-3329 Spees P.U.D Amendment**
Property Address: 6010 28th St.
Requested Action: Recommendation of P.U.D Amendment to allow two fast food restaurants along 28th St, and a third building in the rear of the site.
- ARTICLE 8. Any other business**
- ARTICLE 9. Adjournment**

Meeting Format

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

MINUTES
Cascade Charter Township
Planning Commission
Monday, January 16, 2017
7:00 P.M.

ARTICLE 1. Chairman Waalkes called the meeting to order at 7:00 P.M.
Members Present: Katsma, Lewis, Mead, Pennington, Rissi, Robinson, Sperla and Williams
Members Absent: None
Others Present: Community Development Director, Steve Peterson and those listed on the sign in sheet.

ARTICLE 2. Pledge of Allegiance.

ARTICLE 3. Approve the current Agenda.

Motion was made by Member Robinson to approve the Agenda. Supported by Member Williams. Motion carried 9 to 0.

ARTICLE 4. Approve the Minutes of the January 9, 2017 Meeting.

Two minor corrections were noted.

Motion was made by Member Lewis to approve the Minutes as corrected. Supported by Member Sperla. Motion carried 9 to 0.

ARTICLE 5. Acknowledge visitors and those wishing to speak to non-agenda items.

No visitors who were present wished to speak about non-agenda items.

ARTICLE 6. Case #16:3354 Jeremy and Rebecca Beadner
Public Hearing

Property Address: 5663 Cascade Road S.E.

Requested Action: The Applicant is requesting a Special Use Permit to construct an addition to an accessory building in excess of 832 sq. ft.

Director Peterson stated that the Applicant is requesting permission to construct a porch addition onto an existing accessory building. Because the building is already over 832 sq. ft., the addition requires Planning Commission approval. The existing building is about 1600 sq. ft. The porch will wrap around two sides. The building is over 100 years old and the Beadners are trying to build the addition to match the original construction. The porch will effectively add about 12 feet of width to the two sides of the barn. This will still meet the required setbacks provided they do not come any closer than the 40 foot setback on the west side of the building.

Director Peterson recommends approval of the Special Use Permit to construct the porch addition with the following conditions:

1. The building is not used for living space or to run a business; and
2. Any outdoor lighting meets township regulations.

Chairman Waalkes asked the Applicant to come forward with any comments.

Mr. and Mrs. Beadner came forward and spoke about their plans for the porch addition to their 100 year old barn. They have restored the existing building and intend make sure the addition blends with the historical beauty of the existing structure.

A brief discussion followed.

Motion was made by Member Mead to open the public hearing. Supported by Member Sperla. Motion carried 9-0.

No one came forward.

Motion was made by Member Mead to close the public hearing. Supported by Member Robinson. Motion carried 9-0.

Motion was made by Member Sperla to approve the Special Use Permit with the conditions set forth above by Director Peterson. Supported by Member Rissi. Motion carried 9-0.

ARTICLE 7. Case #16:3350 Grooters Land Development

Property Address: 5357 52nd Street

Requested Action: Site plan approval for 149,000 sq. ft. warehouse addition.

Director Peterson stated that the Applicant is requesting site plan approval in order to construct a 149,000 sq. ft. building. Applicant is designing the site to accommodate a future addition of 198,250 sq. ft. That addition will need to come back for site plan approval in the future when proposed. The property does involve the reconfiguration of property lines with DJ's Landscaping at 5225 52nd Street. DJ's has already submitted a revised plan to accommodate the change. They will both need to apply for the lot line shift to accommodate the change if the new site plan is approved.

The building conforms to the setback, building height and parking regulations of the industrial zoning district. About 214 parking spaces are being deferred for this first phase of the project. However, the site was designed to accommodate all the required parking. If and when needed, they can add the 214 spaces.

The property has no frontage on Kraft Avenue or 52nd St. Applicant is obtaining access by easements through the properties to the East and South. The property to the South has an existing easement and the property to the East has created a new easement for access.

The easement to the South did require that they notify the property owner to the South of the project (L3 Avionics at 5353 52nd St.), which has been done. L3 has submitted some comments and/or concerns relative to the project. However, a few of the items they are asking for can only be addressed between the property owners. We need to concentrate on the site plan issues relative to their concerns.

The site has been designed to meet the storm water ordinance and has been reviewed and approved by the Township Engineer. A maintenance agreement will be required to ensure it continues to operate as approved.

Applicant has submitted a lighting plan that does not comply with the township regulations. This plan will need to be revised and resubmitted.

Director Peterson recommends that the Planning Commission approve the site plan with the following conditions:

1. A new lighting plan is submitted and approved;
2. Compliance with the Township Engineer report; and
3. Apply for and receive lot split approval for the reconfiguration of 5225 52nd St. and 5357 52nd St.

Chairman Waalkes asked the Applicant to come forward with any comments.

Mr. Bill Kozak of Moore Bruggink came forward to just answer any questions or concerns the members may have with the project.

Mr. Scott Steiner of Rhoades McKee representing L3 Avionics also came forward to speak about issues impacting his client, L3. Specifically, the easement and storm water draining issues.

Discussion followed.

Motion was made by Member Sperla to approve the site plan for the 149,000 sq. ft. warehouse addition with the conditions set forth above by Director Peterson, including one additional condition of satisfaction of all storm water ordinance requirements. Supported by Member Robinson. Motion carried 9-0.

ARTICLE 8. 2017 Work Plan.

Director Peterson presented a proposed work plan for 2017.

ARTICLE 9. Any other business.

No other business was presented.

Next meeting of the Planning Commission will be February 6, 2017.

ARTICLE 10. Adjournment.

**Motion was made by Member Lewis to adjourn. Supported by Member Robinson.
Motion carried 9 to 0. The meeting was adjourned at 7:45 p.m.**

Respectfully submitted,
Scott Rissi, Secretary

STAFF REPORT

TO: Cascade Charter Township Planning Commission
FROM: Steve Peterson, Community Development Director
REPORT DATE: January 19, 2017
MEETING DATE: February 6, 2017
CASE: #16-3348 – Edward Rose/Meadowbrooke PUD Amendment

GENERAL INFORMATION

- A. **Applicant:** Edward Rose Development Company
6101 Newport Road Suite 3015
Kalamazoo MI 49003

- B. **Status of Applicant:** Developer

- C. **General Location:** The property is located between Kraft Ave and Patterson Ave on the north side of 60th.

- D. **Requested Action:** Amend the Meadowbrooke PUD to allow for multifamily residential and commercial development.

- E. **Existing Zoning on Subject Parcels:** PUD

- F. **Zoning on Adjoining Parcels:**
 - N – PUD
 - S – R1/Caledonia Twp
 - E – PUD
 - W – I-PUD/City of Kentwood

- G. **Parcel Size:** Approximately 109 acres

- H. **Existing Land Use on Subject Parcel:** Vacant

- I. **Adjacent Area Land Uses:**
 - North - Various Industrial uses
 - East - Industrial
 - South - Residential/Caledonia Twp
 - West - Industrial/City of Kentwood

STAFF COMMENTS:

- 1. The applicant is requesting Preliminary Plan Approval in order to amend the existing Planned Unit Development. The amendment is needed because they would like to add a residential use to the development.

2. The proposal is to add 492 apartments to the PUD. They are also reserving approximately 37 acres for commercial retail uses. Although the retail is already permitted in the PUD the residential use is not, thus the need for the amendment.
3. The area is master planned as Mixed Use which can accommodate the residential use up to 8 units per acre. The proposal is at about 6.8 units per acre after taking out the commercial portion of the development.
4. We are referring to the development as Phase III of Meadowbrooke. This will be important as we move forward with the PUD amendments in identifying the changes to accommodate this development.
5. With the addition of the residential, the use of pedestrian connections should also occur. The developer has proposed the following sidewalks for the development. I have provided my comments as well.

Developer Proposal	Staff Comment
Sidewalks along the proposed public road connecting 60 th Street and Executive Parkway and the proposed east/west road within our site would be installed at the time the roads are installed.	They are only providing sidewalks on one side of the street.
Installation of sidewalks along Broadmoor and 60 th Street will be required at the time of development of those lots. If development does not occur within 10 years, we will be responsible for the walks if the Township Board determines the walks are required at that time.	The pedestrian connection on Broadmoor and 60 th St should be a 10' wide pedestrian connection. This would provide a safer pedestrian connection along the main roads and be consistent with the plan in Caledonia as well as. I also oppose waiting 10 years for the connection to be made. Other developments that we have allowed to delay construction of pedestrian connections were agreed to 3 years in the residential area and 5 years for a commercial project. While it may make sense to allow the construction to occur with the development of the commercial area, With the introduction of the residential use and the surrounding uses it makes sense to have the trail now.
If a walk is installed along 60 th Street to our east property line, we will install a sidewalk from the east property line to proposed road off 60 th Street. This will provide the aforementioned connection to the north.	Again, this should be a 10' wide pedestrian trail that is constructed along with the development of the project. With the introduction of the residential use and the surrounding uses it makes sense to have the trail now.

6. The developer has provided a traffic study. The study was done as approved by the KCRC and MDOT. The study assumes the apartments and commercial sites are developed and occupied by 2022. The following summarizes the recommended improvements and developer response. I have also provided my comments

Study recommendation	Developer response	Staff comments
1. Construct a third southbound through lane on M37 from just north of Patterson Ave (north) down to the existing three lane section just south of Patterson Ave	An existing condition that they are not responsible for	MDOT has recognized this as an issue and will continue to monitor, but has no plans to fix at this time.
2. Adjust the signal operations at several M37 intersection	An existing condition that they are not responsible for	MDOT will monitor
3. Add a new southbound to northbound crossover on M37 south of Patterson Ave	Agreed to install	
4. Add a second left turn lane on the northbound-to-southbound crossover located just north of 60 th along with applicable signal equipment/operation adjustments	Have not agreed to install	Developer will be providing an option for their involvement to address this issue.
5. Include a northbound right turn deceleration lane on M37 with the design of the new access point	Agreed to install	
6. Add a center turn lane on 60 th St from just east of M37 to the sites main drive on 60th	Agreed to install	
7. Pursue minor adjustments to the M37/60 th signal operations to provide slightly more green time for 60th	Has not agreed to install	MDOT will monitor

<p>8. Support monitoring the crossover operations at the northbound to southbound crossover just north of Patterson Ave in case an improvements such as a traffic signal is deemed needed/warranted upon completion of the overall site</p>	<p>Has not agreed to</p>	<p>MDOT will monitor</p>
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7. MDOT has asked that the developer amend the study to include additional mitigation of their project on 60th st. Once completed the new study will be evaluated by MDOT and KCRC to determine if the new alternative(s) are better for the system than the original alternatives. If so, they can be incorporated into the final approval.
8. In addition, the developer has had the traffic engineer include in the analysis a second drive to 60th St. while not part of the project now, it's possible that a second drive to 60th could be desirable depending on what the future uses are. It should be noted that the second drive did not change the results of the study as it also recommends that any new drive to 60th also include a center turn lane. Any future access to 60th St should be evaluated by a future traffic study when the use is known. No individual access will be allowed on 60th or M37
9. They have developed setbacks very similar to the current PUD zoning as well as our office zoning district for the commercial portion of the project. Individual site plans would be evaluated when they come in. minimum lot size would continue to be 2 acres with the ability to go to 1 acre through the Meadowbrooke PUD process. Without going through the platting process the total number of division will be governed by the subdivision control act and township zoning.
10. The development will be served by public utilities and sewer and water will be provided by the City of Grand Rapids. Some issues remain for the developer to figure out. The servicing of the commercial area with sewer and water needs to be addressed, as it could have an impact on how the apartment phase is completed.
11. The development has been reviewed and approved by the Township engineer.
12. The developer did consider the adjacent residential uses by providing additional bufferyard. They would be required to apply a type G bufferyard when the area was developed. They did not consider allowing vehicular access. I believe this is a mistake. We should have this developer agree to provide access so when the residential property develops access may be possible.

13. They have provided a signage plan in an attempt to tie in the entire development.
14. Will need to be reviewed by the meadowbrooke association.
15. The project was introduced at your December 5, 2016 meeting. At that meeting you asked the applicant to come back with the following information:

Issue	Comment
Traffic study	Traffic study complete. 8 different recommendations are provided. The applicant is participating in 4 of them while MDOT is responsible for the others.
proposed commercial building setbacks.	They have proposed a 30-foot setback along M37 and 60 th . 40 feet along executive parkway and 25 feet along north boundary of the commercial area. This is very similar to our office zoning district as well as the existing Meadowbrooke PUD Ordinance.
Approval from the Township engineer to proceed to the public hearing stage.	completed
Signage plan.	They have submitted a sign pan showing the following signs 3- large 20' tall 100 sq ft Development signs 1-12' tall 85 sq ft subdivision sign Unidentified number of small 24 sq ft free standing point of service signs that presumably would be utilized on each commercial lot.
Incorporate sidewalks along 60 th and M-37 to connect project within and to adjacent uses	They have included sidewalk within the development and along 60 th and M37. Staff does not agree on the details of when the sidewalk should be installed.
Consideration for buffering and connection to the current residential uses on 60 th st.	They have incorporated a bufferyard plan for the residential use but have no plan for allowing access to the adjacent property.

Standards

Section 16.03 of the Zoning Ordinance requires that a Planned Unit Development must demonstrate that:

Standard	Staff Comment
<p>Granting of the Planned Unit Development rezoning will result in a recognizable and substantial benefit to the ultimate users of the project and to the community, where such benefit would otherwise be unfeasible or unlikely to be achieved.</p>	<p>Property is already a PUD. This would add the residential component to the PUD. The residential use is consistent with the master plan.</p>
<p>In relation to underlying zoning, the proposed type and density of use shall not result in a material increase in the need for public services, facilities and utilities, and shall not place a material burden upon the subject or surrounding land or property owners and occupants or the natural environment</p>	<p>The density of the use is consistent with the master plan. The traffic study does recommend several improvements as a result of the project.</p>
<p>The proposed development shall be compatible with the General Development Plan of the Township, and shall be consistent with the intent and spirit of this Chapter</p>	<p>The overall use is compatible. However, the details of the sidewalks and pedestrian connections should be worked out to truly be consistent with the master plan.</p>
<p>In relation to underlying zoning, the proposed development shall not result in an unreasonable negative economic impact upon surrounding properties</p>	<p>Being that the plan is consistent with the master plan I would not find any negative economic impacts associated to the surrounding properties. This would especially be the case if the traffic and pedestrian issues are resolved to also be consist with the master plan.</p>
<p>The proposed development shall contain at least as much green area and usable open space as would otherwise be required by this Ordinance with respect to the most dominant use in the development</p>	<p>met</p>

The proposed development shall be under single ownership or control such that there is a single person or entity having responsibility for completing the project in conformity with this Ordinance. This provision shall not prohibit a transfer of ownership or control, upon due notice to the Planning Director of the Township

Although part of a larger PUD already this last portion of the project is under the control of a single user.

Staff Recommendation

Staff recommends approval of the preliminary plan with the following conditions:

1. Provide an amended traffic study to evaluate the alternative mitigation methods on 60th st.
2. Address the 4th item in the traffic study to our satisfaction. (proposal will be presented at the PC meeting)
3. The sidewalk and pathway connections shall be provided as indicated by staff. 10-foot-wide paths on M-37 and 60th and 5-foot sidewalk elsewhere. The developer will also be responsible to provide an easement to the township for the pathways and the paths and sidewalks shall be constructed to township standards. The developer will be responsible to grade their property to allow the pathways to connect to any adjacent property.
4. All sidewalks and pathways shall be built no later than 5 years after the first building permit is issued.
5. The developer shall agree to a vehicular connection with the properties along 60th st to the east.
6. Comply with the township engineer memo dated 2/1/17.
7. Create Phase III of the Meadowbrooke review board to review future projects in this portion of the development.

If approved, the applicant will come back with the final site plan as determined by the amended traffic study along with the PUD Ordinance language. Once completed the planning commission will make a recommendation to the Township Board. After your recommendation, the Township Board will consider the matter at the final public hearing.

Enclosed:

FTCH report dated 2/1/17
Traffic Impact study
Meadowbrook PUD Ordinance
Elevation example of apartments
Master plan excerpts
Site plans
Meadowbrooke Review Board



**Traffic Impact Study
Proposed E. Rose Garden Apartments Development
Cascade Township, Michigan**

Prepared for:

Edward Rose & Sons
6101 Newport Road
Portage, MI 49002

Prepared by:

Progressive AE
1811 4 Mile Road NE
Grand Rapids, MI 49525

January 2017
Project No. 80570001/002

progressive|ae

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Proposed E. Rose Garden Apartments Development
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Grand Rapids, MI 49525
616/361-2664

January 2017

Project No: 80570001/002

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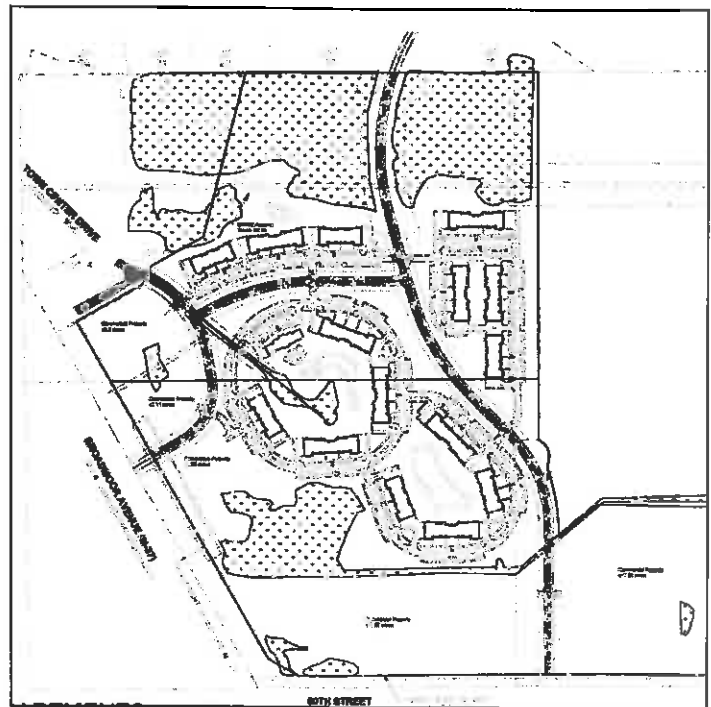
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Executive Summary

Current plans call for the development of approximately 490 apartments along with several commercial sites that, when fully complete, will encompass approximately 41 acres. As currently proposed, primary access from the public roadway system to the apartment portion of the development will be provided at four points; extension of the existing Town Center Drive, extension of Executive Parkway, a new connection to 60th Street, and a new access point directly to M-37 expected to be located approximately 300 feet south of the S. Patterson/M-37 intersection. For the purposes of this impact study, the apartments and a portion of the commercial sites are assumed to be developed and occupied by 2022.

Cascade Township is requiring an impact study as part of their standard site plan approval process for sites of this size and mixed use to determine the potential traffic impacts of the proposed development. To help ensure completeness of the study scope, both the Michigan Department of Transportation (MDOT) and the Kent County Road Commission (KCRC) were contacted to discuss any specific study parameters and areas of concern.



The analyses summarized in this report identify traffic conditions within the study area with an estimate of the conditions that can be expected with future growth, including the development of the proposed project. These analyses take into account the highest peak traffic periods that typically occur during the week along the adjacent street corridors in this area.

After the introductory Chapter 1, Chapter 2 summarizes the existing conditions within the study area and identifies where existing problems occur. This chapter is included to use as a basis for the subsequent analyses that are summarized in the following chapters. The results of the existing conditions analysis indicates most of the individual movements at the study area intersections are functioning acceptably during both peak hours with levels of service (LoS) of D

or better. However, related volume-to-capacity ratios and model simulations indicate that the M-37/Patterson Ave (north) intersection is currently experiencing significant queuing during the afternoon peak hour, particularly on southbound Patterson.

Chapter 3 summarizes the projected 2022 background traffic conditions. Under 2022 background conditions the study area intersections are generally expected to continue to function acceptably with the exception of the noted M-37/Patterson (north) intersection where the southbound Patterson through/left turn movement degrades to an LoS E during the afternoon peak hour with projected longer (1/4+ mile) queues. The volume-to-capacity ratio for the southbound through movement on M-37 at Patterson Avenue (south) is also projected to degrade to over 1.0 (LoS F in HCM 2010 standards). The recommended improvements for the 2022 background conditions are:

- Construct a third southbound through lane on M-37 from just north of Patterson Avenue (north) down to the existing three lane section just south of Patterson Avenue (south); and
- Adjust the signal operations at several M-37 intersections.

With those improvements in place all movements at the key intersections are expected to function at better than existing conditions.

Chapter 4 summarizes the projected 2022 future conditions that include both background traffic growth and project traffic. The proposed development is expected to generate approximately 486 new morning peak hour trips and 794 new afternoon trips onto the adjacent roadway system. The results of the 2022 future conditions capacity analyses with development traffic in place indicate that several improvements will be needed to help accommodate development:

- Add a new southbound-to-northbound crossover on M-37 south of Patterson Avenue (south);
- Add a second left-turn lane on the northbound-to-southbound crossover located just north of 60th Street along with applicable signal equipment/operations adjustments;
- Include a northbound right-turn deceleration lane on M-37 with the design of the new site access point;
- Add a center left turn lane on 60th Street from just east of M-37 to the site's main 60th street driveway;
- Pursue minor adjustments to the M-37/60th signal operations to provide slightly more green time for 60th Street; and
- Support monitoring the crossover operations at the northbound-to southbound crossover just north of Patterson Avenue (south) in case an improvement such as a traffic signal is deemed needed/warranted upon completion of the overall site.

Chapter 1

Introduction

Progressive AE was retained to complete this traffic impact study for the proposed Garden Apartment development site located on the northeast quadrant of the M-37/60th Street intersection in Cascade Charter Township, Michigan. Current plans call for completion and occupation of approximately 490 apartment units by roughly 2022. In addition, several commercial outlots and/or parcels are expected to be developed within that timeframe although specific uses have not yet been identified.

As proposed, access to/from the site would be primarily provided by extensions of Town Center Drive and Executive Drive, a new driveway to 60th Street (essentially the future terminus of Executive Drive), and a new driveway directly to M-37. For the purposes of this study, and additional driveway was assumed in the future conditions analyses to serve the large commercial "outlot" along 60th Street between M-37 and the other 60th Street driveway.



The purpose of this traffic impact study was to analyze the potential impacts of the proposed development and to identify what physical and/or operational roadway system improvements may be necessary to mitigate existing or background issues or impacts created by the development's traffic. The tasks undertaken to complete the analyses include:

1. **Data Collection.** Applicable information regarding the existing operating conditions of the adjacent roadways was obtained in November 2016. Morning and afternoon peak-hour turning movement counts were completed at the study area intersections defined by MDOT and Kent County Road Commission (KCRC) staff. Information regarding lane configurations, speed limits, traffic controls, and other related data for the study area roadways was also collected.

2. **Background Growth.** Per discussions with agency staff, an annual background traffic growth rate of 1.5 percent was applied to existing volumes to reflect anticipated non-development traffic increases by the 2022 horizon year.
3. **Trip Generation/Distribution.** The number of trips the proposed development is expected to generate during peak hours was identified. These trips were then assigned to the adjacent street system based upon the patterns followed by existing traffic and expected market area.
4. **Levels of Service.** Capacity calculations were completed at the study area key intersections and site access points to identify existing, expected future background, and expected future (with project) peak-hour operational characteristics.
5. **Mitigation.** Roadway/intersection improvements were identified, when applicable, that will enable the adjacent roadways and study area intersections to maintain equal and/or acceptable levels of operation under future conditions upon the addition of background traffic growth and/or due to development traffic.

Pre-study coordination was completed with MDOT and KCRC staff to help identify the required study area, study parameters, and any specific areas of concern. In addition, those agencies were contacted for further input throughout the analysis efforts to help develop a sound and acceptable set of analysis assumptions. The following chapters outline the results of analyses completed during this study.

Chapter 2

Existing Conditions

The first step in the identification of potential traffic impacts is to determine how well the adjacent roadways are operating under current conditions. These existing, or base, conditions then provide a comparison to subsequent future conditions analyses. This chapter summarizes the data collection and existing operating conditions analysis procedures.

KEY STUDY AREA ROADWAYS

M-37 (Broadmoor Ave.)

M-37 is a regional north/south trunkline highway under MDOT jurisdiction. Within its boulevard style configuration, it has anywhere from a five to eleven lane cross section in the study area. The speed limit on M-37 in this subarea is 55 miles per hour. Weekday 24-hour traffic volumes along M-37 within the study area vary widely, but are generally in the 32,000 – 40,000 vehicle range. Several intersections along M-37 within the study area are traffic signal controlled, including its intersections with Patterson Avenue (north), Patterson Avenue (south), 60th Street, and both cross over intersections north and south of 60th Street.



60th Street

60th Street is a major road within the KCRC system and generally has a two-lane cross section adjacent to the site, with additional lanes at its intersection with M-37. 60th Street has a 55 mph speed limit adjacent to the site and carries approximately 7,000 vehicles on a weekday. As noted above, it is



signal controlled at its intersection with M-37.

Patterson Avenue

The two separate sections of Patterson Avenue in the study area are also defined as a major road within KCRC jurisdiction. North of M-37 it has a five-lane cross section and a 55 mph speed limit, while south of M-37 it has a predominantly two-lane cross section with a 55 mph speed limit. Patterson Avenue carries approximately 13,000 vehicles on a weekday north of M-37 and about 5,400 vehicles south of M-37.



Per pre-study input from MDOT and KCRC staff, morning and afternoon peak hour counts were taken in mid-November from 7:00-9:00 AM and 2:00-6:00 PM on a weekday at the following eight intersections:

- M-37/Patterson Avenue north
- M-37/Patterson Avenue south
- M-37/60th Street
- M-37/two crossovers between the two Patterson intersections
- M-37/two crossovers—one on either side of 60th Street
- Patterson Avenue/Town Center Drive

These counts indicated that the weekday peak hours generally occur between 7:15-8:15 AM and 4:30-5:30 PM. Figure 1 on the following page illustrates the existing peak-hour volumes at the study area intersections.

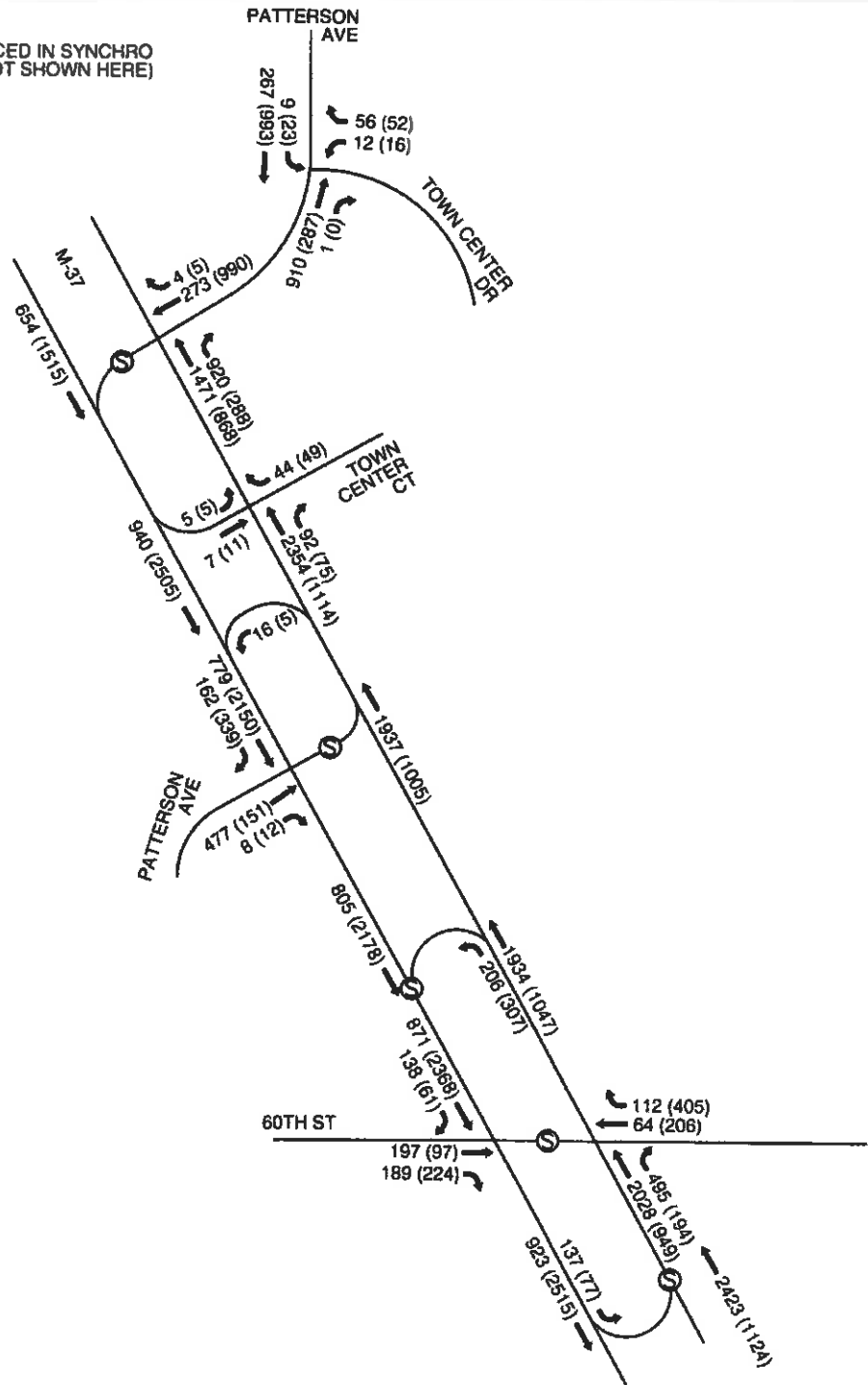
EVALUATION OF EXISTING CONDITIONS

Intersection "level of service" calculations were completed to evaluate the current operational efficiency of the study area intersections. These calculations were completed using techniques outlined in the 2010 Highway Capacity Manual by the Transportation Research Board.

Level of service (LoS) at signalized and unsignalized intersections relates to the delay, traffic volumes, and intersection geometry. Levels of service (LoS) are expressed in a range from "A" to "F", with "A" denoting the highest or best operating conditions. **Generally, a Level of Service "D"** is considered the minimum acceptable service level for signalized and unsignalized intersections in suburban and/or rural areas such as this. The criteria for determining the levels of service at signalized and unsignalized intersections are outlined in the appendix of this report.

The existing peak hours were analyzed at the study area intersections. The results of the level of service analyses are shown on Figure 2. Copies of the computer analyses are included in the appendix.

NOTE: VOLUMES BALANCED IN SYNCHRO
(NOT SHOWN HERE)



LEGEND	
XX (XX)	= AM (PM)
S	= SIGNALIZED INTERSECTION

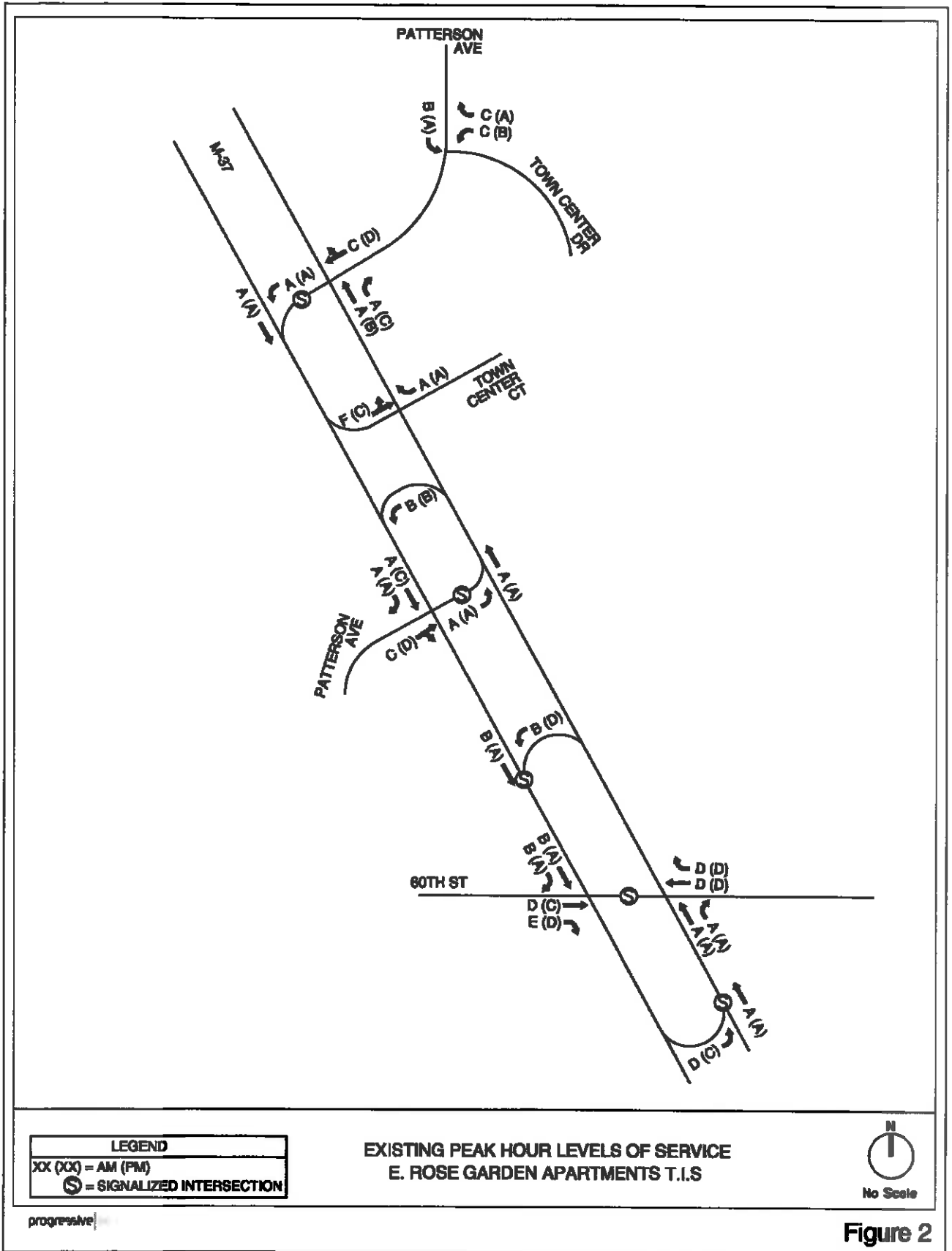
EXISTING PEAK HOUR VOLUMES
E. ROSE GARDEN APARTMENTS T.I.S



No Scale

progressive

Figure 1



As shown, it appears that almost all of the constrained movements at the study area intersections operate acceptably during both peak hours. The apparent exceptions occur at the crossover from southbound M-37 into Town Center Court during the morning peak hour, and the eastbound right turn on 60th Street at M-37. Neither of these are seen as significant, either due to very small traffic volumes or traffic model anomalies.

One key problem area shows up at the M-37/Patterson (north) intersection during the afternoon peak hour, even with the indicated LoS is at D. The calculations also show that the volume-to-capacity ratio (v/c) for the southbound through/left turn onto M-37 is 1.01, typically resulting in an LoS F if the current capacity manual software were applicable. That potential congestion indication is backed up by subsequent simulations that show significant southbound queuing problems on Patterson for most of the peak hour. On-site observations to date confirm that queuing problem.

DISCUSSION - RECOMMENDED ROADWAY IMPROVEMENTS

Given the results of the Existing Conditions analysis and related traffic simulations, indications are that MDOT and the KCRC should consider modifications to the M-37/Patterson (north) intersection. Such modifications will be further discussed in the following Background Conditions chapter.

Chapter 3

Projected 2022 Background Conditions

The purpose of this chapter is to summarize the expected future 2022 background traffic conditions within the study area with background traffic growth in place. These analyses provide a basis for comparing expected future conditions without the proposed development in place, and defining any potential improvements that will be needed regardless of site-generated traffic.

2022 BACKGROUND TRAFFIC

To help assess the future conditions at any intersection, traffic volume growth factors and traffic from other nearby approved/under-construction projects were taken into account. Based upon input from MDOT and KCRC staff (and via GVMC) a 1.5% annual growth factor was incorporated into the future 2022 traffic projections.

Figure 3 on the next page illustrates the projected total 2022 background peak-hour traffic volumes at the study area intersections.

EVALUATION OF 2022 BACKGROUND CONDITIONS

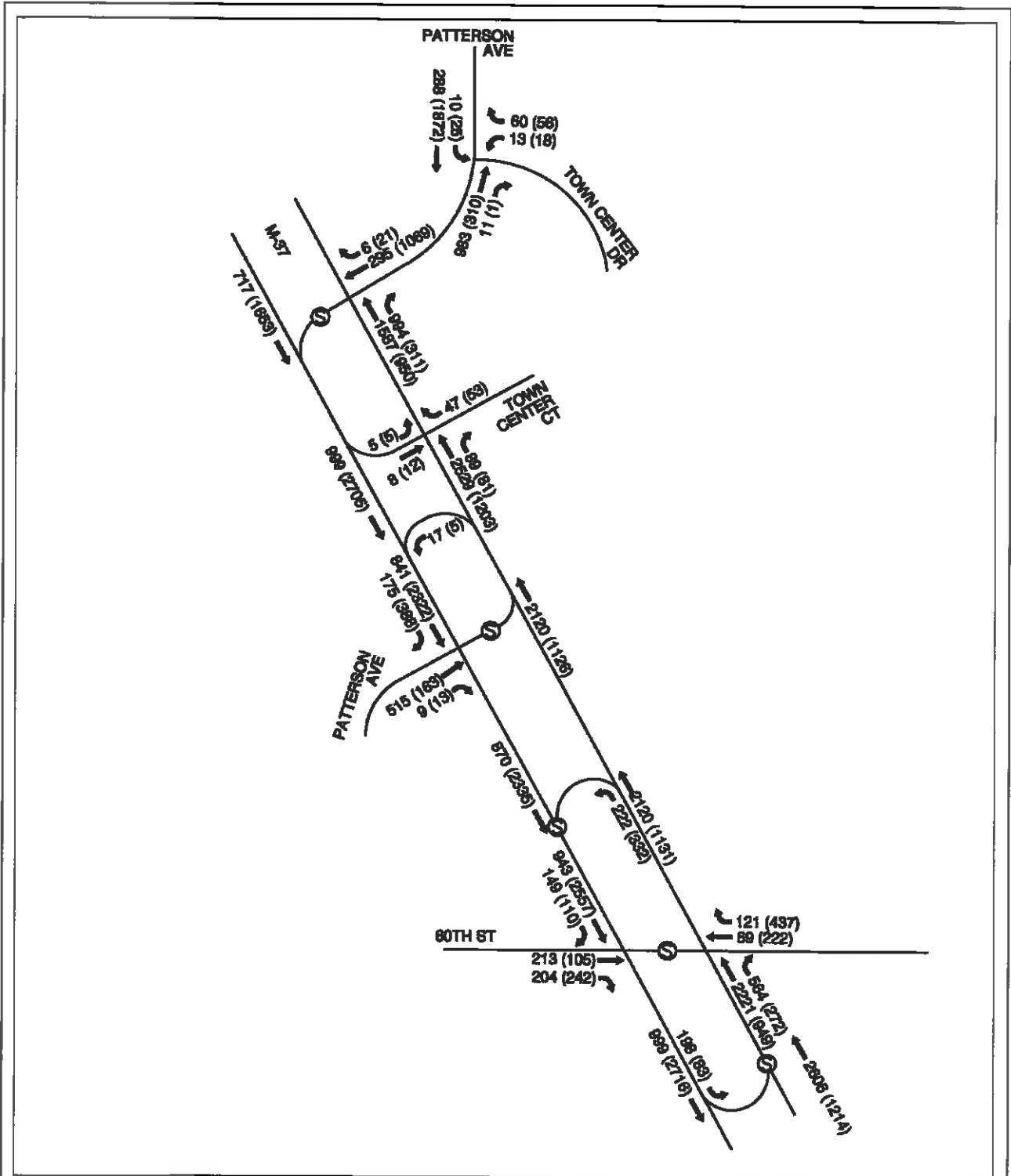
Intersection level of service calculations were completed to evaluate the projected future morning and afternoon peak hour 2022 background conditions at the study area intersections without the proposed project in place. The results of the level of service analyses are shown in Figure 4. Copies of the computer analyses are included in the appendix of this report.

As shown, most all of the constrained movements at the study area intersections are expected to continue to operate acceptably during both peak hours. The exceptions are the same as noted under the Existing Conditions summary, plus the southbound Patterson approach to M-37 is expected to degrade to a level of service E during the afternoon peak hour. That poor level of service (or worse) is confirmed for that movement by its v/c ratio of 1.09 and model simulations that continue to show very lengthy queues (1/4 mile+) for much of the afternoon peak hour.

Additionally, the southbound through movement on M-37 at its signalized intersection with Patterson Avenue (south) degrades to an LoS D, but with a calculated v/c ratio of 1.05, which in HCM 2010 criteria would define it as operating at an LoS F.

DISCUSSION - RECOMMENDED ROADWAY IMPROVEMENTS

The confluence of traffic during the afternoon peak hour at the M-37/Patterson (north) intersection results in a current volume of approximately 2,500 vehicles squeezing into the two existing southbound lanes on M-37 at that point, and an estimated 2,700 vehicles by 2022.



LEGEND	
XX (XX)	= AM (PM)
S	= SIGNALIZED INTERSECTION

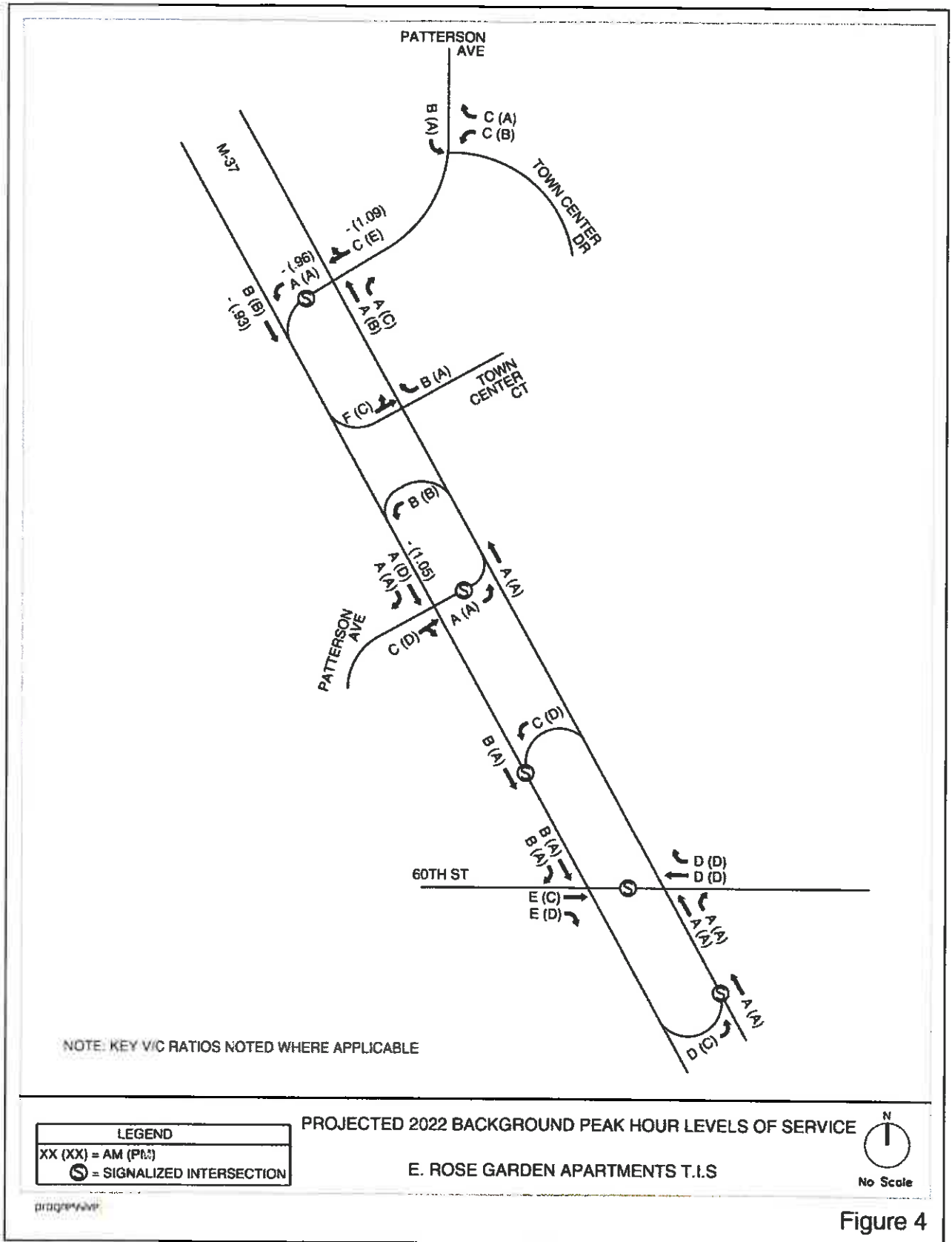
PROJECTED 2022 BACKGROUND PEAK HOUR VOLUMES

E. ROSE GARDEN APARTMENTS T.I.S



progressive

Figure 3



To alleviate the southbound Patterson (northern section) congestion, several iterations/alternatives to provide that movement with a few more seconds of green time were tested, but resulted in degrading the southbound M-37 movement at that intersection to unacceptable v/c's and related queuing issues – essentially just shifting the problem to M-37.

However, there doesn't appear to be any viable physical improvements that can be added to Patterson Avenue at the intersection to improve the current and projected congestion. Therefore, based upon the above findings, and those outlined in the Existing Conditions chapter, it appears that MDOT and KCRC should consider widening southbound M-37 to three lanes from just north of its northern intersection with Patterson Avenue down to where it already has a three-lane cross section just south of its southern intersection with Patterson Avenue, a distance of approximately 1,900 feet. Such a cross section would match the three-lane section on the northbound side of M-37 in this subarea, likely completed in the past due to the same "hourglass" issue.

Capacity calculations were completed to evaluate the effect of that improvement (along with related and other signal operation changes) for both peak hour 2022 background conditions at the study area intersections. The results of those calculations and subsequent model simulations show that all the existing and projected deficient levels of service, v/c ratios, and lengthy queues are mitigated to acceptable levels for both peak hours. The one exception is at the northbound M-37/Town Center Court intersection during the morning peak hour, but very low volumes do not warrant additional improvements. Copies of the computer analyses are included in the appendix of this report.

Chapter 4

Projected 2022 Future Conditions

The purpose of this chapter is to summarize the projected future 2022 traffic conditions within the study area with background traffic growth and the proposed development traffic in place. These analyses provide the before/after comparison of projected conditions and helps define the timing and applicability of any potential additional 2022 roadway improvements.

SITE ACCESS

As noted earlier, the current site plan proposes to develop several access points to serve the apartment and shorter term commercial uses to the overall site. Those include extensions of Town Center Drive and Executive Drive, a new driveway to 60th Street (essentially the future terminus of Executive Drive), and a new driveway directly to M-37 about 300 feet south of Patterson Ave. For the purposes of this study, an additional driveway was assumed to serve the large commercial “outlot” along 60th Street between M-37 and the other 60th Street driveway.

PROJECT TRIP GENERATION

Trip Generation, Ninth Edition, by the Institute of Transportation Engineers (ITE) was used to calculate the projected traffic that may be generated by the proposed apartment complex and commercial outlots. Trips are measured individually for inbound and outbound movements. Therefore, a visit to the site by a patron, for instance, generates two trips, one inbound and one outbound.

It should be noted that at the time of this analysis the specific commercial uses that would be developed within the near term (2022) outlots were not identified as yet. Therefore, based upon discussions with township staff and Edward Rose staff, a mix of common commercial uses were assumed that could provide near a worse case set of traffic volumes.

As shown in Table 1 on the next page, the proposed project elements are expected to generate approximately 572 weekday morning peak-hour vehicle trips (total inbound and outbound) at its overall site access points and 1,074 weekday afternoon peak-hour trips at those access points. Of those trips, approximately 486 morning and 794 afternoon trips will be new trips added to the roadway system.

The projections took into account internally captured or “shared” trips that are common to this type of development. A shared trip is one that visits more than one use on the site and thus lessens the overall impact of a multiple-use site on the adjacent street system. The National Cooperative Highway Research Program (NCHRP) has published Report 684 – Enhancing Internal Trip Capture Estimation for Mixed-Use Developments. The current edition of the ITE Trip

Generation handbook includes six types of applicable uses for trip sharing; office, retail, residential, restaurant, cinema, and hotel. The methodology has been incorporated into a spreadsheet model which estimates the morning and afternoon internal peak-hour trips by arrival and departure. The internal capture estimation tool worksheets are included in the attached technical appendix.

Table 1
Projected Site Peak-Hour Trip Generation

Land Use	ITE Code	Size	AM		PM	
			In	Out	In	Out
Apartments	220	492 units	49	196	187	101
Commercial/retail ⁽¹⁾						
- Specialty retail	826	25,000 sf	15	9	36	45
- Fast food restaurant ⁽²⁾	934	3,500 sf	81	78	59	55
- Bank	912	4,000 sf	27	21	48	49
- Shopping center ⁽³⁾	820	100,000 sf	<u>60</u>	<u>36</u>	<u>286</u>	<u>310</u>
		Subtotal:	232	340	616	560
		Less internal capture ⁽⁴⁾	--	--	<u>-51</u>	<u>-51</u>
		Subtotal (trips at site access points):	<u>232</u>	<u>340</u>	<u>565</u>	<u>509</u>
		Less pass-by/diverted-linked trips ⁽⁵⁾ :	<u>-43</u>	<u>-43</u>	<u>-140</u>	<u>-140</u>
		Total new trips:	189	297	425	369

Notes:

1. Potential uses – not defined at time of analyses.
2. Assumes significant morning business.
3. For 12.6 acre "outparcel" located along 60th Street frontage just east of M-37.
4. Captured trip reductions based upon NCHRP form calculations (does not include bank or fast food uses - see appendix).
5. Per ITE, pass-by/diverted-linked reduction percentage applied is 30% for the shopping center and specialty retail (PM only), 30% for the bank, and 45% for fast food. No reduction is applied to the apartment use trips.

PROJECT TRIP DISTRIBUTION

The directional distribution of the project-generated new trips was roughly based upon existing travel patterns and the potential market area for the proposed uses. Based upon those factors, additional input from MDOT and KCRC staff, and location of the use within the overall site, the directional distribution to/from the proposed development for site-generated new trips is expected to be approximately as follows:

	<u>For apartments and M-37 outlots</u>	<u>For 60th Street outparcel*</u>
• To/from M-37 south (including M-6):	40%	45%
• To/from M-37 north:	25%	15%
• To/from Patterson Ave. north:	15%	8%
• To/from 60 th St. east:	10%	15%
• To/from 60 th St. west:	8%	15%
• To/from Patterson St. south:	<u>2%</u>	<u>2%</u>
	100%	100%

*Note: given extensive shopping center/commercial corridors further north off M-37/Broadmoor.

Based upon the above distribution patterns, directional patterns of existing trips (for pass-by) and the current site plan layout, the forecast peak-hour project traffic was assigned to the proposed site access points and the adjacent roadway system. Figure 5 illustrates the above distribution pattern (for new trips) and expected trip assignment of site-generated traffic upon full completion and occupancy of the proposed site uses.

The forecast project trips were added to the expected future 2022 background peak-hour volumes to depict the estimated total 2022 future volumes during the morning and afternoon peak hours. These total projected 2022 future volumes are illustrated in Figure 6.

It should be noted that the distribution of site traffic and subsequent analyses assume that there will be several roadway improvements in place as standard requirements of new access points.

- a new southbound-to-northbound crossover constructed to adequately serve the proposed site driveway to M-37 ("Drive 1"). For the purposes of this analysis that crossover was assumed to be located approximately 550 feet south of the Patterson Avenue intersection, and about 100 feet (MDOT minimum) north of the crossover just north of 60th Street.
- A center left-turn lane on 60th Street from just east of M-37 to the planned main 60th Street site driveway (Drive 2 in graphics), along with two outbound lanes on each site driveway approach to 60th Street.

EVALUATION OF FUTURE CONDITIONS

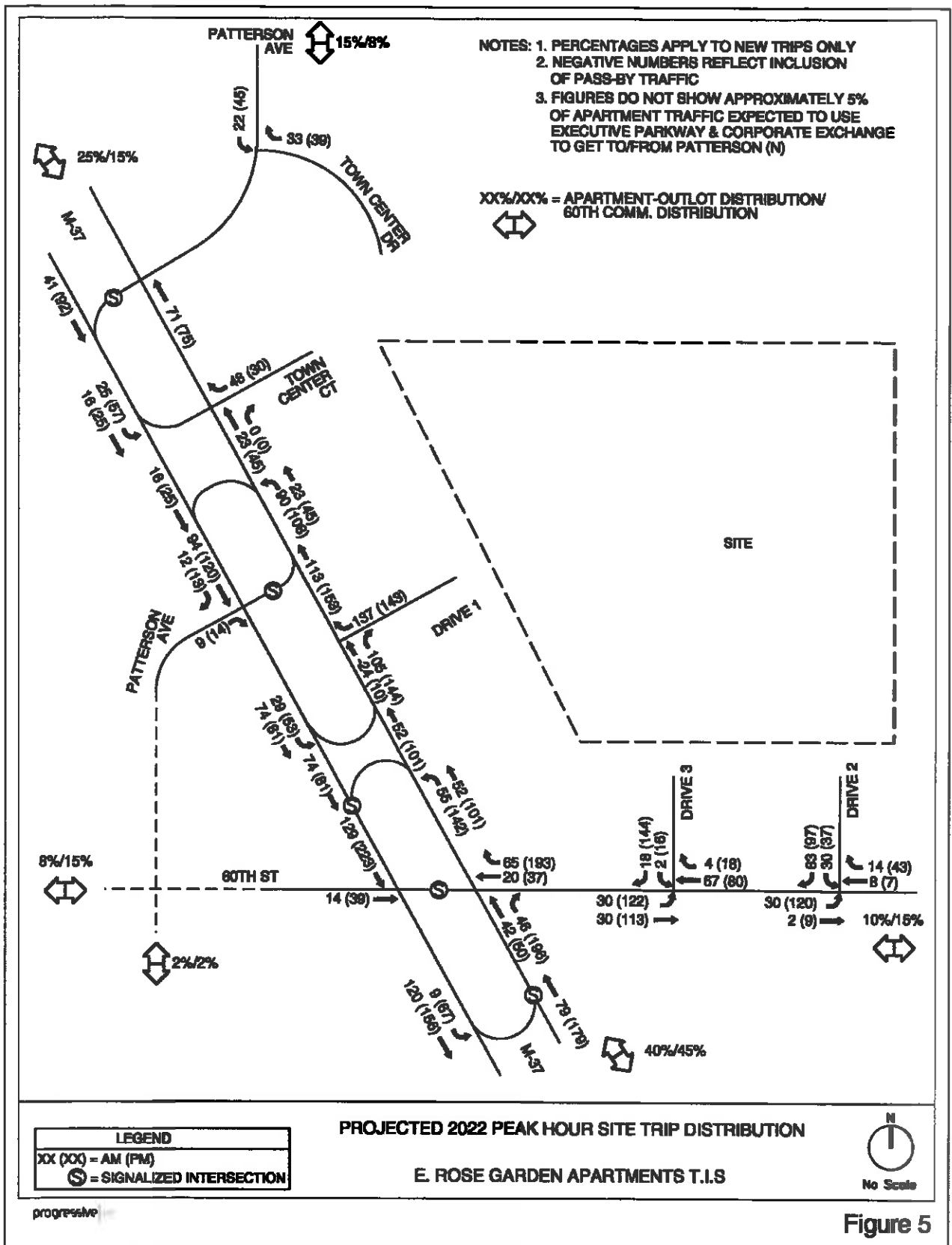
Intersection level of service calculations were completed to evaluate the projected 2022 future morning and afternoon peak hour conditions at the study area intersections and external site access points. The results of the level of service analyses are also summarized in Figure 7. Copies of the computer analyses are included in the appendix of this report.

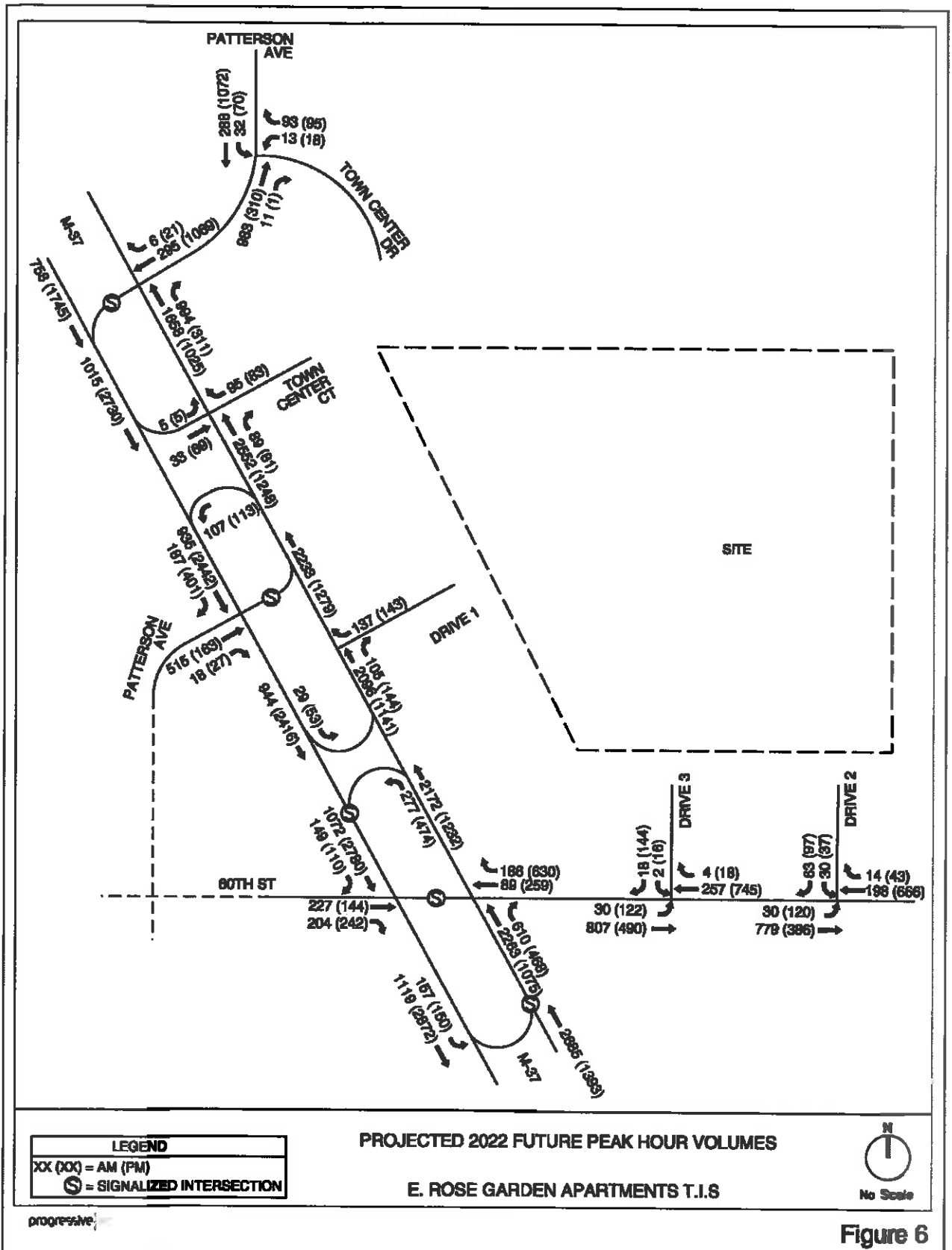
The results of the analyses shown in Figure 7 indicate that with the addition of site generated traffic most of the constrained movements at the study area intersections and site access points will still function acceptably. There are a few exceptions as follows:

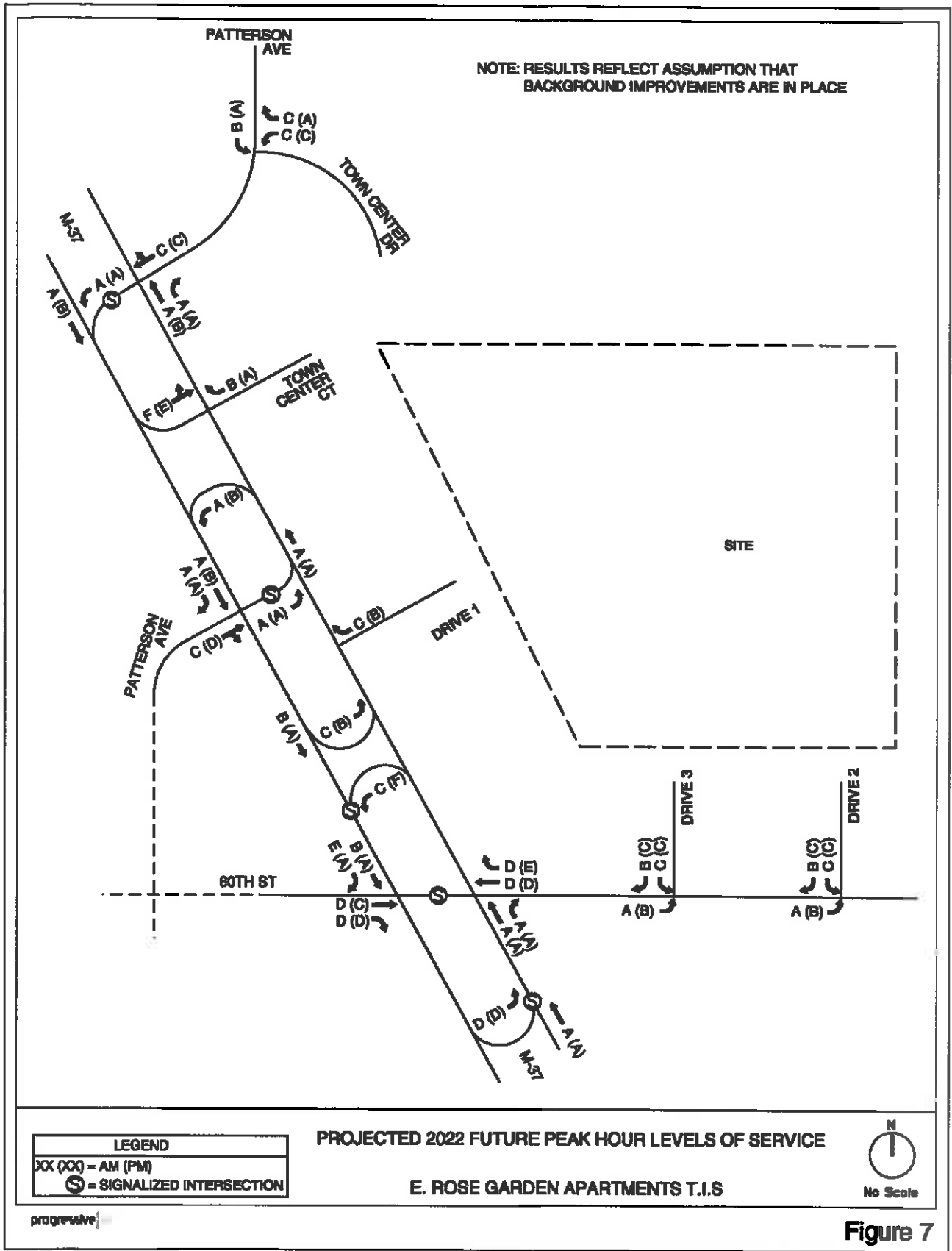
- The northbound-to-southbound crossover on M-37 just north of 60th Street is projected to degrade to an LoS F during the afternoon peak hour;
- The westbound dual right turn on 60th at M-37 is projected to degrade to an LoS E during the afternoon peak; and
- The eastbound crossover movement across northbound M-37 into Town Center Court is projected to degrade to an LoS E during the afternoon peak hour.

Although it doesn't show up as an issue from the capacity calculations, subsequent model simulations indicate that there may also be afternoon peak hour congestion on the southbound side of M-37 at the existing dual lane northbound-to-southbound crossover located just south of Town Center Court. In our opinion that is primarily due to the traffic model's assumptions regarding unbalanced lane usage (due to southbound downstream M-37 traffic patterns) and is unlikely to operate that way in actual conditions.









DISCUSSION - RECOMMENDED ROADWAY IMPROVEMENTS

Based upon the above findings, and in addition to the aforementioned new crossover on M-37 and center left turn lane on 60th, the recommended street improvements that appear to be needed to mitigate project traffic are as follows:

1. Add a second left turn lane to the existing northbound-to-southbound crossover just north of 60th Street and adjust signal operations slightly;
2. Adjust the M-37/60th Street signal operations to provide slightly more green time to the 60th Street approaches during the afternoon peak hour;
3. Monitor the future afternoon operating conditions at the crossover just south of Town Center Court and its intersection with southbound M-37 to see if an improvement is needed/warranted there (such as a new signal with proper progression parameters).

Follow-up calculations and model simulations indicate that the above improvements will mitigate the impacts of project traffic and allow the system to function as well or better than projected 2022 background conditions. The exception once again is the eastbound crossover approach to the unsignalized intersection of northbound M-37 at Town Center Court. However, the model simulations show that the relatively small volumes on that eastbound approach find gaps in the northbound traffic stream such that there will not be a queue of over 3-4 vehicles at any one time. Copies of the computer analyses are included in the appendix of this report.

Alternative Access Analysis

Although not initially supported by MDOT or the KCRC, an additional set of analyses were completed as requested by others to determine if locating the site's new driveway to M-37 directly opposite Patterson Avenue (south) would function effectively. At the outset it would appear that such an alternative may be viable, but several operational issues were identified through the alternative analyses that proved to undermine it as a plausible option.

- The northbound side of that signalized M-37/Patterson intersection is too busy during the morning peak hour to be able to add in an additional signal phase to process westbound (right-turn) traffic.
- The westbound (site driveway) right turn movement would not operate effectively or safely as a channelized stop operation since a good portion of that traffic is targeted to use the immediately upstream northbound-to-southbound crossover – no room/distance for safe merging/weaving over quickly.
- The same merging/weaving issue would arise if the current eastbound heavy volume left turn and westbound movement were to run concurrently during a single signal phase with applicable channelization.
- The one movement that could be most easily accommodated with a direct alignment, the through movement from Patterson (south) into the site, is not one that is projected to have much future traffic – only about 20-30 vehicles are projected to use that route.

Given the results, this potential alternative access point location is not deemed appropriate for this location.

Summary of Roadway Improvements

Based upon the analyses summarized in this report, the roadway improvements outlined below will be needed to accommodate existing and background traffic and separately the proposed site generated traffic.

To accommodate existing and/or background traffic demands:

- Add a third southbound through lane on M-37 from just north of Patterson Avenue (north) down to the existing three lane section just south of Patterson Avenue south; and
- Adjust signal operations slightly at several M-37 intersections.

To accommodate projected site generated traffic demands;

- Add a new southbound-to-northbound crossover on M-37 south of Patterson Avenue (south);
- Add a second left-turn lane on the northbound-to-southbound crossover located just north of 60th Street along with applicable signal equipment/operations adjustments;
- Include a northbound right-turn deceleration lane on M-37 with the design of the new site access point;
- Add a center left turn lane on 60th Street from just east of M-37 to the site's main 60th street driveway;
- Pursue minor adjustments to the M-37/60th signal operations to provide slightly more green time for 60th Street; and
- Support monitoring the crossover operations at the northbound-to southbound crossover just north of Patterson Avenue (south) in case an improvement such as a traffic signal is deemed needed/warranted upon completion of the overall site.



February 1, 2017
Project No. G080322

Mr. Steve Peterson
Cascade Charter Township
2865 Thornhills Avenue, SE
Grand Rapids, MI 49546-7192

Re: Garden Apartments
Site Plan Review

Dear Steve:

We have reviewed the site plan for Garden Apartments, a 110-acre development located at the northeast corner of 60th Street and Broadmoor Avenue, prepared by Moore & Bruggink, Inc. The current site plan and the basis of this review is dated January 30, 2017. The proposed development is a residential apartment complex with outlots for future commercial development. A total of 492 residential apartment units are proposed for the site. This site plan review is for the apartment complex only, not the undeveloped outlots. The undeveloped outlots will require a separate site plan review when developed. The proposed project also includes new public water and sanitary sewer utilities, stormwater management improvements, a new drive entrance off Broadmoor Avenue, and associated parking lots and roads throughout the site.

Stormwater and Drainage

Flood Control

The proposed project is a new development, so all improvements shall comply with the requirements of the Cascade Charter Township (Township) Stormwater Ordinance (SWO). The site is located in Stormwater Management Zone B, which requires detention of the 25-year storm event and a direct connection (overland or underground) for all stormwater runoff that will be discharged from and through the development site in a 100-year storm event. The SWO also requires the first 0.5-inch of stormwater runoff be detained and released over a 24-hour period.

The proposed stormwater management design includes four stormwater detention basins designed to collect runoff from all impervious areas of the site for the 25-year storm event. The detention basins discharge to the Nulty Drain, a county drain, which traverses east-west along the southern side of the site. A permit from the Kent County Drain Commissioner (KCDC) will be required for this discharge.

Two of the stormwater detention basins are bounded by apartment buildings on all sides. The SWO requires a safe drainage path for the 100-year storm event through the development. The applicant provided stormwater calculations in support of the proposed design that shows the detention basin outlet structure, emergency overflow grate, and outlet pipe are able to convey the 100-year storm event to the Nulty Drain.

The original design for the stormwater detention basins included them as wet ponds having a permanent water surface elevation. This was a design decision made for aesthetic reasons. However, the Gerald R. Ford International Airport (GRFIA) prohibits the construction of wildlife habitats/wet basins in approach areas of runways. Detention basins must be designed to drain within 48 hours of a precipitation event. The applicant



contacted the GRFIA and they confirmed the project site is within the wet pond restricted area. The detention basins were redesigned to drain dry.

Two offsite properties were included in the detention basin sizing calculations, 4887 and 4919 Town Center Drive. All other undeveloped outlots will require new onsite detention when developed.

Water Quality Control

As stated above, the SWO requires the first 0.5-inch of stormwater runoff be detained and released over a 24-hour period. The stormwater detention basin outlet structures are designed to meet this requirement. The applicant provided calculations and design details for the detention basins and outlet structures and they were found to be in accordance with the SWO.

Stormwater Runoff

The applicant provided stormwater calculations to size the onsite detention basins. All stormwater runoff from the impervious areas of the site will discharge to four separate basins. Therefore, the site will not see an increase in rate of stormwater leaving the site.

Drainage Plan

The applicant has submitted drawings, calculations, and additional documentation as required in the SWO Section 2.03, Drainage Plan. Please refer to the included checklist for items and comments on each item. Please note: a maintenance agreement is required before construction begins. The agreement should be submitted to the Township for review. The maintenance agreement and plan should include, at a minimum, cleaning of catch basin sumps, sediment and debris removal from the detention basin, and landscape maintenance of the detention basin to maintain the design volume and ensure the system is operating as it was designed.

Utilities

The proposed project includes public water and sanitary sewer extensions through the site. The applicant has been coordinating the design with the City of Grand Rapids (City). New 12-inch water main will tie in with existing water main at 60th Street and Broadmoor Avenue. A new private sanitary sewer lift station is required at the southern end of the site. The City has stated there are still questions related to public utility extension to the commercial properties on 60th Street, and whether or not the water main needs to be looped on Broadmoor Avenue. However these items are all located onsite without the need to coordinate with external property owners, so the City has stated they will be able to address them in the Preliminary Utility Plan submittal. City permits will be required for the water and sanitary sewer connections prior to construction.

Soil Erosion and Sedimentation Control

Soil Erosion and Sedimentation Control (SESC) measures are provided on the plan drawings. The applicant has included silt fence along the limits of clearing and grading, silt sacks in catch basins, and seeding with mulch at all disturbed areas of the site. SESC falls under the review and approval of the Kent County Road Commission, and a permit is required before construction can begin. The SESC measures indicated on the drawings appear appropriate given the expected work.



Summary

The proposed stormwater design meets the Township SWO requirements for new developments. The applicant will need to apply for and obtain several permits prior to beginning construction:

- Michigan Department of Transportation – New drive approach off Broadmoor Avenue.
- City of Grand Rapids – Public water and sanitary sewer extensions.
- Kent County Drain Commissioner – Stormwater discharge to Nulty Drain.
- Kent County Road Commission – Soil erosion and sedimentation control.

Based on our review, we recommend approval of the site plan from an engineering perspective.

If you have any questions or require additional information, please contact me at 616.464.3786 or nrtorrey@ftch.com.

Sincerely,

FISHBECK, THOMPSON, CARR & HUBER, INC.

A handwritten signature in black ink, appearing to read "N. Torrey", is positioned above the name of the signatory.

Nathan R. Torrey, PE

mkl

Attachment

By email

Cc: Michael L. Berrevoets, PE – FTCH



Cascade Charter Township

Storm Water Ordinance, Ordinance 7 of 2002, as amended by Ordinance No. 2 of 2008, 5/14/2008

Reviewing Engineer Comments are Italicized

OK – Received and Acceptable

NA – Not Applicable

NR – Not Received, Needs Follow-up, See Comments

Garden Apartments

Drainage Plan Checklist

- OK (1) Location of the development site and water bodies that will receive storm water runoff
All stormwater runoff from the site is collected in four separate detention basins that discharge to the Kent County Nulty Drain along the south side of the site.
- OK (2) Existing and proposed topography of the development site, including the alignment and boundary of the natural drainage courses, with contours having a maximum interval of one foot (using USGS datum). The information shall be superimposed on the pertinent Kent County soil map
Existing and proposed contours have been provided.
- OK (3) Development tributary area to each point of discharge from the development
A stormwater site plan was provided by the applicant and included tributary areas for the site.
- OK (4) Calculations for the final peak discharge rates
Applicant provided calculations in design of the detention basin and outlet control structure.
- OK (5) Calculations for any facility or structure size and configuration
Stormwater runoff calculations were provided by the applicant.
- OK (6) Drawing showing all proposed storm water runoff facilities with existing and final grades
The applicant provided a utility plan showing all proposed stormwater runoff facilities.
- OK (7) The sizes and locations of upstream and downstream culverts serving the major drainage routes flowing into and out of the development site. Any significant off-site and on-site drainage outlet restrictions other than culverts should be noted on the drainage map
The applicant did not indicate any significant offsite drainage patterns into the site.
- OK (8) An implementation plan for construction and inspection of all storm water runoff facilities necessary to the overall drainage plan, including a schedule of the estimated dates of completing construction of the storm water runoff facilities shown on the plan and an identification of the proposed inspection procedures to ensure that the storm water runoff facilities are constructed in accordance with the approved drainage plan
A construction schedule was included on the plans.
- OK (9) Plan to ensure the effective control of construction site storm water runoff and sediment track-out onto roadways
SESC falls under the review and approval of the KCRC and a permit is needed before construction can begin. The SESC measures indicated on the drawings appear appropriate given the expected work.



OK (10) Drawings, profiles, and specifications for the construction of the storm water runoff facilities reasonably necessary to ensure that storm water runoff will be drained, stored, or otherwise controlled in accordance with this ordinance

The applicant provided calculations and design details for construction of the onsite storm sewer system.

NR (11) Maintenance agreement, in form and substance acceptable to the Township, for ensuring maintenance of any privately owned storm water runoff facilities. The maintenance agreement shall include the developer's written commitment to provide routine, emergency, and long-term maintenance of the facilities and, in the event that the facilities are not maintained in accordance with the approved drainage plan, the agreement shall authorize the Township to maintain any on-site storm water runoff facility as reasonably necessary, at the developer's expense

Maintenance agreement was not provided and is required.

OK (12) Name of the engineering firm and the registered professional engineer that designed the drainage plan and that will inspect final construction of the storm water runoff facilities

NA (13) All design information must be compatible for conversion to Grand Valley Regional Geographic Information System (REGIS)

This is a privately owned system and will not be uploaded to REGIS.

OK (14) Other information necessary for the Township to verify that the drainage plan complies with the Township's design and performance standards for drains and storm water management systems

**ORDINANCE 2 OF 1988
AS AMENDED BY:
ORD.NO. 17 OF 1990
ORD. NO. 22 OF 1994
ORD.NO. 15 OF 1997
ORD. NO 10 OF 2003
ORD. NO 2 of 2012
ORD. NO 8 of 2014**

**AN ORDINANCE TO AMEND THE CASCADE CHARTER TOWNSHIP ZONING
ORDINANCE AND ZONING MAP TO ESTABLISH THE MEADOWBROOKE
BUSINESS PARK PLANNED UNIT DEVELOPMENT PROJECT**

CASCADE CHARTER TOWNSHIP ORDAINS:

SECTION I. AN AMENDMENT TO THE CASCADE CHARTER TOWNSHIP
ZONING ORDINANCE. That the application received from Meadowbrooke Associates
or its assigns (hereinafter referred to as the “Developer”) for Planned Unit Development
designation for their proposed Meadowbrooke Business Park (hereinafter referred to as
the “Premises”) was recommended by the Cascade Township Planning Commission for
approval on November 16, 1987. The Premises is recommended for rezoning from its
former zoning classification thereby requiring this amendment to the Cascade Charter
Township Zoning Ordinance and Zoning Map to incorporate the Planning Commission’s
recommendation and the Cascade Township Board action on February 8, 1988.

SECTION II. LEGAL DESCRIPTION. (as amended by Ord No 22 of 1994; 10/26/94)
(amended by Ord. No. 10 of 2003; 6/25/03)

The Legal Description of the Premises is as follows:

The North one-half of the Northwest one-quarter of fractional Section 31, Town 6 North,
Range 10 West, except the North 50.0 feet and except the West 50.0 feet thereof for
highway purposes as recorded in Liber 1943 at Page 1351 of Deeds, Cascade township,
Kent County, Michigan.

The Southwest ¼ of the Northeast ¼ and the South ½ of the Northwest fractional ¼ of
Section 31, Town 6 North, Range 10 West, except the West 50 feet thereof deeded to the
County of Kent for highway purposes, Cascade Township, Kent County, Michigan.

That part of the S ½, SW 1/4, Lying East of Broadmoor Drive, also the SW ¼, SE ¼, all
in Section 31, T6N, R10W, Cascade Township, Kent County, Michigan, except the
south 270 feet of the East 265.0 feet thereof.

The Northwest ¼, of the Southeast ¼, also the North 1/2, of the Southwest fractional ¼
except that part of the South 98.0 feet of the West 675.0 feet of said North ½,. of the
southwest fractional ¼, Lying Easterly of the centerline of Broadmoor Avenue, Section

31, T6N, R10W, Cascade Township, Kent County, Michigan, except the West 50 feet North of Broadmoor Drive for Road purposes.

The east ½ of the Southeast ¼ of Section 31, T6N, R10W, Cascade Township, Kent County, Michigan excepting therefrom the following described parcels: The East 400.0 feet of the North 800.0 feet thereof; Also the East 400.0 feet of the South 544.5 feet of the North 1553.0 feet thereof; Also the East 450.42 feet of the South 450.42 feet thereof; Also a parcel described as commencing at the Southeast corner of said Section; Thence N 0 degrees 08'05"E 450.42 feet along the East line of said Section to the place of beginning; Thence N 90 degrees 00'W 400.0 feet parallel with the South line of said Section; Thence N 0 degrees 08'05" E 645.52 feet parallel with the East line of said Section to the South line of the North 1553.0 feet of the SE ¼ of said Section; Thence N 89 degrees 43'12" E 400.0 feet to the East line of said Section; Thence S 0 degrees 08'05" W 647.52 feet along the East line of said Section to the place of beginning. Also a parcel described as beginning on the South line of Section 31, 650.0 feet N 90 degrees 00'W from the Southeast corner thereof, said point being the intersection of the centerline of an existing county drain and said South section line; Thence N 90 degrees 00'W 674.50 feet to the Southwest corner of said Southeast ¼ of Southeast ¼; Thence N 00 degrees 05'E along the West line thereof 548.3 feet to the centerline of said county drain; Thence South and Easterly along said centerline to the place of beginning.

Part of the SE 1/4 of Section 31, T6N, R10W, Cascade Township, Kent County, Michigan described as follows: Commencing at the Southeast corner of said Section; Thence N 0 degrees 08' 05" E 662.34 feet along the East line of said Section to the place of beginning of this description; Thence S 89 degrees 43' 12" W 400.0 feet; Thence N 0 degrees 08' 05" E 435.6 feet parallel with the East line of said Section; Thence N 89 degrees 43' 12" E 400.0 feet to the East line of said Section; Thence S 0 degrees 08' 05" W 435.6 feet along said East line to the place of beginning of this description.

That part of the East ½ of the Northeast ¼, Section 31, Town 6 North, Range 10 West, Cascade Township, Kent County, Michigan, described as follows: Commencing on the East line of the Northeast ¼, at a point which is South 0 degrees 00' East 1423.45 feet from the Northeast corner of said Section 31; thence South 0 degrees 00' East 488.42 feet to a point which is North 0 degrees 00' West 741.35 feet from the Southeast corner of said Northeast ¼; thence South 0 degrees 00' West 396.0 feet; thence South 0 degrees 00' East 373.77 feet to the North line of the South 370 feet of said Northeast ¼, thence North 89 degrees 39' East 396.0 feet along said North line to the East line of said Section 31; thence South 00 degrees 00' East 100.0 feet; thence South 89 degrees 39' West 323.0 feet; thence South 0 degrees 00' East 270.0 feet to the South line of said Northeast ¼; thence South 89 degrees 39' West 1002.47 feet to the Southwest corner of the East ½, of the Northeast ¼, of said Section 31; thence North 0 degrees 00' East along the West line of the East 1/2, of said Northeast ¼, to the North line of said Northeast ¼; thence East along the North line of said Northeast ¼, to a point which is 405.5 feet West from the Northeast corner of said Northeast ¼; thence South 0 degrees 00' East 214.17 feet to a point which is South 0 degrees 00' East 217.0- feet and South 89 degrees 55' West 405.5 feet from the Northeast corner of said Northeast ¼; thence North 89 degrees 55' East 9.2

feet, thence South 0 degrees 00' East 1205.87 feet thence North 90 degrees 00' East 396.0 feet to the place of beginning, except liens and conveyances affecting easement granted in Liber 89 of Miscellaneous Records, Page 383. Subject to a right of way for 52nd Street over the North 33.0 feet thereof; also subject to a right of way for Kraft Avenue over the East 33 feet of the Northeast $\frac{1}{4}$, of said Section 31.

Part of the Northeast $\frac{1}{4}$ of Section 31, Town 6 North, Range 10 West; described as: Commencing at the Northeast corner of Section 31, thence south along the East line of said Section 773.45 feet to the place of beginning of this description; thence West perpendicular to the said East line 233.0 feet; thence south parallel with the said East line 100.0 feet; thence East 233.0 feet; thence North along said East line 100.0 feet to the place of beginning, except the East 33.0 feet for highway purposes, Cascade Township, Kent County, Michigan.

That part of the East $\frac{1}{2}$ of the Northeast $\frac{1}{4}$ of Section 31, Town 6 North, Range 10 West, Cascade Township, Kent County, Michigan is described as: commencing on the East line of said Northeast $\frac{1}{4}$, 873.45 feet South of the Northeast corner of said Northeast $\frac{1}{4}$; thence Westerly 233.0 feet perpendicular to the said East line; thence Northerly 100.0 feet parallel with said East line; thence Westerly 163.0 feet perpendicular to said East line; thence Southerly 430.0 feet parallel with said East line; thence Easterly 326.0 feet perpendicular to said East line; thence Northerly 20.0 feet parallel with said East line; thence Easterly 70.0 feet to the East line of the Northeast $\frac{1}{4}$ perpendicular to said East line; thence Northerly 310.0 feet along said East line to the place of beginning.

The south 98.0 feet of the West 675.0 feet of the North $\frac{1}{2}$ of the southwest $\frac{1}{4}$, Section 31, Town 6 North, Range 10 West, Cascade Township, Kent County, Michigan, lying Easterly of Broadmoor Avenue.

ALL THAT CERTAIN tract of land with improvements thereon, known as the E $\frac{1}{2}$, of the SE $\frac{1}{4}$, Section 30, T6N, R10W, Cascade Township, Kent County, Michigan, except the North 481.96 feet thereof.

This parcel may be more particularly described as: That part of the SE $\frac{1}{4}$, Section 30, T6N, R10W, described as BEGINNING at the Southeast corner of Section 30; thence S88 degrees 27' 24" W 1326.64 feet along the South line of Section 30; thence N 1 degree 19' 29" W 2171.77 feet along the West line of the E $\frac{1}{2}$, of said SE $\frac{1}{4}$; thence N 88 degrees 33' 50" E 1327.81 feet along the South line of the North 481.96 feet of said SE $\frac{1}{4}$; thence S 1 degree 17' 37" E 2169.29 feet along the East line of Section 30 to the place of beginning.

That part of the Northeast $\frac{1}{4}$ of Section 31, Town 6 North, Range 10 West, described as commencing on the Northeast corner of said Section; thence South 217.0 feet along the East line of said Section to the place of beginning of this description; thence South 89 degrees 55' West 396.0 feet; thence South parallel with said East line of Section 110 feet; thence North 89 degrees 55' East 396.0 feet to the East line of Section 31; thence North

110.0 feet along said line to the place of beginning, except the East 43 feet for highway purposes.

All that part of the East ½ of the NE ¼, of Section 31, T6N, R10W, Cascade township, Kent county, Michigan described as commencing at the Northeast corner of said NE ¼, thence S 0 degrees 00' E 327.0 feet along the East line of said section to the place of beginning for this description; thence continuing S 0 degrees 00' E 446.45 feet along said line; thence S 90 degrees 00' W 396.0 feet; thence N 0 degrees 00' W 445.87 feet to a point that is 327.0 feet South of the North line of said NE ¼; thence N 89 degrees 55' E 396.0 feet to the place of beginning, except the East 43 feet for highway purposes.

The south 270.0 feet of the East 323.0 feet of the East ½ of the Northeast ¼ of Section 31, Town 6 North, Range 10 West, Cascade Township, Kent County, Michigan, except the Southerly 145 feet thereof.

The South 145.0 feet of the East 323.0 feet of the Northeast ¼ of Section 31, Town 6 North, Range 10 West, except the East 43.0 feet thereof for highway purposes.

That part of the SE ¼ of Section 36, T6N, R11 W, City of Kentwood, Kent County, Michigan described as commencing at the East ¼ corner of Section 36; thence S 0 degrees 11'31"E 41.04 feet along the East line of the section to the south right-of-way of relocated Patterson to the point of beginning; thence S 0 degrees 11'31" E 687.16 feet along said East line to a point on the Easterly right-of-way line of Broadmoor Avenue (S.T.L. M-37)' thence N 28 degrees 51'11" W 499.80 feet along said Easterly right-of-way line, thence N 61 degrees 10'24" E 14.57 feet along the southerly right-of-way line to relocated Patterson; thence Northerly 337.09 feet along a 531.76 foot radius curve to the left, the long chord of which bears N 43 degrees 00'46" E 331.47 feet to the point of beginning. Subject to Easements and Building and Use Restrictions of record. Also subject to the terms, covenants, and conditions of a special assessment agreement as set forth in Liber 2377 of Deeds, Page 50, Kent County Records, which Grantee shall assume and perform.

The Legal Description of the Premises shall include the following parcels as amended by Ord. No. 10 of 2003

41-19-31-400-002

N 400 FT OF E 400 FT OF E 1/2 SE 1/4 * SEC 31 T6N R10W 3.67 A.

41-19-31-400-003

S 400 FT OF N 800 FT OF E 400 FT OF E 1/2 SE 1/4 * SEC 31 T6N R10W 3.67 A.

41-19-31-400-004

S 544.5 FT OF N 1553 FT OF E 400 FT OF SE 1/4 * SEC 31 T6N R10W 5 A.

The Legal Description of the Premises shall include the following parcels as amended by Ord. No. 2 of 2012

PART OF E 1/2 SE 1/4 COM 1420.0 FT S 0D 59M 29M E ALONG E SEC LINE FROM E 1/4 COR TH S 88D 34M 34S W PAR WITH E&W 1/4 LINE 400.0 FT TO W LINE OF E 400.0 FT OF SE 1/4 TH S 0D 59M 29M E ALONG SD W LINE 133.0 FT TO S LINE OF N 1553.0 FT OF SE 1/4 TH N 88D 34M 34S E ALONG SD S LINE 400.0 FT TO E SEC LINE TH N 0D 59M 29M W 133.0 FT TO BEG * SEC 31 T6N R10W 1.22 A.

SECTION III. GENERAL PROVISIONS. (as amended by Ord No 22 of 1994; 10/26/94)

The Subject Properties shall be governed by the PUD Ordinance provisions contained in Ordinance #2 of 1988 and Ordinance #17 of 1990, as well as those Provisions outlined in Chapter 16 of the Cascade Charter Township Zoning Ordinance (Ordinance No. 11 of 1988, as amended).

SECTION IV. APPROVAL LIMITATIONS. (as amended by Ord No 22 of 1994; 10/26/94)

A. The provisions of this Ordinance are not intended as a substitute for the Cascade Charter Township Zoning Ordinance and the General Development Plan, nor do they in any way relieve the Developer from obtaining all approvals and permits required by the township, except as otherwise expressly provided herein. In the event that a development issue or site plan element is not addressed by this Ordinance, the specifications and requirements of the Cascade charter Township Zoning Ordinance shall be enforced.

B. Except as otherwise provided herein, the Developer and his assigns must meet all applicable provisions and regulations of Cascade Charter Township, as well as federal and state law, and must obtain all necessary approvals from state and county governmental agencies that are required for operation or use.

C. This PUD approval is expressly contingent upon all conditions of approval herein remaining fully effective and valid. If any condition imposed herein is determined to be illegal or contrary to law as a result of a successful legal challenge by the Developer or its assigns, or any other party, the Township reserves the right to review the entire project under the PUD provisions of the Cascade Charter Township Zoning Ordinance, and further, to withdraw its approval of this PUD if it finds that, absent the effect of any condition imposed herein, the PUD no longer meets the standards for PUD approval contained in the Zoning Ordinance.

D. All conditions contained herein shall be binding upon the Developer, as well as its successors, tenants and assigns. The conditions may be modified or amended only pursuant to a formal amendment of the PUD approval and ordinance amendment.

E. This approval document shall be recorded with the Kent County Register of Deeds by the Developer prior to construction occurring on site and shall run with and bind the lands involved. Copies of this recorded document shall be supplied by the Developer to the Cascade Charter Township Clerk.

F. Failure to comply with the site plan or any condition of approval herein shall be deemed a violation of the Cascade Charter Township Zoning Ordinance.

SECTION V. PURPOSE AND INTENT. (amended by Ord. No. 10 of 2003; 6/25/03)

The Premises occupies a 544 acre tract of land that is proposed to be developed through phases over a period of several years as a complex, unified unit, rather than as a aggregation of individual uses on separate unrelated parcels. Due to its size, magnitude, mixture of land uses and the timing of development over a period of years, in which market conditions may change, special land use regulations are deemed necessary by Cascade Township to establish this Planned Unit Development (PUD) District.

The regulations contained herein are established to define the procedures necessary to insure high quality development on the Premises. Additionally, they are designed: to achieve integration of the development with adjacent land uses and the natural environment; to permit flexibility in the regulation of land development; to encourage variety in design, lay-out and type of structures constructed within the development; to achieve economy and efficiency in the use of land; to encourage the provision of useful open space; and to provide improved employment opportunities particularly suited to the needs of the residents of Cascade Township and West Michigan.

This Ordinance is further intended to permit flexibility in the regulation of land development by allowing the Developer to modify the concept and design of the proposed development as the market may dictate in the future over the course of the development of the Premises. The provisions of this Ordinance are not intended as a substitute for the Cascade Township Zoning Ordinance and General Development Plan, nor do they in any way relieve the Developer from obtaining all approvals and permits required by the Township, except as provided herein.

The northerly approximately 177 acres (Meadowbrooke Phase I) has been developed as platted lots as shown on Prein & Newhof drawing dated May 19, 2003. Further, approximately 13 acres of the Premises have been established as the Town Center Plat located adjacent to Broadmoor Avenue and M-37 as shown on the Prein & Newhof drawing dated May 19, 2003 ("Town Center"). The remainder of the Premises, generally located south of Meadowbrooke Phase I contains approximately 223 acres and is referred to herein as "Meadowbrooke Phase II). Simultaneously with adoption of this Amended Ordinance No. 10 of 2003, the 12.34 acre parcels more fully described in **Exhibit A**

attached hereto and incorporated herein have been rezoned Planned Unit Development under this Ordinance (of which the 7.34 acre parcel (Parcels A and B on Exhibit A), together with an adjacent 30.424 acres (exclusive of road right-of-way) constitute approximately 37.76 acres more fully described on **Exhibit B** attached hereto (“Development Parcel 1”).

SECTION VI. DEVELOPMENT APPROVAL PROCEDURE. (amended by Ord. No. 10 of 2003; 6/25/03)

It shall be unlawful for any person, firm or corporation to begin the construction of any building or other structure or to begin the alteration or moving of any building or structure within the Premises without receiving site plan review and approval from the Meadowbrooke Review Board and the township Planning Commission as provided in this Section.

A. Composition of the Review Boards. All new construction, alteration, or moving of buildings and structures shall be reviewed by (a) a five ((5) member Review Board for Meadowbrooke Phase I and Development Parcel 1 (the “Meadowbrooke I Review Board”) or (b) a five (5) member Review Board for Meadowbrooke II (the “Meadowbrooke II Review Board”). For purpose of establishing the Review Boards, Meadowbrooke Associates or its assigns is the Developer for the Meadowbrooke I Review Board, and Meadowbrooke Associates or its assigns shall be the Developer for the Meadowbrook II Review Board. Meadowbrooke Business Park Associates Limited Partnership shall provide to the Township a copy of any assignment to a successor developer of Meadowbrooke Phase I or Meadowbrooke Phase II. Each Developer shall appoint three (3) members, with two (2) being officers of the Developer or their delegates and one (1) being a professional with a background in architecture, engineering, landscape architecture and/or urban planning. The two (2) remaining members shall be representatives of Cascade Township appointed by the Township Supervisor and approved by the Township Board. A simple majority of the membership of the Review Boards (hereinafter referred to individually as the “Board” and collectively as the “Boards”) shall constitute a quorum. An affirmative vote of the majority of the Board members present shall constitute approval, approval with modification, or rejection of a site plan.

B. Responsibilities of the Review Board. The Meadowbrooke I Board shall have all approval rights herein with respect to Meadowbrooke Phase I and Development Parcel 1 and the Meadowbrooke II Board shall have all approval rights for Meadowbrooke Phase II. The respective Board shall receive all site plans for all new construction, alteration, or moving of buildings and structures within the Premises. It shall have exclusive power to review all site plans for all development within the Meadowbrooke Phase I or Meadowbrooke Phase II as the case may be to insure compliance with Architectural Controls as prescribed in Section IX of this Ordinance. Additionally, the Board shall be empowered to review all site plans for compliance with the Design Standards as setforth in Section X of this Ordinance.

The Board's review and findings with regard to the Design Standards are subject to review before the Planning Commission. The Board can only grant preliminary approval of a site plan. The Planning Commission shall have the authority to grant final site plan approval, except in the case of the regional shopping center. No site plan can be forwarded to the Planning Commission without the express, written approval of the applicable Board.

Review and approval shall be based upon the following considerations:

1. Conformity and harmony of external design with the development and with neighboring structures.
2. Proper siting of buildings and lots as they relate to street frontage and neighboring uses.
3. Conformity of the plans and specifications with the development requirements as well as the purpose and intent of this PUD Ordinance.

The Review Board shall endeavor to review a submitted site plan within a reasonable time period after its submittal. The Board, however, retains the right to request additional information or modifications as it may deem necessary prior to approval or rejection of the plans and specifications. Once the Review Board has made its determination regarding a proposed site plan it shall transmit its findings and recommendations to the Planning Commission. The transmittal shall include the recommendation of the Board, its rationale and the minutes of all meetings in which the site plan was discussed before the Board.

C. Planning Commission Responsibilities – Following review and approval of a site plan by the Review Board, the Chairman of the Review Board or his authorized representative shall present it to the Planning Commission for final review and approval. Review and approval of the site plan by the Planning Commission shall be based upon the Design Standards set forth in this Ordinance (Section XA, page 12). The Planning Commission has the right to approve, approve with modifications, or deny site plan approval based upon its own findings of fact.

D. Limitation – Nothing herein shall require submission to or approval of the Review Board or Planning Commission for plans relating to normal maintenance or alterations to the interior of any structure. When such activities are contemplated, the Township Building Inspector shall be contacted as building permits may be required.

E. Appeals to the Zoning Board of Appeals – Nothing herein shall preclude an appeal to the Zoning Board of Appeals of any provision of this Ordinance.

SECTION VII. SITE PLAN REQUIREMENTS.

In order to insure high quality development of the Premises and to achieve integration of a proposed development with the characteristics of the Meadowbrooke Business Park it is necessary for each proposed project to be reviewed within a two-step process. The first step requires a proposed project to be reviewed by the applicable Review Board for aesthetic, architectural, and design qualities. For this reason, the Board shall evaluate and review each proposed project to insure compliance with the Architectural Controls as setforth in Section IX of this Ordinance and the Design Standards setforth in Section X of this Ordinance. The board may also be empowered by the Developer to review each proposed project for compliance for any deed restrictions. The Board has final review power over the Architectural Controls and the deed restrictions (if empowered by the Developer). With regard to the Design Standards, the Board has only advisory powers in their review of proposed projects.

The second step requires a proposed project to be reviewed by the Township Planning Commission. The Planning Commission shall review a proposed project site plan only after it has received a positive recommendation from the Review Board. The Planning Commission shall review a proposed project for compliance with the Design Standards setforth in Section X.

In the case of a regional shopping center, as defined herein, the Planning Commission shall review the project for compliance with the Design Standards setforth in Section X. Due to the size and magnitude that a regional shopping center may encompass, the Planning Commission findings shall only be advisory in nature. The Planning Commission's recommendation shall be forwarded to the Township Board for review and approval using the standards setforth in Section X. The Township Board has the right to approve, approve with modifications, or deny site plan approval based upon its own findings of fact.

Any site plan approval for a regional shopping center will be conditioned upon an assessment of available services including police, fire, transportation and utilities. In the event an approval is denied as a result of the aforementioned conditions, the requirements for approval will be submitted to the developer in writing within 15 days of the date of denial.

Once a project has received approval of its site plan it may proceed to obtain the required building permits and approvals from the appropriate Township departments.

SECTION VIII. PERMITTED USES.

For land and buildings, the permitted uses for the Meadowbrooke Business Park PUD are as follows:

- A. Retail Uses;
- B. Corporate Offices;
- C. Regional Assembly and Distribution Centers;
- D. Research and Development Facilities;

- E. Light Manufacturing Facilities;
- F. Technology Centers;
- G. Corporate Aeroparks;
- H. Regional Shopping Center as defined by the Urban Land Institute publication Shopping Center Handbook;
- I. Full-Service Hotels;
- J. Restaurants not to include freestanding fast food restaurant buildings; and
- K. Accessory uses customary and incidental to any of the above uses. For the purposes of this Ordinance accessory uses shall not include waste disposal facilities of any kind as regulated by Public Act 641 of 1978.

SECTION IX. ARCHITECTURAL CONTROLS.

In order to maintain a consistent aesthetic quality, the applicable Review Board shall have sole authority to approve or reject building architectural designs within the Meadowbrooke Phase I or Meadowbrooke Phase II. The following is a partial list of items that will be carefully and thoughtfully scrutinized:

- A. Preliminary building plans and specifications;
- B. Exterior surface treatment, including roofs, with color and texture samples or descriptions;
- C. Scale;
- D. Geometry;
- E. Texture;
- F. Harmony with neighboring sites including the landscaping features of the site;
- G. Sun control devices; and
- H. Color.

SECTION X. DESIGN STANDARDS. (amended by Ord. No. 10 of 2003; 6/25/03)

The following Design Standards shall apply to all building sites within the Meadowbrooke Business Park PUD.

A. Area Regulations.

1. The minimum lot size within the Premises for platted lots and site unit condominiums shall be two (2) acres, and the minimum size of Land Division Parcels (as defined in Section XI) in Meadowbrooke Phase II shall be:
 - (a) forty (40) acres; except
 - (b) one (1) Land Division Parcel may be a minimum size of twenty five (25) acres subject to the public hearing specified in Section XI.A(3) below; and
 - (c) one (1) Land Division Parcel for Development Parcel 1 (approximately 37.76 acres).

2. Building and structures shall be setback from the street right-of-way a minimum of forty (40) feet. The setback shall be landscaped and maintained as open space.
3. Where parking on the street side of the building or structure is permitted, such parking areas shall not be closer than twenty-five (25) feet from the public right-of-way. Any parking areas located closer than forty (40) feet from the public right-of-way shall require additional landscaping.
4. Side and rear setbacks shall in no case be less than twenty-five (25) feet. Parking shall be permitted in the side and rear setbacks.
5. A lot may contain two or more buildings, provided that it is directly related to the principle use or enterprise on the lot. Each additional building and/or structure shall meet all setback requirements contained herein.
6. The setback requirements set forth in this Section shall pertain to normal sites within the Premises. These setbacks shall not be reduced unless it can be demonstrated that they create practical difficulties to the owner or site development limitations which may render the property unbuildable. Upon such a finding the setbacks may be reduced up to twenty-five (25) percent by the Planning Commission should one (1) or more of the following site limitation features exist.

- a. The site contains a “wetland”, as defined by the Goermaere-Anderson Wetland Protection Act (P.A. 203 of 1979), which would cause the placement of the building or structure to encroach upon the normal required setbacks.
- b. The site contains topographic slopes which exceed a ten (10) percent grade, which would cause the placement of the building or structure to encroach upon the normal required setbacks.
- c. The site contains Pewamo loan a soil type which would cause the placement of the building or structure to encroach upon the normal required setbacks. This soil type is identified in the U.S. Soil conservation Service publication Soil Survey of Kent County, as unsuitable to building site development because of a high water table.
- d. The site contains “woodlands” which would cause the placement of the building or structure to encroach upon the normal required setbacks. For the purposes of this Ordinance a “woodland” is defined as, “an area of planted material covering one (1) acre or more and consisting of thirty (30) percent or more canopy trees having an eight (8) inch or greater caliper”.
- e. The site contains an archaeological site which would cause the placement of a building or structure or encroach upon the normal required setback.

B. Height Regulations – (as amended by Ord. No. 15 of 1997;12/3/1997)

No building or structure shall exceed a height of forty-five (45) feet, except there may be one hotel, motel or similar use building with a permitted height not to exceed seventy (70) feet as measured in accordance with the Cascade Charter Township Zoning Ordinance. Reasonable mechanical appurtenances and antennas necessary to the function or operation of a building or structure and

parapet walls surrounding such appurtenances shall not exceed fifteen feet in height and shall not be counted for the purposes of determining compliance under these limitations.

C. Off Street Parking and Loading Areas –

1. All employee and visitor parking shall be provided on-site and not on any streets. Such parking areas may be located in the side or rear yards and shall be surfaced prior to occupancy with bituminous concrete or asphalt. Driveways shall be constructed with materials equal to or better than 1-1/2 inches of bituminous concrete 25A aggregate on eight (8) inches of compacted aggregate surface course over suitable sub-base, weather permitting.
2. Driveways, parking and loading areas may require curb and gutter upon the determination of the Planning Commission. The curb and gutter installation shall be consistent with the requirements established by the Kent County Road Commission.
3. The area between the driveway, off-street parking area and the street right-of-way shall be landscaped and maintained in a neat and orderly condition. The use of berms to insure that parking/loading areas are screened from public view may be required. In particular, loading docks and areas where commercial trucks and vehicles are stored shall be screened.
4. All off-street parking areas shall be drained so as to prevent drainage onto abutting properties unless there is a common drainage system shared by all the abutting properties.
5. Any lighting fixtures used to illuminate off-street parking shall be so arranged as to reflect the light away from adjacent properties, streets or highways.

D. Parking Requirements –

1. Off-street parking shall be required as set forth in the standards published by the Institute of Transportation Engineers report entitled Parking Generation 2nd Edition November 1987, as revised.
2. Each off-street parking space for automobiles shall be a minimum of 180 square feet in area, with a minimum width of nine (9) feet, exclusive of access drives or aisles. There shall be provided a minimum access drive of ten (10) feet in width, and where a turning radius is necessary, it shall be of such an arc as to reasonably allow an unobstructed flow of vehicles. Parking aisles shall be of sufficient width to allow a minimum turning movement into and out of parking spaces. The minimum width of such aisles shall be:
 - a. For 90 degree parking – the aisle shall be a minimum of 24 feet in width;
 - b. For 60 degree parking - the aisle shall be a minimum of 18 feet in width;
 - c. For 45 degree parking – the aisle shall be a minimum of 13 feet in width; and
 - d. For parallel parking – the aisle shall be a minimum of 11 feet in width.

3. In parking areas containing 50 or more parking spaces, up to twenty percent (20%) of the parking spaces may be set aside for small or compact automobiles. The dimension for these parking spaces shall have a minimum width of 7-1/2 feet and a minimum length of 15 feet. These areas shall be conspicuously designated as reserved for small or compact cars only.

4. The number of parking spaces required for land or buildings used for two or more purposes shall be the sum of the requirements for the various uses, computed in accordance with Section X D.1 of this Ordinance.

5. Upon the determination of the Planning Commission, up to twenty-five (25) percent of the required parking area may be held in reserve. The reserve parking area shall be landscaped and maintained in a neat and orderly fashion. The reserve parking area shall remain as undeveloped space until:

- a. Such time as the parking is needed as a result of an expansion in business activity as determined by the Planning Commission; or
- b. The use changes to a more intensive use as determined by the Planning Commission.

E. Signs (as amended by Ord. No 17 of 1990; 9/26/90)

1. For the purposes of this Section, the provisions of Ordinance 12 of 1988, as it may be amended, of Cascade Charter Township shall apply except as follows:
 - a. No billboards, temporary or portable signs, banners, searchlights, loudspeakers, amplifiers or similar devices will be permitted in this PUD District.
 - b. One on-site temporary sign for the purpose of describing the building development, or advertising the sale or lease of a site or building shall be permitted to occupancy. The color, character and wording of the sign shall be prescribed by the Developer.
 - c. Signs may be illuminated, however, no intermittent or flashing illumination shall be permitted.
 - d. The use of equipment, vehicles, and other similar objects shall not be permitted for the purposes of advertising or signage.
 - e. For the purposes of this Section, in determining the types of signs permitted, the provisions of Section 6.06 of the Cascade Charter Township Sign Ordinance, as it may be amended, shall apply. All other general provisions of the Cascade Charter Township Sign Ordinance, as they may be amended, shall apply. (as amended by Ord. No. 15 of 1997; 12/3/1997)
2. No billboards, temporary or portable signs, banners, search lights, loudspeakers, amplifiers or similar devices will be permitted in this PUD District.
3. One on-site temporary sign for the purpose of describing the building development, or advertising the sale or lease of a site or building shall be

permitted prior to occupancy. The color, character, and wording of the sign shall be prescribed by the Developer. Such signs shall not exceed thirty-two (32) square feet.

4. Signs may be illuminated. However, no intermittent or flashing illumination shall be permitted.

F. Temporary Buildings –

1. No structure of a temporary nature; trailer, tent, or construction shack shall be constructed, placed or maintained on the Premises except accessory to and during construction of a permanent building or structure.
2. Approval of the temporary building or structure shall be required in advance by the Review Board. Under no circumstances shall the temporary building or structure be used primarily for advertising purposes.

G. Landscaping –

1. Every site upon which a building or structure has been placed shall be landscaped in accordance with plan and specifications approved by the Planning Commission. The entire building site, including curb parkways, shall be appropriately landscaped with grass, canopy and coniferous trees, shrubs and ground cover. Expansion areas shall be placed in grass and kept weed free. Any areas which become disturbed for any reason shall be restored in accordance with the original landscape plan unless approved otherwise in writing by the Planning Director.
2. Landscaping shall be installed within ninety (90) days of completion of the building or structure, unless permitted in writing by the Planning Director at a later date.
3. All landscaping shall be hardy plant materials and maintained thereafter in a neat and orderly manner. Withered and/or dead plant materials shall be replaced within a reasonable period of time but no longer than one growing season. All new trees used in a landscaped area shall have a minimum caliper of 1-3/4 inches.
4. Every effort shall be made to retain existing trees. Trees with a caliper of five (5) inches or more shall not be removed without written approval of the Planning Director.
5. Underground sprinkling systems shall be installed where necessary to service landscaped areas and such areas shall be neatly maintained, including mowing, fertilizing and pruning.
6. Parking and loading areas shall be landscaped and/or fenced, as shown on the approved landscape plan, in such a manner as to interrupt or screen said areas from view from access streets.
7. The perimeter lots or parcels which abut 52nd Street, 60th street, Kraft Avenue, Patterson Avenue, and Broadmoor Avenue, shall have a 15 foot wide bufferstrip along the road right-of-way that is landscaped with:
 - a. A minimum of five (5) canopy or coniferous trees per one hundred (100) linear feet; and
 - b. A minimum of fifteen (15) shrubs per one hundred (100) linear feet.

The landscaping within the bufferstrip may be clustered to achieve the maximum aesthetic and screening capabilities of the selected plant materials. An undulating berm not exceeding six (6) feet and a 3:1 slope may be permitted within the required bufferstrip. Placement of landscaping under this subsection shall be in accordance with Section X.G.2 of this Ordinance.

H. Outside Storage Areas – Outside storage areas must be specifically approved by the Planning Commission and shall be effectively screened from view.

I. Curb Cuts – No permanent individual use curb cuts shall be permitted on Broadmoor Avenue. Individual curb cuts on the perimeter roads (ie. 52nd Street, 60th Street, Kraft Avenue and Patterson Avenue) shall be permitted at intervals of not less than three hundred (300) feet. Shared driveways shall be utilized where reasonably possible to minimize the number of curb cuts. Curb cuts on roads within the Premises shall, to the extent reasonably possible, be aligned with curb cuts on the opposite side of such roads.

J. Design Standard Modifications – The design standards contained herein may be amended by the Planning Commission. Such modifications may only be considered upon the finding of the Review Board that the change will result in a project that is in keeping with the purpose and intent of this PUD Ordinance.

K. Water and Sewer Service – Public water and sewer service must be available at a building site before approval of a site plan can be obtained. All buildings and structures located within the Meadowbrooke Business Park PUD shall be connected to public water and sewer systems.

L. Meadowbrooke Phase II Infrastructure.

In connection with site plan approvals for Meadowbrooke Phase II, the Developer of Meadowbrooke Phase II shall:

- (1) Assure that drainage of Meadowbrooke Phase II is established as required by the Township's Storm Water Drainage Ordinance and/or the Kent County Drain Commission;
- (2) As required by Section X K hereof, public water and sewer service must be available at a building site before approval of a site plan can be obtained; and be developed in accordance with the Township's utility plan as laid out by the Township engineer; and
- (3) include the location of curb cuts and roads in accordance with this Ordinance.

SECTION XI. SUBDIVISION PLATTING. (amended by Ord. No. 10 of 2003; 6/25/03)

A. Subdivision or Platting.

- (1) The entire Premises shall be either (a) platted in accordance with the Michigan Subdivision Control Act. , or (b) established as one or more site unit

condominiums in accordance with the Township's Site Unit Condominium Ordinance and the Michigan Condominium Act. Subject to the minimum areas specified in Section X A.1. hereof, the Developer may also divide portions of Meadowbrooke Phase II by land division or property line reconfigurations pursuant to the Michigan Land Division Act (each such parcel is referred to as a "Land Division Parcel").

(2) Should future market conditions require smaller lots, the Developer may request approval from the Township Board (and the Township Board shall not unreasonably withhold approval) to split any platted lot or site condominium unit. No more than a total of three (3) platted lot splits or site condominium splits resulting in a lot of less than two (2) acres shall be approved by the Township Board within (a) Meadowbrooke Phase I, or (b) Meadowbrooke Phase II during a calendar year.

(3) If Developer shall (i) request the Township to approve the split of any platted lot or site unit condominium in accordance with Subsection A(2) above, or (ii) if Developer shall request approval by the Township for a Land Division Parcel with a minimum size of twenty five (25) acres, as permitted by Section X A.1. (b) hereof, then notice of a public hearing shall be given to surrounding property owners within five hundred (500) feet. The notice shall be mailed no later than seven (7) days prior to the date of the public hearing to surrounding property owners.

B. Dedication of Public Facilities. This development shall include the dedication of public streets, utilities and certain required sites for public facilities. These properties and/or facilities including water and sewer services on the Premises, shall be constructed and installed by the Developer at their expense and deeded to the appropriate State, County, or Township agency without cost. Notwithstanding the above requirement the Developer shall not be obligated to pay for any oversizing of utilities (sewer and water) which is required to serve areas outside of the Premises.

C. Common Areas – The Developer shall incorporate common areas (i.e. theme entrances, landscape islands, traffic circles, etc.) in the development layout at its cost. At the time of platting, landscaping plans shall be submitted to the Township for their approval. Plans for signs, street lighting and other street furniture items shall be submitted to the Township for their record.

SECTION XII. FIRE PROTECTION.

The Developer agrees to donate a two (2) acre site located in the Premises, which site borders upon either 52nd Street or within six hundred (600) feet of 52nd Street on Kraft Avenue, for the purpose of providing a capital base to the Township for the provision of fire service to the southwest portion of the Township, including the Premises. This site will be identified in the Meadowbrooke Corporate Center Plat Number 1. Conveyance of title to this two (2) acre site will take place within sixty (60) days following groundbreaking for building construction in any subsequent phase of this development.

In addition, prior to conveyance of title, the Developer will cause to have completed a study to determine the preferred method of providing fire protection to the southwest portion of the Township. The Developer agrees that the Township is not required to use the donated site for the location of a fire facility and may sell the site and use the proceeds to provide a facility at another site or to provide fire protection by another method, so long as the Premises are served by the facility which is constructed or by the services which are provided. If a special assessment district is established for fire protection service which includes the Premises, the Developer agrees to pay its prorata share of the assessment less a credit for the value of the donated land. The value of the donated land shall be determined by an independent appraisal or as otherwise agreed to by the Developer and the Township.

SECTION XIII. IMPROVEMENTS; PERFORMANCE GUARANTEE

To insure compliance with this Ordinance and any conditions herein, Cascade Township shall require the Developer to submit a surety bond or irrevocable letter of credit to be determined by the Township Board within 60 days of the effective date of this Ordinance. This surety bond or letter of credit shall be used by the Township to recover expenditures associated with planning and development activities of the Premises, including, but not limited to, the engineering, legal, and infrastructure costs which may become the liability of the Township.

The Township shall not draw upon the surety bond or letter of credit unless Meadowbrooke Associates fails to promptly reimburse the Township for such billed expenses, within ninety (90) days, following the billing date.

SECTION XIV. CONCEPTUAL MASTER DEVELOPMENT PLAN (amended by Ord. No. 8 of 2014; 11/5/14)

The Meadowbrooke Phase I shall conform in as much as reasonably possible with the Township Supervisor on February 8, 1988. The Developer has provided the Township with an updated conceptual master development plan for Meadowbrooke Phase II and Development Parcel 1, prepared by Moore & Bruggink dated August 28, 2014 (the "Meadowbrooke Phase II Concept Plan"). In the development of Meadowbrooke Phase II, the Developer shall not be limited by specific road alignments and utility locations as shown on the Meadowbrooke Phase II Concept Plan, but shall either conform as much as reasonably possible with the Meadowbrooke Phase II Concept Plan or with an alternative master plan for Meadowbrooke Phase II as shall be approved by the Township.

SECTION XV. EFFECTIVE DATE.

This Ordinance shall become effective upon publication in a newspaper circulated within the Township of Cascade.

The foregoing Ordinance was offered by Board Member Parrish, supported by Board Member Timmons. The roll all vote being as follows:

Yeas: Parrish, Julien, Carpenter, Timmons
Nays: None
Absent: Kleinheksel, Jones, Goodyke

Jeanie Neve
Cascade Charter Township Deputy Clerk

CERTIFICATION

I hereby certify the foregoing to be a true copy of an Ordinance adopted at a Regular Meeting of the Cascade Charter Township Board on the 25th day of June, 2003.

Jeanie Neve
Cascade Charter Township Deputy Clerk



Building Exterior

Colonial Pointe at Fairview= Bellevue, NE

Note:

Colors and textures may vary depending on available material.

Architectural details may vary

Proposed Apartment Homes

Cascade Township, Michigan



**E D W A R D
R O S E & S O N S**

TITLE



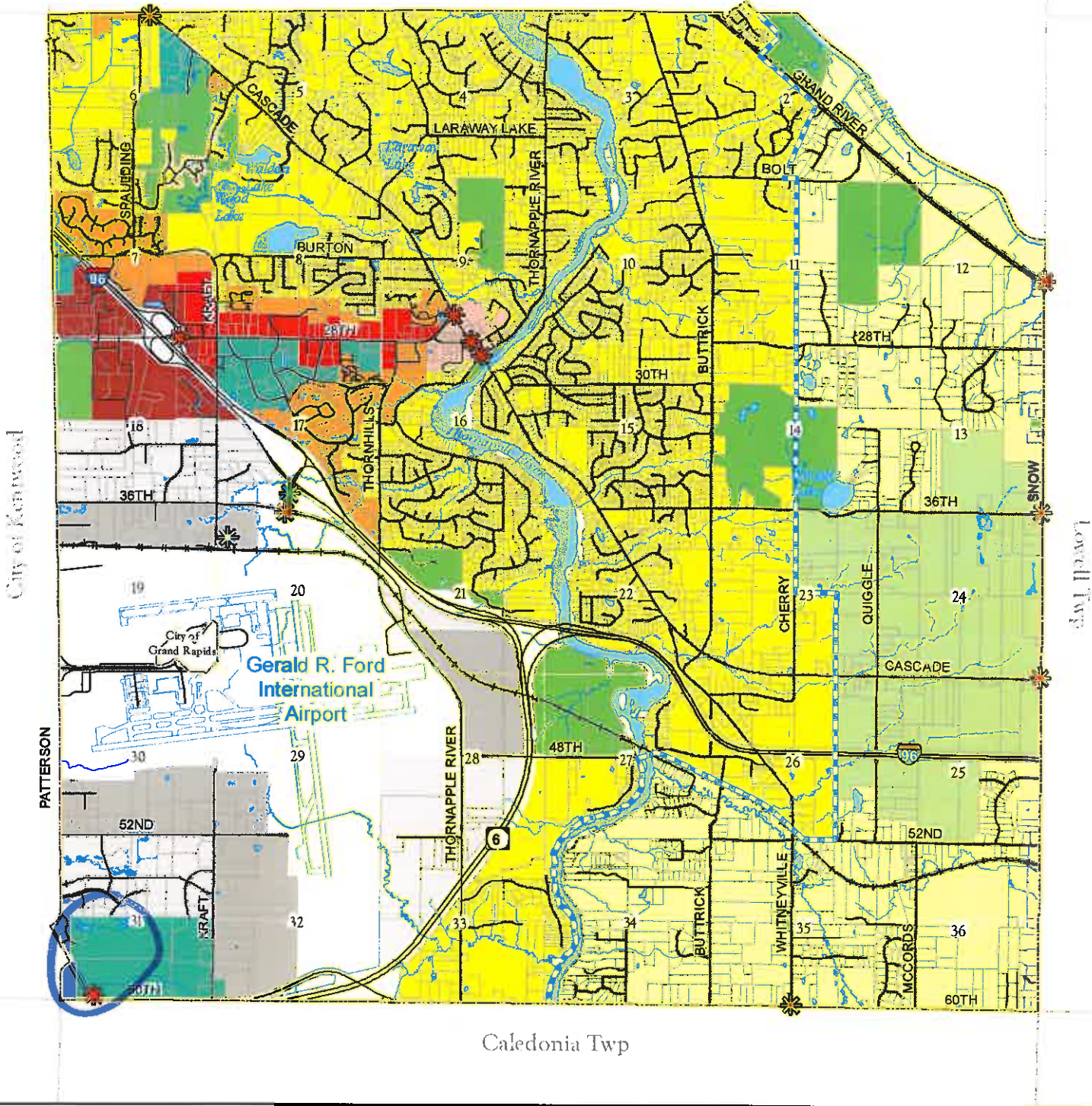
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Ada Twp



Caledonia Twp

Cascade Charter Township

Kent County, Michigan

Map 15 Future Land Use

Legend

- Gateway Feature
- Park 'n' Ride
- Rail Station
- Utility Service Area
- Farmland Preservation
- Rural Residential
- Suburban Residential
- Community Residential
- Village Commercial
- General Commercial
- Highway Commercial
- Mixed Use
- Heavy Industrial
- Light Industrial
- Community Facility / Golf Course



WEEKS
2009 REVISION: All Rights Reserved
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Williams & Works
Insurance Planning Services
 866.224.1888 phone • 415.224.1881 fax
 149 Chimes Avenue NW • Grand Rapids, MI 49501

April 22, 2009

category. The Township hopes that the highway commercial area is served by mass transit in the future.



MIXED USE

Description and Desired Uses: The mixed use land use is intended to provide for offices, light industrial, townhome and other types of attached residential development, and retail/commercial uses. The intent is to allow for uses in a master-planned project, giving a greater potential for walkable neighborhoods. Mixed use residential areas are especially desirable where future mass transportation can serve the area.

Location: The mixed use land use category is planned for the northern portion of Centennial Park, the southern portion of Meadowbrooke and along the already developed office park on Cascade Road.

Densities: Within the mixed use category, residential densities would be 6-8 dwelling units to the acre. Density bonuses may be available for development that incorporates certain green/eco-friendly building technologies at the time of site plan review and approval. Building heights would be the lesser of 40' or 3 stories where surrounding uses and buildings are of comparable heights; however, along Cascade Road where the mixed use area is already developed, existing building heights would remain unchanged.

HEAVY INDUSTRIAL

Description and Desired Uses: This land use designation is intended to provide employment for area residents, manufacture goods and provide services to meet the needs of the larger West Michigan Region. Facilities will be developed with appropriate utility and transportation connections and in harmony with the area's natural features. Industrial uses may include warehousing, manufacturing and assembly, mini-storage, contractor's offices and yards, and shipping facilities. In the vicinity of the airport, industrial land uses should be compatible with the airport and aviation requirements. The Township supports industrial uses near the airport having direct access to the airport property to facilitate greater interconnectedness, growth of transportation-related industry, and limit off-site vehicular movement/trips. Truck traffic leaving industrial land uses will be directed efficiently to regional arterials without traversing residential areas. Landscape credits, credits for energy efficient design, or other types of credits may be offered that may reduce the current front yard setback requirements, landscaping requirements, and/or lot area requirements.

February 2, 2017

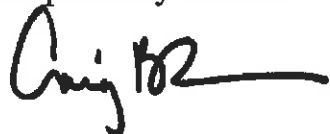
Mr. Steve Peterson
Cascade Township Planning

Steve:

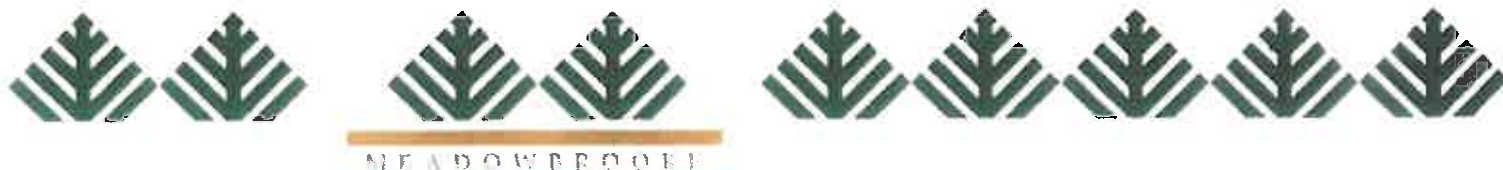
The Meadowbrooke I Review Board has met with representatives from Edward Rose Development Company L.L.C. ("Rose") with regard to their proposed development of the remaining vacant land in Meadowbrooke Business Park Planned Unit Development. We have reviewed the preliminary Site Plan and plan for development provided by Rose and believe the proposed uses are appropriate and the preliminary building style and design would be a welcome addition to both the Meadowbrooke neighborhood and the Cascade Township community as a whole. It is our understanding that the proposed parcel is south of the current business park and therefore our board has no authority over the development of the parcel.

The Meadowbrooke I Review Board also supports the creation of a "new" Meadowbrooke III Review Board to oversee all of the property that will be purchased by Rose with Rose named as the Developer for that property. We feel that with the new plan for this portion of Meadowbrooke, Rose is best suited to oversee the future development of the outparcels that will be created.

Respectfully Submitted



Craig Baker
Meadowbrooke Review Board

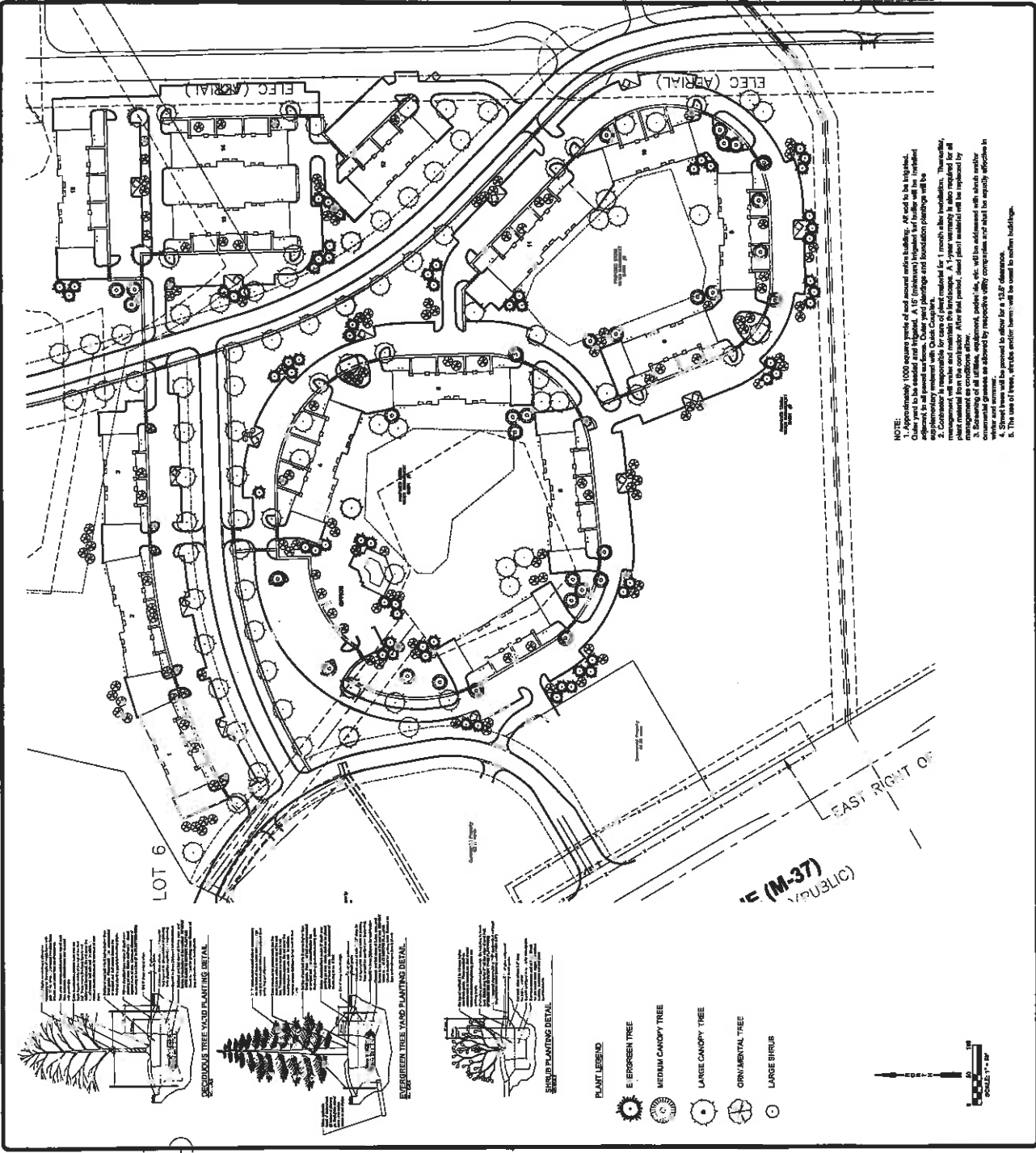




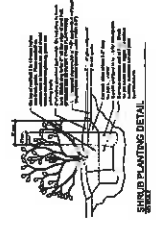
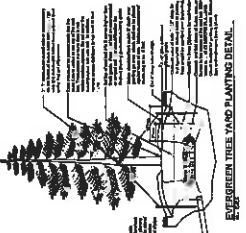
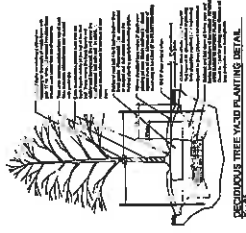
DATE: 05/18/17
 PROJECT: PROPOSED APARTMENT HOMES
 SHEET: L1

**Proposed Apartment Homes
 Cascade Township, Michigan
 Preliminary Landscape Plan**

L1

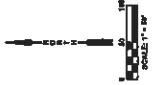


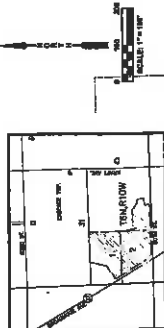
NOTE:
 1. Approximately 1000 square yards of soil must be removed from the site. All soil to be imported. Clear yard to be seeded and irrigated. A 10' (minimum) irrigation buffer will be provided and maintained in accordance with the Michigan Department of Natural Resources and Environment's requirements for the protection of water resources.
 2. Contractor is responsible for site of plant material for 1 month after installation. The contractor shall be responsible for the maintenance of the site until the contractor is satisfied with the plant material. The contractor shall be responsible for the maintenance of the site until the contractor is satisfied with the plant material. The contractor shall be responsible for the maintenance of the site until the contractor is satisfied with the plant material.
 3. The size of trees, shrubs and other plants will be addressed with each architect and landscape architect. The contractor shall be responsible for the maintenance of the site until the contractor is satisfied with the plant material.
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PLANT LEGEND

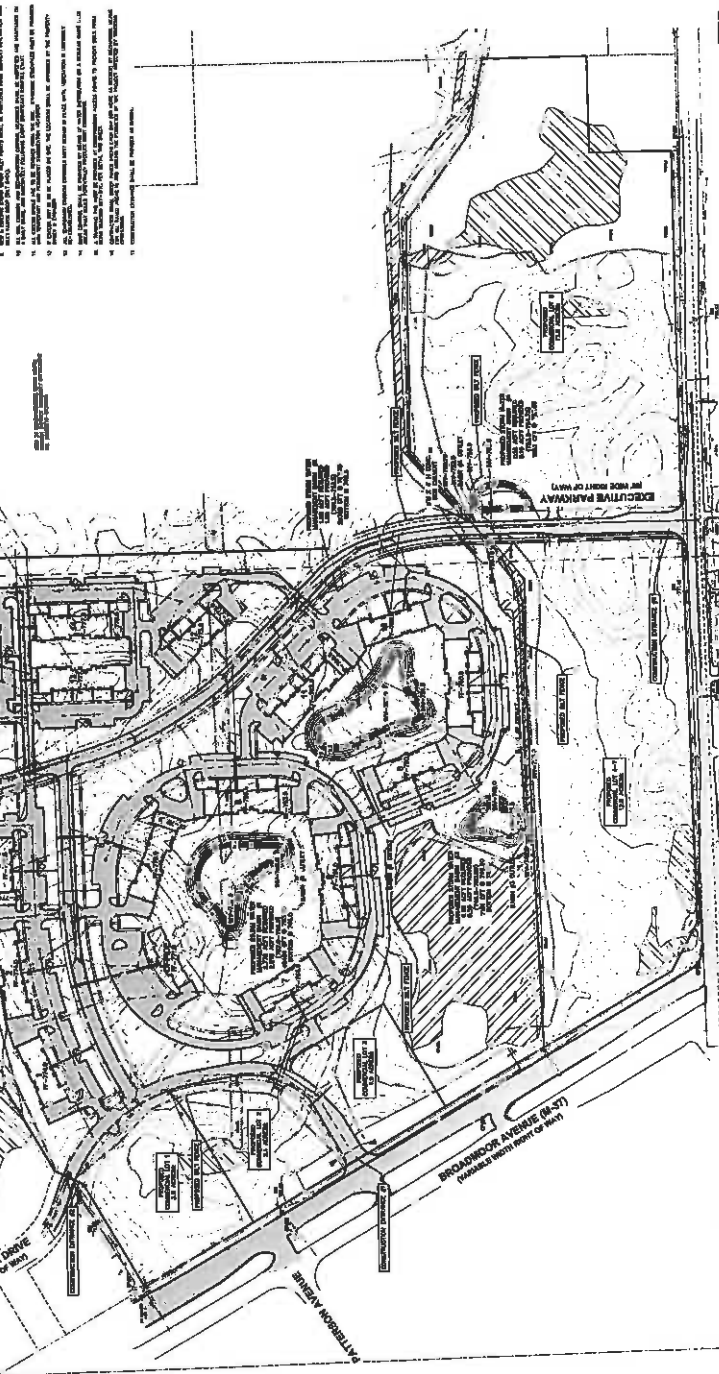
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- M MEDIUM CANOPY TREE
- L LARGE CANOPY TREE
- O ORNAMENTAL TREE
- B LARGE BIRCH





GENERAL NOTES:

1. THE APPLICANT HAS BEEN ADVISED THAT THE CITY ENGINEER HAS REVIEWED THE PLAN AND HAS APPROVED IT FOR THE CITY.
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OVERALL UNIFORM & S.E.C. PLAN FOR GARDEN APARTMENTS
HOOKER & BRUGGIE, INC.
 1000 BROADBROOK AVENUE
 WASHINGTON, D.C. 20004
 PHONE (202) 546-2000

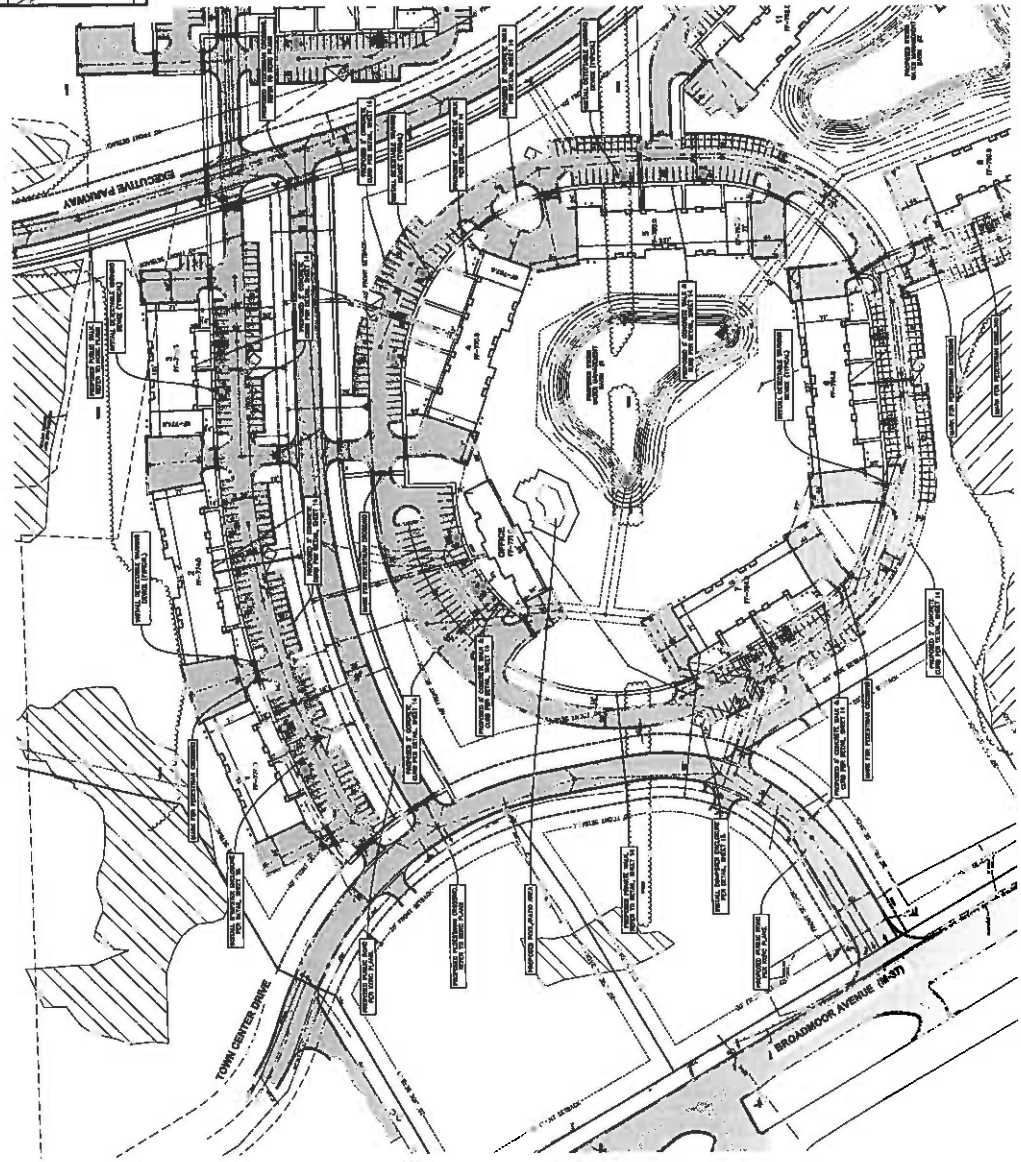
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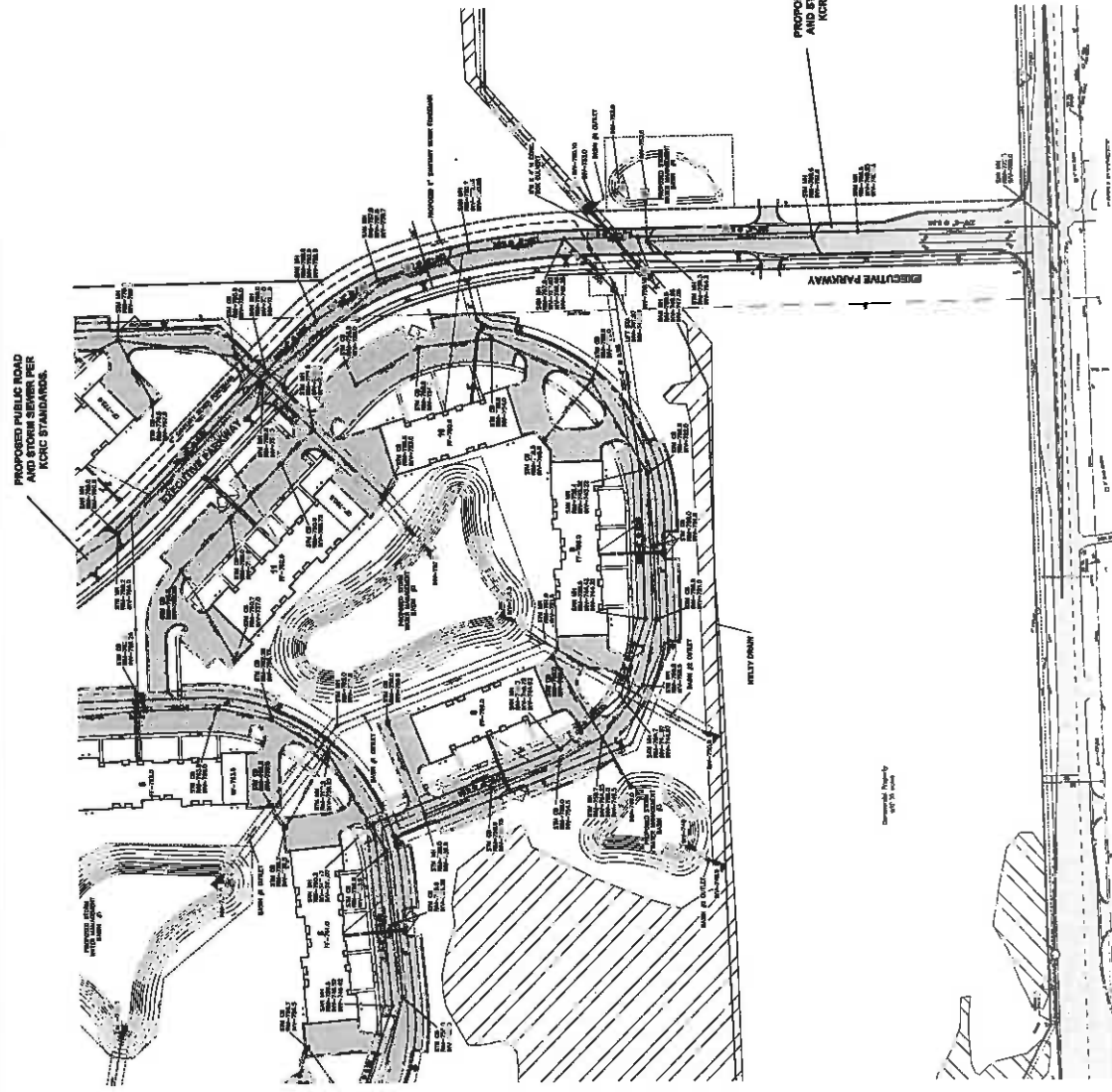
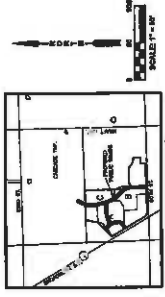
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 FOR
GARDEN APARTMENTS
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SAVING & BERGER, INC.
 1000 BROADMOOR AVENUE
 SUITE 200
 BOULDER, CO 80502
 PHONE: (303) 440-0000

REVISIONS:

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PROPOSED PUBLIC ROAD AND STORM SEWER PER KCRG STANDARDS.

PROPOSED PUBLIC ROAD AND STORM SEWER PER KCRG STANDARDS.

- NOTES:**
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 93. SEE SHEET 100 FOR GENERAL NOTES.

UTILITY PLAN AREA 8

GARDEN APARTMENTS

FOR

CAUSSE INVESTMENT AND DEVELOPMENT COMPANY

PREPARED BY

HAZEL & HAZEL, INC.

1000 EAST 1000 SOUTH

SALT LAKE CITY, UTAH 84143

PHONE (801) 333-3333

9 of 15

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	10/15/10
2	REVISED PER PERMIT	11/15/10
3	REVISED PER PERMIT	12/15/10
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HAZEL & HAZEL, INC.

1000 EAST 1000 SOUTH

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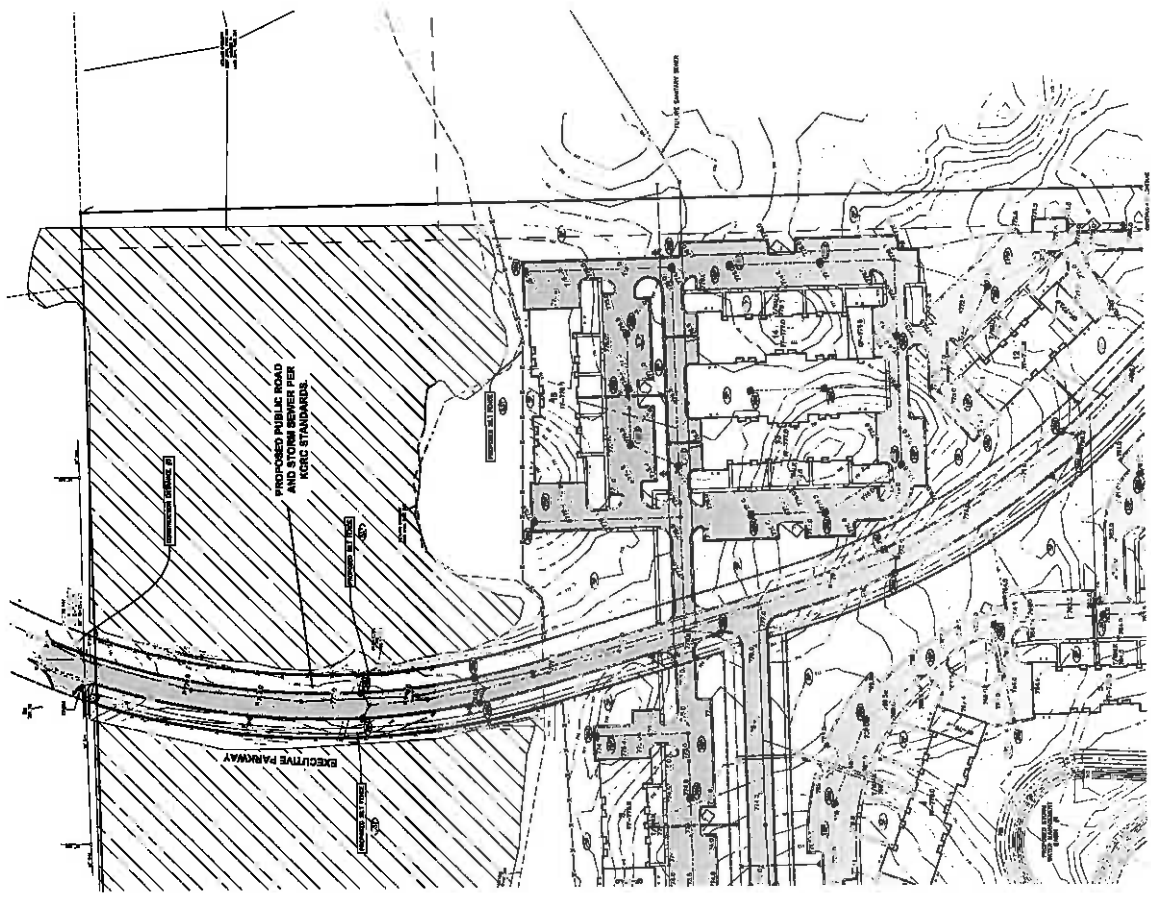
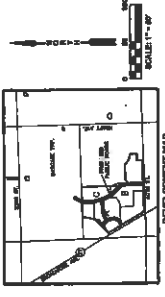
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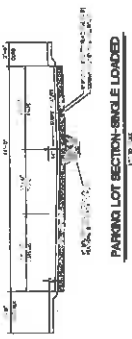
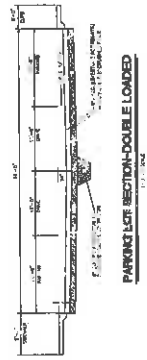
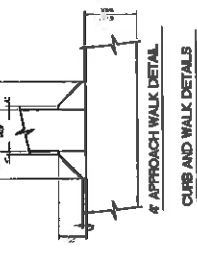
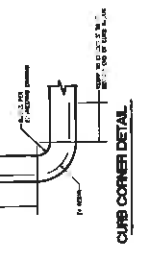
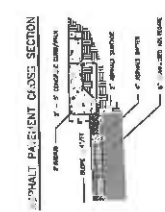
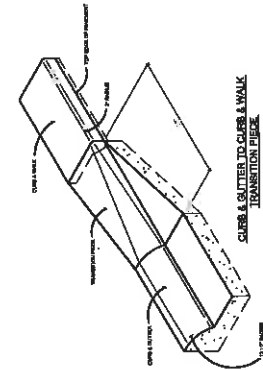
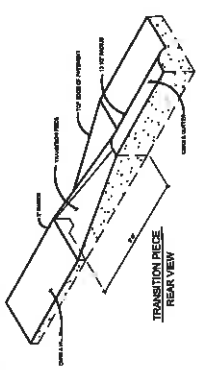
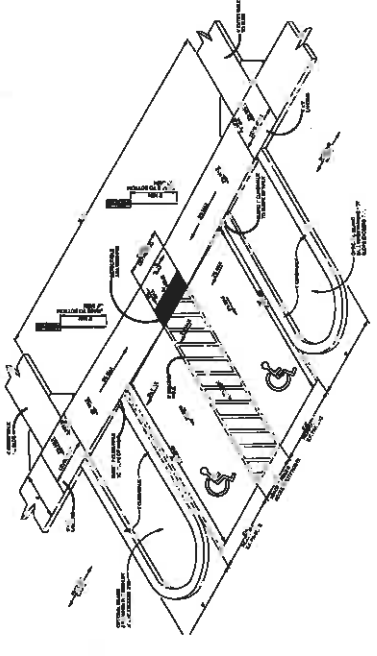
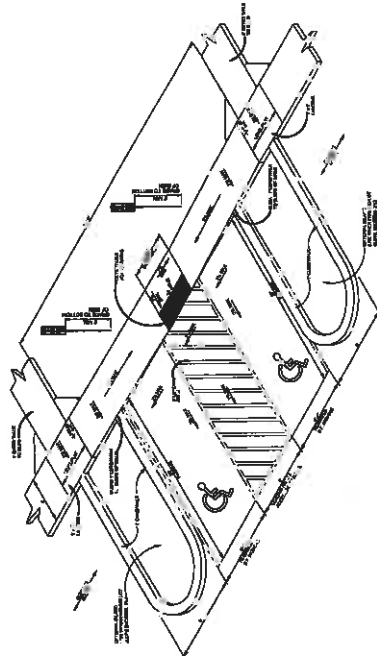
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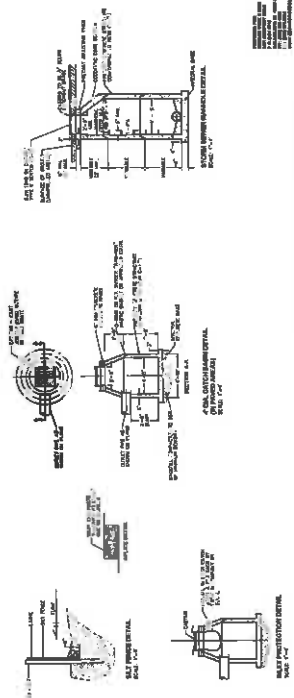
PROJECT NO.	13-016
DATE	10/15/11
PROJECT NAME	GARDEN APARTMENTS
CLIENT	MAHONEY & HUSCHKE, INC.
ADDRESS	1000 W. 10TH STREET, SUITE 100, DENVER, CO 80202
DATE OF ISSUE	10/15/11
SCALE	AS SHOWN
DRAWN BY	J. H. HARRIS
CHECKED BY	J. H. HARRIS
APPROVED BY	J. H. HARRIS

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITTING PURPOSES	10/15/11
2	ISSUED FOR PERMITTING PURPOSES	10/15/11
3	ISSUED FOR PERMITTING PURPOSES	10/15/11
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9	ISSUED FOR PERMITTING PURPOSES	10/15/11
10	ISSUED FOR PERMITTING PURPOSES	10/15/11





ACCESSIBLE BARRIER-FREE PARKING



CONSTRUCTION DETAILS	
NO. 1	CONCRETE CURB AND WALK SECTION
NO. 2	APPROACH WALK DETAIL
NO. 3	CURB AND WALK SECTION
NO. 4	CURB & GUTTER SECTION
NO. 5	SMALL PAVEMENT CROSS SECTION
NO. 6	TRANSITION PIECE REAR VIEW
NO. 7	CONCRETE CURB AND WALK SECTION
NO. 8	APPROACH WALK DETAIL
NO. 9	CURB AND WALK SECTION
NO. 10	CURB & GUTTER SECTION
NO. 11	SMALL PAVEMENT CROSS SECTION
NO. 12	TRANSITION PIECE REAR VIEW
NO. 13	CONCRETE CURB AND WALK SECTION
NO. 14	APPROACH WALK DETAIL
NO. 15	CURB AND WALK SECTION

PROPERTY: GARDEN APARTMENTS
 ARCHITECT: ADRIAN & BLOOMBERG ARCHITECTS
 GENERAL CONTRACTOR: ADRIAN & BLOOMBERG ARCHITECTS
 DATE: 10/11/11
 DRAWING NO.: 14-15

ADRIAN & BLOOMBERG ARCHITECTS
 1000 W. 15th Street, Suite 100
 Los Angeles, CA 90015
 Phone: (213) 480-1000
 Fax: (213) 480-1001
 Website: www.adrianandbloomberg.com

Memorandum

To: Cascade Charter Township Planning Commission
From: Steve Peterson, Community Development Director
Subject: 16-3329/Spees PUD Amendment
Meeting date: February 6, 2017

The Planning Commission approved the preliminary plan for this project at their December 5, 2016. At that meeting the Planning Commission approved the preliminary plan to modify P.U.D. #77 to allow the two-fast food restaurants along 28th st and a third building in the rear of the site. The plan was approved with the following conditions:

1. One pylon sign will be permitted on site with the option of either having one 56 sq ft sign at 25 feet tall or a 70 sq ft pylon sign at 15 feet tall.
2. Your landscape plan will also need to be modified to eliminate the river rock behind both restaurants.

The PUD Ordinance amendment has now been written to reflect that decision and the applicant has had an opportunity to review and approve of the language. In addition, they have amended their plans to reflect the conditions.

I recommend that you forward a positive recommendation to the Township Board for approval of the PUD amendment and revised site plan.

The Township Board will hold an additional public hearing to consider your recommendation.

Attachments: Proposed PUD Ordinance
Site Plan

CASCADE CHARTER TOWNSHIP
Ordinance #__ of 2017
AN ORDINANCE TO AMEND ORDINANCE #4 OF 1994, THE
CASCADE RAPIDS LLC
PLANNED UNIT DEVELOPMENT PROJECT

CASCADE CHARTER TOWNSHIP ORDAINS:

Section 1. Amendment to the Cascade Rapids LLC PUD Ordinance

Section IV. PURPOSE

This section shall be amended to read as follows:

The Project occupies approximately 9 acres of land that is proposed to be developed with a retail center, two fast food restaurants and a future office building. The Planned Unit Development technique has been chosen by the Developer to provide more control over the development's aesthetics and appearance.

Section VI. PERMITTED USES

This section shall be amendment to read as follows:

The permitted uses for the James Russell 6010 28th St Project are as follows:

1. Three Commercial Buildings

- A. One (1) 2,400 square foot building – (proposed Taco Bell restaurant)
- B. One (1) 21,000 square foot building –(currently retail center)
- C. One (1) 3,600 square foot building. – (proposed Freddy's Steakburger restaurant)

As shown on the approved site plan dated January 30,2017 as drawn by JVB engineering.

- Any use as listed in the underlying B-2 general business-zoning district as amended shall be permitted in the building. Any use that requires a special use permit, according to the Cascade Charter Township Zoning Ordinance as amended must go through the special use permit process before occupying the space.

SECTION VII.C. Design Guidelines, Requirements and Limitation

This section will be amended to read as follows:

- B. Setbacks – The following setback requirements shall apply to the project:
 - 1. The buildings shall be setback a minimum of:
 - 100 feet from the street right of way
 - 25 feet from the west property line
 - 16 feet from the east property line
 - 50 feet from the rear south property line

C. Parking – There shall be a total of at least 232 parking spaces provided for the Project.

E. Signs. The following signs are permitted in the project:

1. Two pylon signs along 28th St are permitted as follows:
 - a. The sign in front of 6010 28th St is limited to a maximum square footage of 70 sq.ft. and a maximum of 15 feet tall.
 - b. The sign in front of 6080 28th St is limited to 125 sq ft and 30 feet tall.
2. wall signage or marquee signage , not to exceed one-hundred (108) square feet in total sign area,
3. In the event the building has multiple commercial establishments, each commercial establishment's space will be permitted a sign area equal to one square foot for each lineal foot of building frontage (i.e., building frontage on the ground for the front of the building) that each respective commercial establishment occupies, not to exceed a sign length of more than two-thirds of the subject frontage.
4. All other signage shall be regulated by the 1997 Sign Ordinance as amended.

G. Landscaping - The landscaping at 6010 28th St shall be done in accordance with the approved landscape plan dated January 30th, 2017 as drawn by JVB. The landscaping at 6080 28th St shall be in compliance with the original approval of the site (case 00-2300).

Section 2. Effective Date

This PUD Ordinance amendment shall become effective upon publication in the Grand Rapids Press, a newspaper of general circulation within Cascade Charter Township.

Section 3. Effect

The Cascade Charter Township Zoning Ordinance, as amended, and the remainder of Ordinance #4 of 1994, as amended, except as otherwise expressly amended herein, shall remain in full force and effect.

The foregoing Ordinance amendment was offered by Board Member _____ supported by Board Member _____. The roll call vote being as follows:

YEAS:

NAYS:

ABSENT:

ABSTAIN:

ORDINANCE DECLARED ADOPTED. _____

Susan Slater
Cascade Charter Township Clerk

CERTIFICATION

I hereby certify the foregoing to be a true copy of an Ordinance adopted at a Regular Meeting of the Cascade Charter Township Board on the ____ day of _____ 2017.

Susan Slater
Cascade Charter Township Clerk

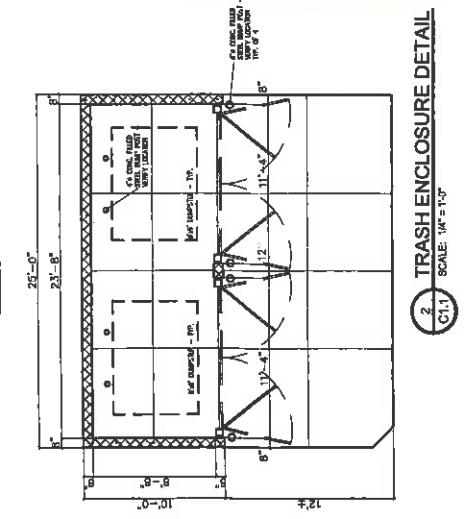
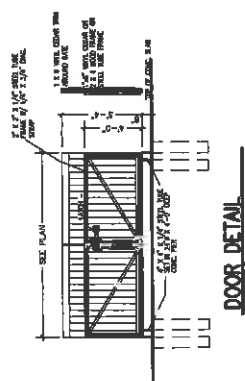
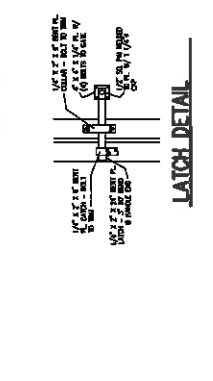
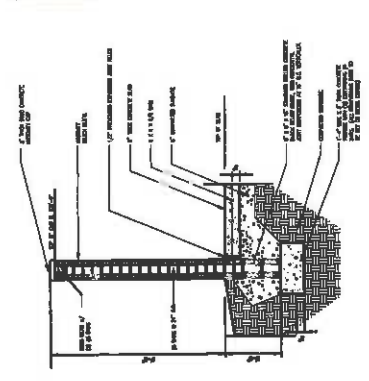
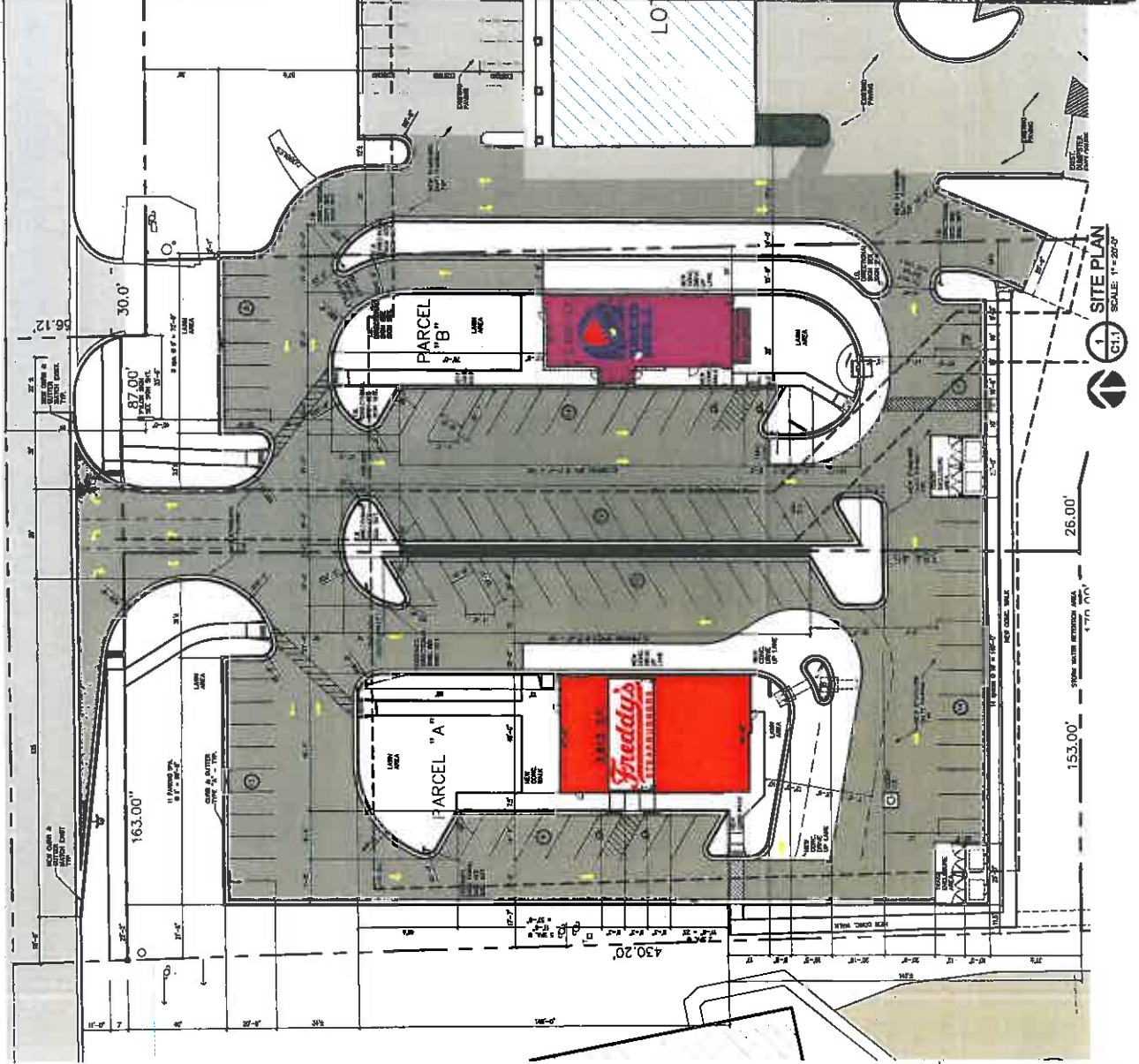
TACO BELL #
CHICAGO DIVERSIFIED
FOODS CORP.
 6010 28TH STREET
 CASCADE TOWNSHIP, KENT COUNTY, MICHIGAN

JB LLC
 2008 POWERS
 10000 GRAND AVENUE, SUITE 100
 FARMINGTON, MI 48334
 PHONE: 810-443-6244
 EMAIL: JYB@JBLLC.COM

RETAIL DESIGN CONSULTANTS
JB LLC
 2008 POWERS
 10000 GRAND AVENUE, SUITE 100
 FARMINGTON, MI 48334
 PHONE: 810-443-6244
 EMAIL: JYB@JBLLC.COM

DESIGNER	JYB
CHECKED BY	JYB
DATE	11/11/12
PROJECT NO.	12-0000
PROJECT NAME	TACO BELL #
PROJECT ADDRESS	6010 28TH STREET
CITY	CASCADE TOWNSHIP, KENT COUNTY, MI
STATE	MI
COUNTY	KENT
ZONING	COMMERCIAL
PERMIT NO.	
ISSUE DATE	
SCALE	1" = 20'-0"

C1.1



2 TRASH ENCLOSURE DETAIL
 SCALE: 1/4" = 1'-0"