

AGENDA
Cascade Charter Township Planning Commission
Monday, March 21, 2016
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 February 01, 2016 meeting**
- ARTICLE 5. Acknowledge visitors and those wishing to speak to non-agenda items.
(Comments are limited to five minutes per speaker.)**
- ARTICLE 6. Coast to Coast Passenger Rail Presentation and Update**
- ARTICLE 7. Case # 16:3297 Cascade Township
Access Management Regulations Discussion**
- ARTICLE 8. Case # 16:3298 Cascade Township
Food Truck Regulations Discussion**
- ARTICLE 9. Any other business**
- ARTICLE 10. Adjournment**

Meeting format

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

MINUTES

Cascade Charter Township Planning Commission
Monday, February 01, 2016
7:00 P.M.

ARTICLE 1. Chairman Waalkes called the meeting to order at 7:00 PM.
Members Present: Katsma, Mead, Pennington, Rissi, Sperla, Wallkes Williams
Members Absent: Lewis (Excused) Robinson (Excused)
Others Present: Community Development Director, Steve Peterson, and others listed on the sign in sheet.

ARTICLE 2. Pledge of Allegiance to the flag.

ARTICLE 3. Approve the current Agenda.

Motion by Member Pennington to approve the Agenda. Support by Member Mead. Motion carried 7-0.

ARTICLE 4. Approve the Minutes of the January 11, 2016 meeting.

Motion by Member Sperla to approve the minutes of the January 11, 2016 meeting as written. Support by Member Mead. Motion carried 7-0.

ARTICLE 5. Acknowledge visitors and those wishing to speak to non-agenda items (Comments are limited to five minutes per speaker.)

No one wished to speak on a non-agenda item.

ARTICLE 6. **Case #15-3229 RJ Ventures**

Property Address: 3000 Thornhills Avenue SE

Requested Action: The Township Board has remanded this project back to the Planning Commission for further review.

Director Peterson presented the case. The Township Board sent this case back to the Planning Commission for clarification on a few points:

- Landscaping around the perimeter of the site
- Storm Water Maintenance Agreement
- Performance Bond during construction

While the Township Board could have made these changes they remanded back to the Planning Commission so that there would not be any surprises by the changes.

The Applicant has provided a Landscaping Plan which includes a buffer around the perimeter of the site. Buffer yards are not required but if we are including one

we should request a Landscaping Bond of \$8,200. The language in the PUD Ordinance states that the landscaping will be completed in accordance with the plan.

Cliff Bloom, Attorney - Law Weathers is representing the Township in this case. He has taken a look at the Storm Water Maintenance Agreement and it has been modified slightly and he has improved the language.

The need for a Performance Bond was discussed for soil erosion control mechanisms and processes. The Road Commission has taken a look at their soil erosion plan. They have not issued a permit yet but they seem agreeable. A Soil Erosion Bond of \$5,000 would be required by the KCRC. Our Township Engineer was asked what the worst case scenario damage would cost to clear the site. They have recommended a \$50,000 Performance Bond. This Bond would be in place just during the construction phase of the project and once the site was stabilized the Bond would be released. It would not be in place during home construction. The county could require individual soil erosion permits for each house.

The Township Board modified the language of the new PUD Ordinance slightly to incorporate a sentence that states the Ordinance incorporates and adopts Staffs comments and the conclusions from the Staff report.

There is communications in the packet from Mr. Rohde and his Attorney requesting that the case be reheard but the purpose of tonight is to look at the three items the Township Board requested. I did also put into the packet a private communication between Mr. Rohde and Member Lewis that we are publicly disclosing.

The Planning Commission has a couple of options before them:

- The recommendation can be sent back as originally presented to the Board.
- The recommendation may be amended to the Board to include all the changes.
- The recommendation may contain a combination.

Staff is comfortable with the new Landscaping Plan, the new Storm Water Maintenance Agreement and the Performance Bond the Township Engineer has recommended.

Member Sperla asked if Mr. Rohde and his counsel had a chance to review the new Storm Water Maintenance Agreement. I saw that there were changes that I have not seen in the past and I really like that the new enforcement provisions are stronger and I would like to see this in future Storm Water Agreements. I

would be interested to know if you have received any feedback from Mr. Rohde on the new language in this Storm Water Agreement. Director Peterson stated that he had not received any feedback. We did not specifically send the new Storm Water Maintenance Agreement to Mr. Rohde but it was available on-line. Member Sperla stated that he liked the provisions, it provides a lot more clout and enforcement rights. I know if I was sitting in Mr. Rohde's shoes, I would feel pretty good about this Agreement.

Member Pennington asked Director Peterson to highlight the changes to the Storm Water Maintenance Agreement. Director Peterson stated that he would defer to Mr. Bloom the Township Attorney.

Cliff Bloom, Township Attorney came forward with comments.

There were no substantive changes on pages one and two. On page three the important provision is just above B. The Maintenance Agreement as it existed was quite good for most municipalities. As Member Sperla stated, this nails it down more. We wanted to make it clear that the obligation to maintain the storm water retention/detention facility doesn't stop with the developer. It runs with the land. This language makes it clear that not only is the developer responsible while it's involved, but thereafter the Association is responsible and the individual units are also. For if some reason the Association went bankrupt than it would be an obligation of the unit owners and there would be a lien on the property. Member Sperla stated that this would be a recorded instrument for any prospective purchasers within the development. Mr. Bloom concurred stating that this document would be recorded so that everyone will know when they purchase a unit within the condominium. Statement B states that if the Township has to enforce the agreement and prevails in court, it can recover its attorney fees which normally you cannot do in absence of a contract.

In the middle of the Special Assessment District, if for whatever reason the Township wants to clean up the site and doesn't want to go against the unit owners they can agree ahead of time for the creation of a Special Assessment District. The benefit is that it simply goes on the tax rolls automatically and is easier to collect.

A disclosure was added to alert the homeowners that in the event the Association went defunct that they would be held responsible individually.

Number five (5) made it clear that this Agreement does not negate the requirements that they comply with all laws: state, county and federal.

Chairman Waalkes asked anyone with comments to come forward.

Tim Newhouse, Attorney on behalf of Mark Rohde, 3087 Thornapple River Drive came forward with comments. Mr. Newhouse stated that he had the opportunity to review the Storm Water Maintenance Agreement. In the packet is the correspondence from Mr. Rohde stating his objections to the proposed amendment to the PUD, as well as, my outline as to why we feel this amendment does not comply with your Zoning Ordinance. I realize that you have already approved the proposed amendment to the Township Board and they have returned it for three items. The new Landscaping Plan is designed to cover up one of the bigger issues Mr. Rohde believes prevents this plan from being adopted. The other main issue is the retention pond and the Maintenance Agreement. The drainage plan in this proposed amendment diverts most of the water to the retention pond on the SW corner. This parcel is now split into two different parcels with competing interests. By approving this amendment, you are potentially diverting all of the storm water and runoff from the retention pond onto Sentinel Pointe's property. Sentinel Pointe has indicated that they do not approve of this particular amendment. They are part of this PUD. I think the proper approach would be to amend the PUD to remove this 40 acre parcel and then propose their development. In my opinion, they would then have to get an easement for the drainage over the Sentinel Pointe property.

Member Sperla asked if Mr. Newhouse was aware that Mr. Rohde was the original developer of Sentinel Pointe, in two phases, he was not only the Owner but the Engineer as well. It seems a little problematic that somebody that causes the split and sells it to someone else, still wants to retain control over how it is developed. If he wanted that why didn't he just continue to own the property? He sold it to someone and they obviously were going to make some use of it which is contrary to what the Sentinel Pointe original PUD ordinance provided for. Mr. Newhouse states, when he sold the property there were two attempts, as I understand it, to have an elderly facility proposed there that didn't make it past the Planning Commission because of drainage issues. Member Sperla states that seems to me that he turned around and sold the property knowing that some use was going to be made of that property, it was not going to be part of the Sentinel Pointe development in accordance to the approved plan that had a Phase A and Phase B. Mr. Newhouse said that he looked for the original PUD through a FOIA request, but it was not found. Member Sperla reiterates that if he wanted to control how it was developed he should not have sold it. When he sold the property he gave up the right of ownership and control over what could be built on the property. He had to know that the property was going to be developed at some point and most likely not to his liking. If you want to control it, you have to own it. But again, he gave up that control when he sold the property. Mr. Newhouse states that Mr. Rohde would probably agree with that and regrets that decision. Mr. Newhouse says the maintenance agreement with the overflow is not going to happen. Mr. Bloom made a comment that it is going to be stated that the Unit owners will be aware of their requirements to maintain this

retaining pond. The only time anything will happen is if there is an event and then it is too late. There will be no dredging, the home owners association will probably have it in their dues that it be maintained, but nobody will do anything about it. The water will be spilling over into other people's property and because, in our opinion, the storm ordinance is not followed with its borings, there may be potential liability on the Township and we would like to prevent that from happening.

Chairman Waalkes asked anyone with comments to come forward.

Tom Giusti, representing RJ Ventures the proposed developer. Mr. Giusti states that the comments regarding trees being cleared and moving forward developing the property is not correct, we will not touch the property until we get the proper permitting and approval from the Township. Secondly, as Director Peterson mentioned, the Kent County Road Commission suggested that on top of their Bond, we have provided a landscape plan with screening. Each of the Units will be required to have a soil erosion permit at the time of construction, so there will be two layers of protection. The landscape plan shows all the deciduous and evergreen trees around the whole perimeter. We also have shrubs protecting the retaining wall on the south and north side. We also do not need permission from any of the adjoining neighbors because we will not be on any of their properties for these retaining walls.

Cherie Grunske, 3056 Thornapple River Dr., our property is downstream from the property in question. Our concern with this is that there will now be hard surfaces and possibly sand and could cause a problem with this coming downstream.

Chairman Waalkes stated that all the hard surface paving is draining directly to that pond, as it is a retention pond. It is a 100 percent infiltration. This could be an improvement to the problem.

Mr. Giusti states that it seems there has been negligence in prior developments, there are safety valves put in and are stringent on what we are going to be required to do, to not allow any erosion and sedimentation into the river. We are doing everything possible to not disturb the people downstream or anyone around this particular piece of property. Nederveld has taken their time and done their due diligence on the retention pond and complied with the Township and Fishbeck's requirements on what they need to have.

Ron McCollum, 3010 Thornapple River Dr., the one thing that I am concerned about is this is not a 100 percent retention pond, as it does have an emergency spill way. Mr. Giusti said they did everything that Nederveld and Fishbeck asked as far as the retention pond, but the two soil borings weren't done as demanded

to be done by Fishbeck. I am also concerned that this pond doesn't drain properly and is a spill way, when you have a hundred year rain it may spill over. If it is sand and can handle it, that's great. But if it does go over, it will dump sand and erosion in the Cascade Bayou. We have a petition to look into dredging the Bayou and would like to look into plunge pits. Down by the river ideally there could be a plunge pit that could be dug out. We just don't want any more sediment coming down on our properties.

Kenneth Carey, 2929 Thornapple River Dr., it is quite humorous how they think they can catch all this water, but nobody knows more than I do the things that can go wrong. Over the past 5 years I have dealt with problems from the Summit. Attorney's fees and Engineering Fees and everything else that has gone along with this excluding Attorney and Engineering Fees from the Township, have easily exceeded \$100,000.00. Mr. Bloom has said, so eloquently at the last meeting, that if things go wrong there is a civil remedy. And by a civil remedy it means that you are going to have to get an Attorney and sue. You are going to have to go through the same five years that my wife and I have gone through, along with tens of thousands of dollars' worth of damage. If you lay the Summit over the drawing, my home is directly down from the homes here. All the drainage from the non-porous structures, including the driveways in front of the homes and all roof structures. The driveways were all angled and dumped off the back of the hill, focus drainage. I know how Mr. Bloom feels about focus drainage, he is well published and I had a conversation over the phone with him. He told me he solved this problem, and I believe he was upset when another home was built and allowed to dump off the back of the property. This has cost me tens of thousands of dollars in damages and I have had a law suit going for a year and a half. You tell me there is going to be no problems here, but I know differently. The civil remedy that Mr. Bloom talks about is devastating to the people involved. The people that live in the Bayou and below now is the time to settle this. Not years from now when everyone is going to have to pay up. The only reason this came to a forefront is because I had Legal and engineering coverages for this lawsuit otherwise this would never have happened. They know this. They count on the fact that people do not have the resolve or the financial reserves to fight this. They counted wrong on my part when it came to me. This is what you are dealing with here. It all looks fine and dandy when it's presented to you but the plans will not be followed. Now Mr. Peterson at the last meeting January 13, 2016, indicated that there were a lot of problems here and that's not going to happen again. Well, when the trees came down in this area for that latest home that was built in the Summit, I raised the concerns early, and I was always assured that things were going to be done properly. Even though at the time he knew they would not be and that is where I am right now, I had to settle for reduced damages. The man who built the home is ready to tear his hair out. He trusted people and he trusted the wrong people. I warned him that if you pursue you will be in court. This is what you guys have to decide. I did not deserve this. We

voiced our concerns early and they said nothing was going to go wrong, but it did. It went terribly wrong. Good luck to the residents because they are not going to have the financial reserves to fight this and you guys are all counting on that.

Tom Giusti stated that he feels bad for this gentleman for what he has gone through and I am not minimizing it and it is unfortunate. We have to take what we have here and do the best we can with engineers and the process to capture rain water, roof water, driveway and street water and put it all in retention and do the best we can to make this the best solution. It is unfortunate that someone's negligence in the past has caused hardship. We are trying not to do that and to do our best to make everything the best that we can to do this right.

Member Williams asked if the borings had been done as suggested. Mr. Guisti stated that Nederveld had confirmed with Fishbeck that we had performed the appropriate tests and in line with the Township requires for a retention basin.

Member Pennington asked the Board to focus on the three items the Planning Commission was asked to review and not the drainage aspect as this had been approved at the last meeting.

Member Mead asked if the Storm Water Maintenance Agreement and adding additional language to it, I question the ability to further enforce this down the road. I continue to hear that we are adding to a problem that is existing, do we have an existing Storm Water Agreement that covers this PUD as a whole and is it being fully enforced today? Director Peterson stated that we do not have such an Agreement. The Storm Water Maintenance Agreement is a relatively newer tool that we use. The Storm Water Ordinance is new as well and was not in effect when the original Sentinel Pointe was built. The Storm Water Maintenance Agreement only addresses the property that is under development. Some of the issues that people are speaking about and the problems around it are really separate. Some of the work that is planned to be done are not really coming from areas here but rather west of Thornhills. That is what the Township has been studying with the Township Engineer to see what can be done for a long term fix. Our engineer pointed out that they are quite confident in this site meeting the current standards for our Storm Water Ordinance which are much more stringent than any of the sites around it.

Member Mead stated if it is safe to say that by this proposed development we are taking the water runoff that is freely running as of today and trying to capture it and divert it to the infiltration basin. Director Peterson stated that this was correct. The water would now seep into the ground rather than running down the hill. Member Mead stated that in theory this development could alleviate some of the problems this PUD is having on the surrounding environment. Director Peterson stated that little things can contribute a great deal to water

runoff, such as tree growth or reshaping a yard can have a significant impact over time on how water reacts on site. Certainly the intent of a Storm Water Ordinance is to minimize the impact from the water runoff created by a development. Our standards are not getting easier but rather tougher. This developer is meeting and exceeding our requirements.

Member Sperla stated that we can't hold a developer on a defined piece of property to correct every problem that exists coming from other parcels. All they can do is put before us what their proposed plan is, the detention ponds. The Storm Water Ordinance came into existence in 2005 and I have had my own issues in the past and have looked at it quite extensively. You cannot impose newly adopted Ordinances on developments that took place 15-20 years ago. Nor can you ask a developer or an owner of another piece of property to correct problems in other parts of the Township unless it's part of the original plan. I don't believe this was. I believe part of the problem they have created themselves. I do believe that this is in an area where it has the most stringent requirements, it says when possible they require 100% infiltration. That does not mean there can't be a spillway. There is a big hill and it goes into the river but the design of this pond is 100% infiltration. The Engineer has stated that this will occur and we have to be careful of trying to impose burdens on other parties that really did not create the pre-existing problems that existed prior to the Storm Water Ordinance being adopted in 2005.

Chairman Waalkes stated for clarification, we are reviewing the Landscaping Plan with its associated Landscape Bond, the slight revision in the PUD that references the Landscape Plan, the revised Storm Water Maintenance Agreement and the \$50,000 Performance Bond during construction.

Member Rissi asked if it was typical to see a Landscaping Plan that shows the landscape around the perimeter but not around the individual units. Director Peterson stated that it would be unusual to see the landscaping around the homes. The borings that were requested at the last meeting the developer addressed and was it satisfactory to our Ordinance.

Member Pennington stated that typically we do not require a landscape buffer for residential builds and I am fine with what we previously approved but if the Planning Commission wanted to include these requirements, I would support that too.

Chairman Waalkes stated that he is in agreement with Member Pennington but he is willing to support the additional requirements.

Member Sperla made a motion to approve the changes that have been outlined in the Staff report and to forward a positive recommendation to the Township Board to include the following:

- Landscaping around the perimeter of the site
- Landscaping Bond of \$8,200
- Updated Storm Water Maintenance Agreement
- Performance Bond during construction of \$50,000

Support by Member Mead. Motion carried 7-0.

ARTICLE 7. Case #16-3293 John Slagboom

Property Address: 5210 52nd Street

Requested Action: The Applicant is requesting site plan approval for a 4,800 sq. ft. warehouse addition.

Director Peterson presented the case. South side of 52nd Street with existing warehouse. When we approved this Special Use, approximately 10 years ago, they had several other buildings planned as well as outdoor storage. They have only built the few buildings up front and a few smaller buildings than originally planned. In reference to Storm Water, the site was designed and constructed to accommodate much more construction. We have approved a few smaller building administratively but we are to the point where any further additions must come before the Planning Commission. The Applicant has indicated that the addition will be used for storage and light maintenance and repair. It fits within the purview of the industrial zoning and their Special Use Permit for their project. The Township Engineer looked at the plans and the site can already accommodate the addition. The Township Fire Department did not have any issues or comments. This is pretty straightforward and I am recommending approval of their site plan. They will have to do a Storm Water Maintenance Agreement that essentially would be agreeing to what they have already done.

Member Pennington asked if the original proposal requesting more singular buildings or one large building. Director Peterson stated that the original plan was to continue the larger buildings and it has evolved as they have used the site.

Chairman Waalkes asked the Applicant to come forward with comments.

John Slagboom, 5210 52nd Street came forward as the Applicant.

The Applicant stated that the original plan was for nine (9) buildings similar to the first three buildings.

Member Sperla asked if there was going to be water and electric to the building. The Applicant stated that there would be electrical for lights only.

Member Rissi made a motion for Site Plan Approval on Case #16-3293- John Slagboom for a 4,800 sq. ft. warehouse addition with the condition that they sign the Storm Water Maintenance Agreement. Support by Member Williams. Motion carried 7-0.

**ARTICLE 8. Case #15-3295 Cascade Township
Accessory Building Zoning Requirements Discussion**

Director Peterson presented the case. I have provided a summary of accessory buildings from 2010-2015. This gives a sense of the size of the buildings that have come before the Board. What is important to remember is that the accessory buildings that we are seeing are much larger than 832 sq. ft. on average. The 832 sq. ft. correlates to the size of the attached garage that you are allowed. That size can then increase based on the size of your house. Director Peterson stated that he is comfortable with the 832 sq. ft. and that if we raise the allowed square footage too much it could cause a few issues in some of our neighborhoods if we were permitting larger buildings with just a staff review. It seems we would open up a whole new set of issues. After reviewing the data I really like what we have.

Member Sperla stated that we have a unique position in Cascade having the airport, industrial parks around the airport, we have agricultural areas, high-end neighborhoods and some older neighborhoods. We have a real conglomeration of underlying uses. I have been thinking about building an accessory building and I think 832 sq. ft. is reasonable. If you need a bigger building it makes sense that you apply for a Special Use Permit given the challenges that are unique to the Township. Director Peterson concurred that we have some neighborhoods that are completely different from one another and we have some very unique areas in the Township. We are one of the very few Townships that do not arbitrarily limit the size of an accessory building. We have a threshold that once you go over the limit you apply for a Special Use Permit.

Member Pennington stated that when he built his accessory building he built it right to 832 sq. ft. and if he had been allowed to build it bigger he would have. In retrospect he realizes that the building would not have fit into his neighborhood and would potentially have caused problems with his neighbors.

Member Rissi stated that he had studied the summary and feels that 832 sq. ft. is a good number. The only possible way of changing it in my mind, is that in the agricultural/conservation zoned district you have an arrangement that you can go up to 50% of the size of the home on a multiple acre site. You start to get into charts and may open a large can of worms.

Member Sperla stated it gets complex and you can't look at the circumstances surrounding you. You have to have enough authority to take into consideration the property owners adjacent to the property. Member Rissi stated we are not doing an extreme amount of them.

Member Mead stated that the requests we had in 2015 were substantially larger than the 832 sq. ft. allowed. At least half of these cases would have had to come before the Planning Commission even if we allowed a 1,500 sq. ft. building.

Member Katsma stated that we need to have some level of protection to be able to hear neighbor's concerns in the situation where one neighbor has no consideration of his neighbor's concerns. This gives us a level of protection while still approving larger accessory buildings where they fit into the neighborhood.

Chairman Waalkes stated that it sounds like everyone feels that the data supports our current accessory building requirements. All Members were in agreement.

ARTICLE 9. Any other business

There was no new business.

ARTICLE 10. Adjournment

Motion made by Member Sperla to Adjourn. Support by Member Mead. Motion carried 7-0. Meeting adjourned at 8:14 PM.

Respectfully submitted,
Aaron Mead, Secretary
Ann Seykora/Julie Kutchins – Planning Administrative Assistant

MEMORANDUM

TO: CASCADE CHARTER TOWNSHIP PLANNING COMMISSION
FROM: STEVE PETERSON, PLANNING DIRECTOR
SUBJECT: COAST TO COAST RAIL
DATE: 3/21/16

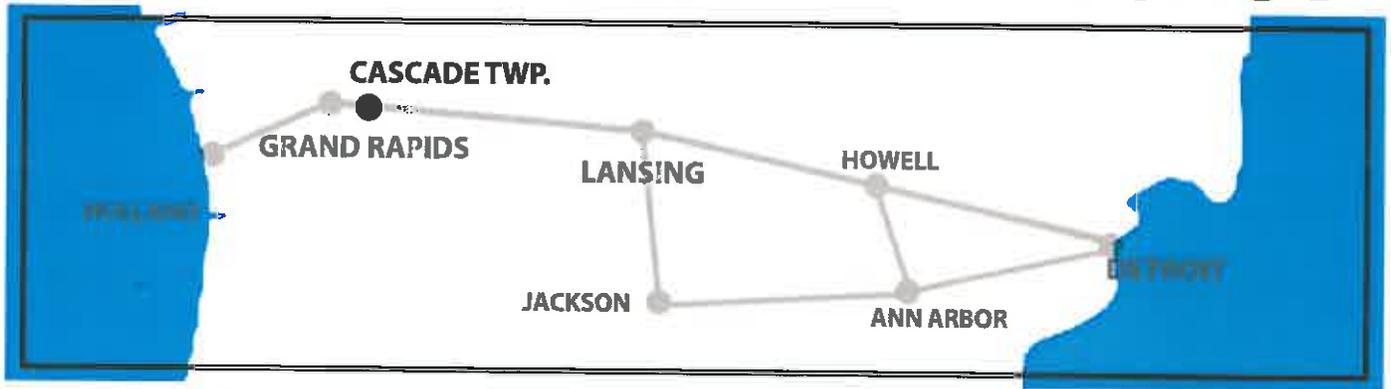
One of our goals this year is to continue to support the passenger rail effort being led by the Michigan Environment Council (MEC) and Liz Callin. Liz will be at our meeting to give you an update on the project and go over the ridership and cost estimate report that I sent you earlier.

Enclosure:

Flyer

Executive summary of 2/2016

MICHIGAN COAST-TO-COAST



PASSENGER RAIL STUDY PUBLIC PRESENTATION

CASCADE TWP. PLANNING COMMISSION

Monday, March 21 | 7:00 PM

Cascade Library Wisner Center

2870 Jacksmith Ave. SE

Grand Rapids MI 49546

Learn about the findings of the study and next steps in the process.



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Liz Callin, Michigan Environmental Council
liz@environmentalcouncil.org

Coast-to-Coast Passenger Rail Ridership & Cost Estimate Study

EXECUTIVE SUMMARY

February 2016

STUDY OVERVIEW

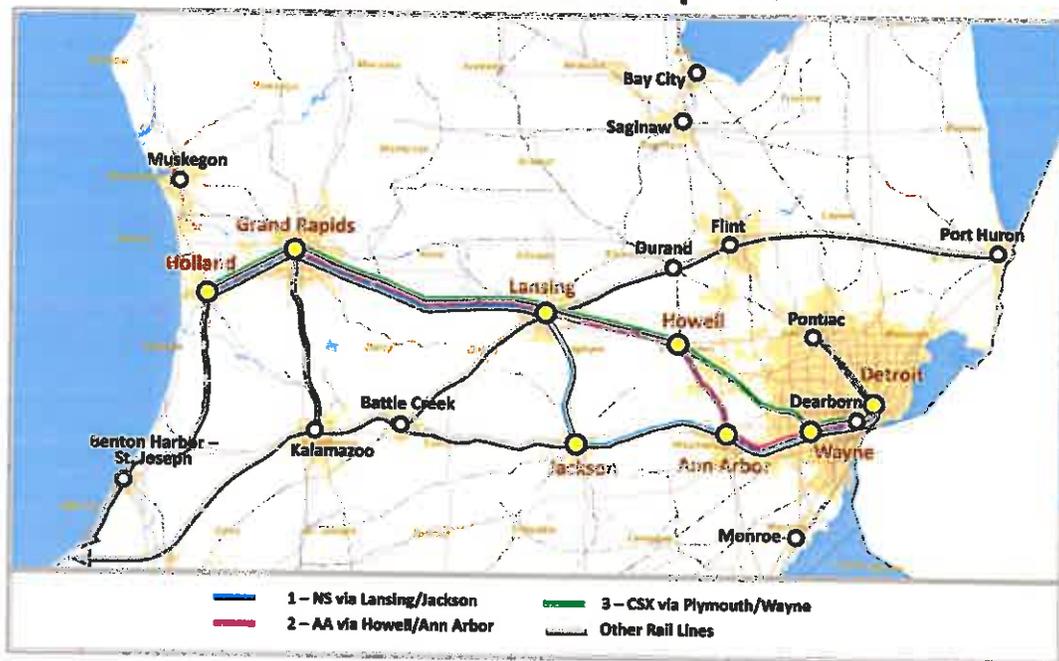
This exploratory study provides a working understanding of the ridership potential and costs associated with operating passenger rail service between three of Michigan's major cities: Detroit, Lansing and Grand Rapids. **Key findings:**

- The results of the ridership and cost analyses support further study on Route 1 and Route 2 (see map below). Route 1 has the highest ridership, while Route 2 has the greatest return on investment.
- Establishing basic 79-mph service on the 186-mile Route 2 would require an annual subsidy of approximately \$3 million and an upfront capital investment of \$130.9 million. While 110-mph service would require a greater capital investment, higher ridership would allow the service to recover its operating expenses, and in fact could generate more than \$12 million in annual profits on Route 2.
- The next major step will be to complete a full feasibility study, which should include environmental impact analyses, an implementation plan and a review of public-private partnership options.

ROUTE OPTIONS

Early analysis and discussion prompted the study team to determine three routes for consideration:

Coast-to-Coast Route Options



This analysis in no way excludes any other route option from future analyses, nor does it identify a “preferred alternative” route. It does, however, seek to understand the strengths and weaknesses of Routes 1-3 for consideration in potential future studies. *Specific station locations along the routes have not been identified at this level and will need to be determined in a future study.*

TECHNOLOGY OPTIONS

Equipment options considered for this study include 79-mph conventional trains with one locomotive as are currently operated from Chicago to Grand Rapids; existing conventional trains with two locomotives as are currently operated at speeds of up to 110 mph from Chicago to Pontiac; and proposed 110-mph tilting trains with high-speed diesel engines along with tilting rail cars.

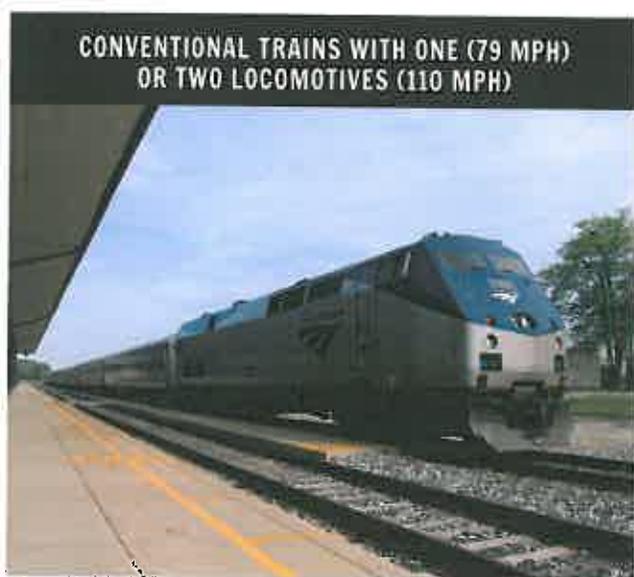
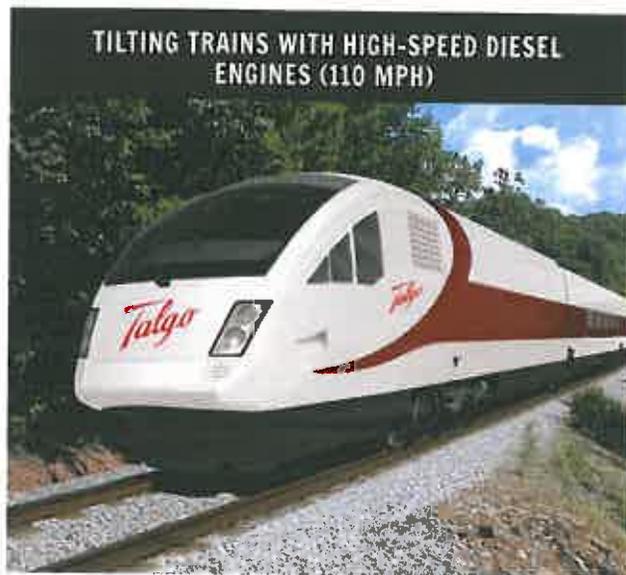


Photo by JLK Design



RIDERSHIP DEMAND

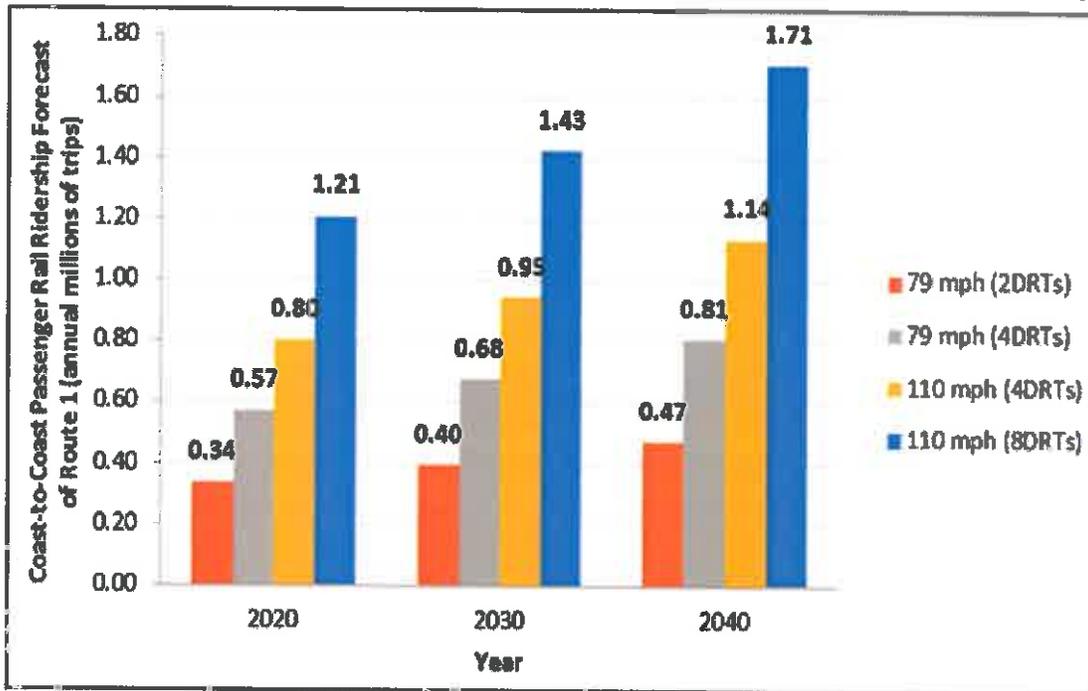
To estimate potential ridership, the following operating scenarios for each route and technology option are used in the report:

Route and Technology	2 DRTs	4 DRTs	8 DRTs
Route 1: 79 MPH Conventional Trains	✓	✓	
Route 1: 110 MPH Diesel Tilt Trains		✓	✓
Route 2: 79 MPH Conventional Trains	✓	✓	
Route 2: 110 MPH Diesel Tilt Trains		✓	✓
Route 3: 79 MPH Conventional Trains	✓	✓	
Route 3: 110 MPH Diesel Tilt Trains		✓	✓

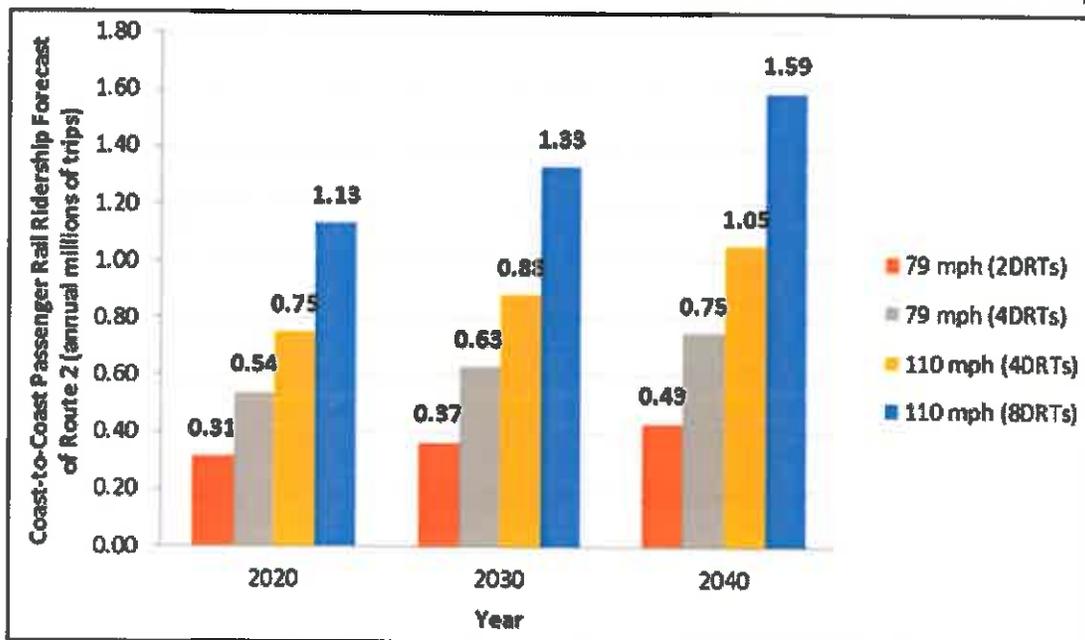
(DRT = Daily Round Trips)

Estimated ridership for each route increases substantially as frequency and speed increases with the potential for up to 1.71 million riders per year by 2040 on Route 1 with 8 daily round trips at 110 mph.

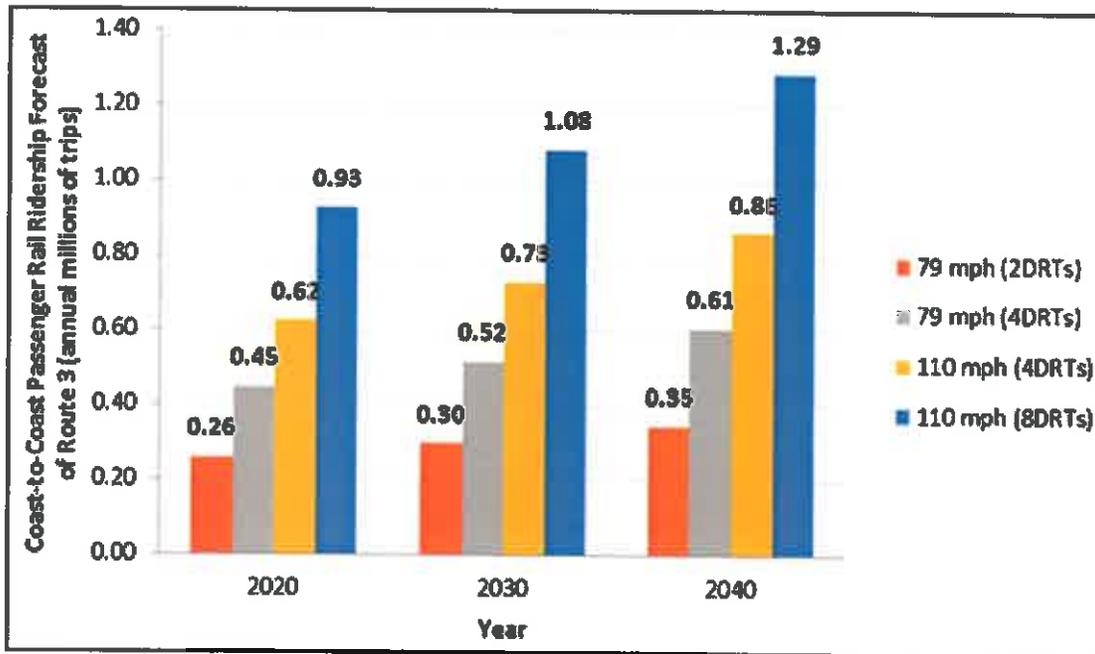
Coast-to-Coast Passenger Rail Ridership Forecast for Route 1 (annual millions of trips)



Coast-to-Coast Passenger Rail Ridership Forecast for Route 2 (annual millions of trips)



Coast-to-Coast Passenger Rail Ridership Forecast for Route 3 (annual millions of trips)



In terms of technology, higher frequency and higher speeds generated the greatest ridership and revenue. At 79 mph, increasing train frequency from 2 to 4 trains per day in each direction almost doubles ridership, while at 110 mph, increasing train frequency from 4 to 8 trains per day in each direction increases demand by 30-40 percent. The impact of higher speed is to double ridership as the train service becomes more and more competitive with the automobile.

Grand Rapids, Lansing and Ann Arbor have the greatest anticipated station volumes of close to 0.5 million (on and offs) passengers per year at 110 mph and 8 trains per day.



Holland Amtrak Station | Photo by JLK Design



Rail line near Williamston | Photo by JLK Design

COST ESTIMATES

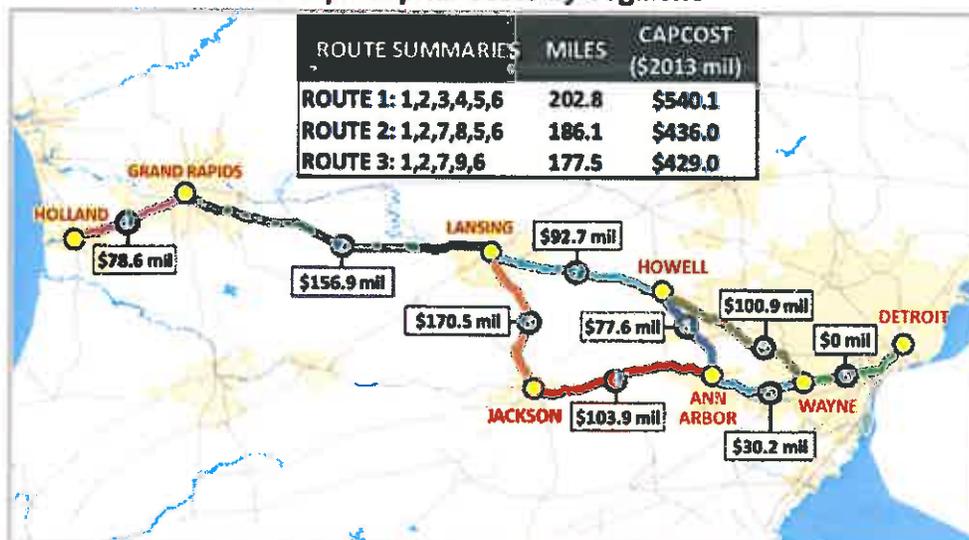
Infrastructure costs were developed for each track segment (at both 79 and 110 mph speed options) that make up the Coast-to-Coast route options. Cost estimates range from \$124.7 million for Route 3 at 79 mph to \$540.1 million for Route 1 at 110 mph.

Rail infrastructure already exists throughout the corridor; however, upgrades for safety, speed and comfort are required to equip freight rail for passenger service. These requirements increase for accelerated rail service at 110 mph.

79-mph Capital Costs by Segment



110-mph Capital Costs by Segment



Note: A 30 percent level of accuracy is associated with the evaluation of project feasibility at this level. More details about costs (including detailed capital costs, equipment and operating expense estimates) can be found in Chapter 4 of the report.

FINANCIAL AND ECONOMIC IMPACTS

To better understand the feasibility of a passenger rail service, it is important to look at the system revenues, operating costs and operating surplus. The operating surplus, which is defined as revenues minus operating cost, makes an important contribution to the overall business case for building the system:

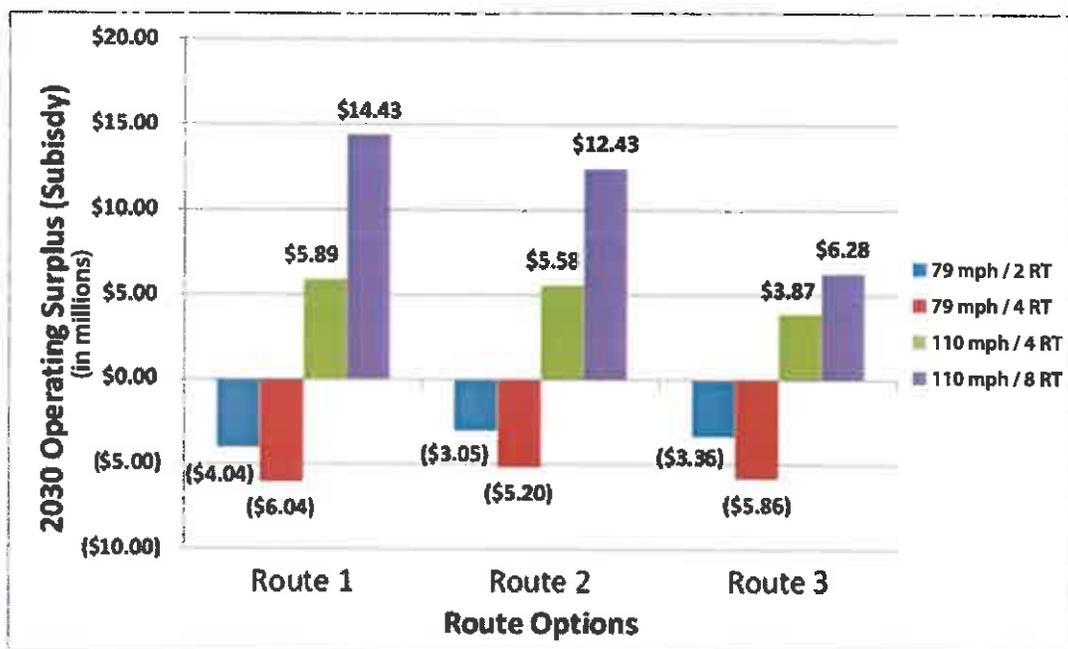
If the operating surplus is positive, the system will not require any operating subsidy, and will even generate a profit to offset capital cost.

If the operating surplus is negative, the system will require a grant of capital to build the system and an ongoing operating subsidy.

As is usually the case with transit and rail projects, the study finds that the higher-frequency, faster-service options provide an operating surplus, while more basic, lower-frequency service would require an operating subsidy.

The graph below represents the operating subsidy or surplus estimated for each route option:

2030 Subsidy / Surplus by Option



PUBLIC ENGAGEMENT

Public engagement was an important element of the Coast-to-Coast Passenger Rail Ridership & Cost Estimate Study. The Michigan By Rail (MBR) team, an informal coalition that works to advance passenger rail in Michigan (led by Michigan Environmental Council and the Michigan Association of Railroad Passengers), managed the public engagement portion of this study.



feedback collected from

575

Michigan residents

PUBLIC ENGAGEMENT FEEDBACK (sample)

QUESTION: What potential positive and negative impacts do you think the Coast-to-Coast service would have on your community?

SAMPLE ANECDOTAL RESPONSES:

"Safer commute = less stress = healthier people"

"Difficult to travel if not in city center with lack of public transportation options"

"Increased fun and spontaneity! Would be more likely to hop on a train to Detroit for a concert or game if didn't have to deal with parking"

"Trains are safer, quieter, less stressful, and more productive but they do not usually pay for themselves"



Public engagement meeting in Grand Rapids

NEXT STEPS

The report provides the following recommendations for next steps in the development of a Coast-to-Coast passenger rail service:

- Complete a comprehensive environmental study of the corridor. In some areas only a categorical exclusion may be needed rather than a full environmental impact statement, since the work would be accomplished within existing rail rights-of-way.
- Develop a technical assessment of positive train control options for future Michigan passenger rail projects for better compatibility with freight rail systems and reduced cost.
- Consider the potential for a public-private-partnership or franchise in order to attract private capital to the project.
- Develop a detailed implementation plan, outlining the short- and long-term actions that might be taken to initiate service at 79 mph and, over time, upgrade that service to the level proposed at 110 mph.
- Work closely with the Chicago-Detroit/Pontiac corridor and North-South Commuter Rail teams to identify the additional infrastructure and facilities they might need or could be mutually beneficial if the Coast-to-Coast project moves forward. For example, one question to consider may be whether Coast-to-Coast trains ought to terminate in downtown Detroit, or if some of them should be extended through to Pontiac or even points north, such as Flint or Saginaw.
- Complete a statewide study to assess the future development options for passenger rail services for connecting Lansing, Saginaw, Flint, Port Huron, Cadillac, Muskegon and Grand Rapids to both Chicago and Detroit. As part of this study, also assess potential synergies between intercity and commuter rail corridor development needs.



Photo by JLK Design

This study was prepared by Transportation Economics & Management Systems, Inc. (TEMS) and managed by the Michigan Environmental Council. The Ann Arbor Area Transportation Authority served as the grant fiduciary for the study.

Funding was provided in part by a Federal Transit Administration Service Development and New Technology grant and supplemented by a local match generously provided by the following organizations:

- Ann Arbor DDA
- Cascade Charter Township
- City of Plymouth
- Experience Grand Rapids
- Greater Lansing Convention & Visitors Bureau
- Holland Convention & Visitors Bureau
- Ingham County Economic Development Corporation
- Livonia Chamber of Commerce
- Macatawa Area Coordinating Council
- Michigan West Coast Chamber of Commerce
- Plymouth Area Chamber of Commerce

Michigan Environmental Council would like to acknowledge the financial support of the Sally Mead Hands Foundation, which made possible the contribution of our staff to this project.



Michigan Environmental Council
602 W. Ionia St. Lansing, MI 48933
517-487-9539
www.environmentalcouncil.org

PLANNING COMMISSION MEMORANDUM

To: Cascade Charter Township Planning Commission
From: Steve Peterson, Community Development Director
Subject: Access management regulations
Meeting Date: March 21, 2016

One of the items on our work plan this year is to review our Access Management regulations (essentially driveway spacing). What I would like to do is give you a breakdown of the different regulations that go into our access management regulations and describe the challenges. I would then like to come back at another meeting with a recommendation for you to consider.

1. Our access management regulations only apply to area outside of the public road right of way. In other words, we must work with the KCRC or MDOT on the access issues since they will dictate that portion of the access that is in the ROW. This will also determine some detail like curb radius, grade, etc.
2. Our access management regulations do not apply for residential driveways.
3. Our access management guideline does apply for uses permitted in the residential zone, for uses such as churches, schools, bed and breakfast, transitional uses, etc.
4. Currently our requirements are based on the speed of the road.
5. We do not have any input (we have very little if any influence) on the speed of our roads.
6. Recently the ZBA has granted a couple of driveway spacing variances for industrial uses on 52nd st. allowing for a reduced spacing of driveways.
7. Staff was in support for these variances in part due to the conflict between a 45 mph street and the actual use of the street. Encouraging a higher speed may not be the best design for an industrial road.
8. We also have a major street plan for the township that helps us with some zoning decisions. While not regulating driveway spacing it does apply for certain uses that are required to have access to certain types of roads, i.e. you need access to a collector or arterial for a bed and breakfast.

While I certainly do not want to throw out our history of access management regulations, which I believe do work. I would like you to consider that we drop the speed

limit as the determining factor, especially since we have little control of them. Instead I would use our major street map as the determining factor of for driveway spacing.

Once we all have an understanding of the regulations I will bring a recommendation to you for your consideration.

Attachments: driveway spacing regulations
 Speed limit map
 Major street plan
 Section 17.07 special use design standards
 Complete streets policy

CHAPTER 19

Access, Parking, and Loading

Section 19.01 Title:

Ingress / Egress Provisions and Off-Street Parking & Loading Requirements

Section 19.02 Intent:

It is the purpose of this Section to establish guidelines for location and design of driveways that can be used for new construction in undeveloped areas and for redevelopment of existing developed areas. The objectives of these requirements are to reduce the frequency of conflicts between vehicular movements and to increase the spacing between conflict points, thereby providing motorists with increased decision process time which will increase safety and assure smoother traffic flow.

Section 19.03 General Provisions:

1. **Lanes Per Driveway:** The number of driveway lanes shall be based on analysis of expected trip generation and peak turning volumes. If expected egress left turns exceed 100 per hour, two egress lanes shall be provided.
2. **Turn Prohibitions:** Left turns may be prohibited at the discretion of the approving Township Official or Body to and/or from driveways under the following conditions:
 - a. Inadequate corner clearance.
 - b. Inadequate sight distance.
 - c. Inadequate driveway spacing.
3. **Relationship to Opposing Driveways:** To the extent desirable and reasonably possible, driveways shall be aligned with driveways on the opposite side of the street.
4. **Sight Distance:** Adequate sight distance shall be ensured for all vehicles exiting from a proposed development. If certain movements cannot be made safely, then they shall be prohibited or joint access with adjoining property shall be encouraged.
5. **Driveway Permits:** Prior to the granting of a building permit for any construction involving a new or expanded driveway opening to a public street, a permit for such driveway from the State and/or County Agency having jurisdiction over the public street shall be submitted to the building inspector.

Section 19.04 Non-Residential Ingress and Egress Provisions: (Revised Section: See Ordinance #1 of 1993)

1. **Driveway Spacing:** The minimum spacing allowed between a proposed driveway and all other driveways (located on the same side of the public street which the proposed driveway abuts or adjoins) or public or private streets (where the street intersects the public street which the proposed driveway abuts or adjoins) shall be in accordance with the Table 19-A, as provided below.

Table 19-A: Minimum Driveway Spacing	
Legal Driving Speed Limit Spacing on the Public Road Which Adjoins or Abuts the Proposed Driveway (MPH)**	Minimum Feet*
30 or Less	100
35	160
40	210
45 or Over	300
<p>**These traffic speeds are based upon the limits posted in Cascade Charter Township on the effective date of this zoning ordinance amendment (see Appendix - "B"). Should the posted speed limit change on a public road in the Township, it is intended that the minimum spacing requirement effective on the adoption date of this amendment would remain in force, unless amended at a later date by the Township Board.</p> <p>*These spacings are based on average vehicle acceleration and deceleration rates and are considered necessary to maintain safe traffic operation. The spacing is measured from centerline of the proposed driveway to the centerline of the nearest existing driveways or the edge of the right-of-way or easement of the nearest intersecting private or public street in either direction. See Figure 19-1.</p>	

(Note: This amendment became effective February 9, 1993.)

2. In the event that a particular parcel or parcels lack sufficient road frontage to maintain adequate spacing, the landowner(s) have one of two options:
 - a. They can seek a variance from the Zoning Board of Appeals for minimum spacing, but in no case can the variance be greater than the next lowest classification in Table 19-A, above. For example, on a 40 MPH road requiring 210-foot spacing, the distance may be reduced to no less than 160



Definitions

General Provisions

Development Review

Zoning Districts

Special Uses

Planned Unit Development

Height, Area, & Placement

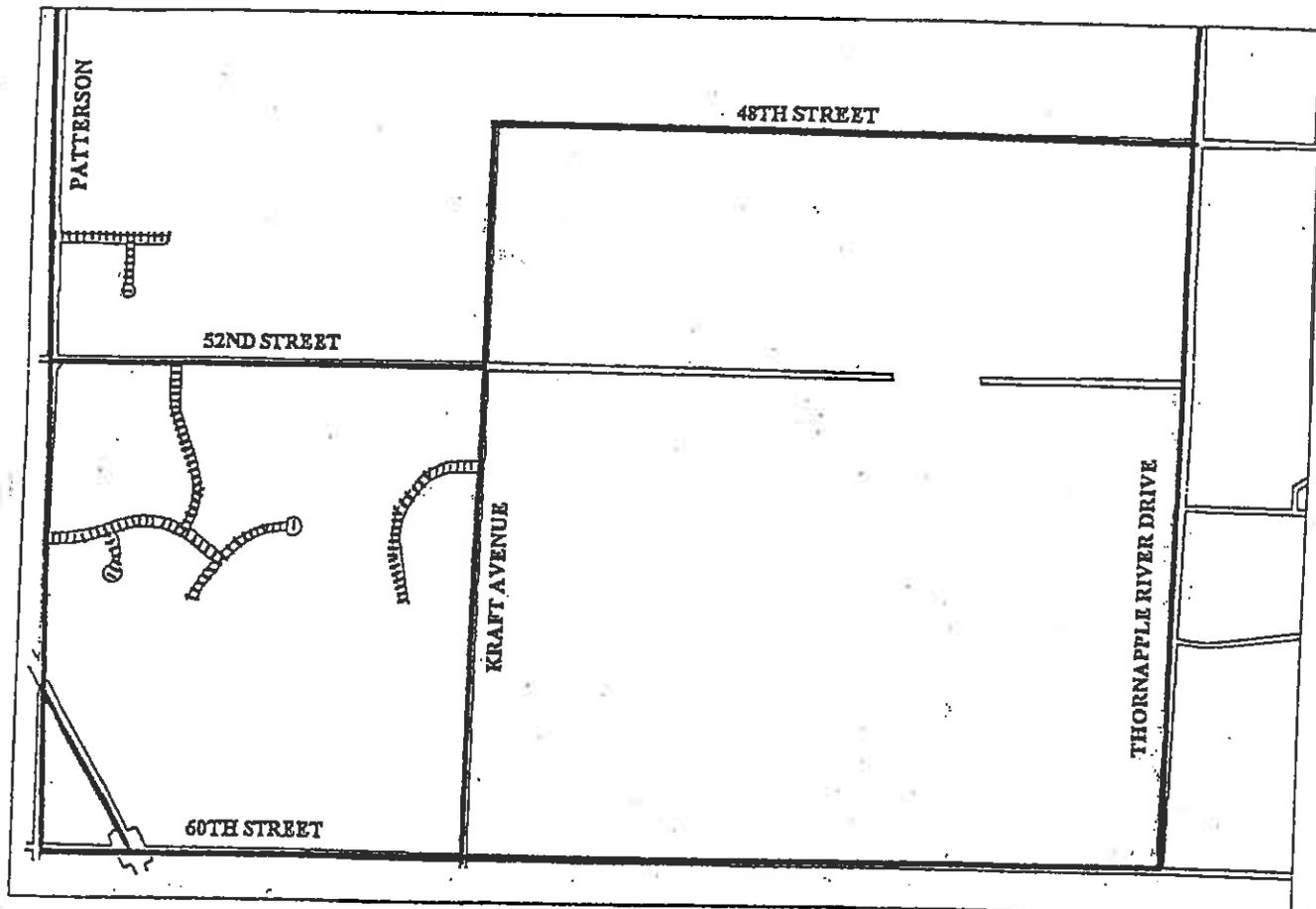
Parking & Access

Landscaping

APPENDIX B

COMMERCIAL / OFFICE / INDUSTRIAL SPEED LIMIT CLASSIFICATION MAP

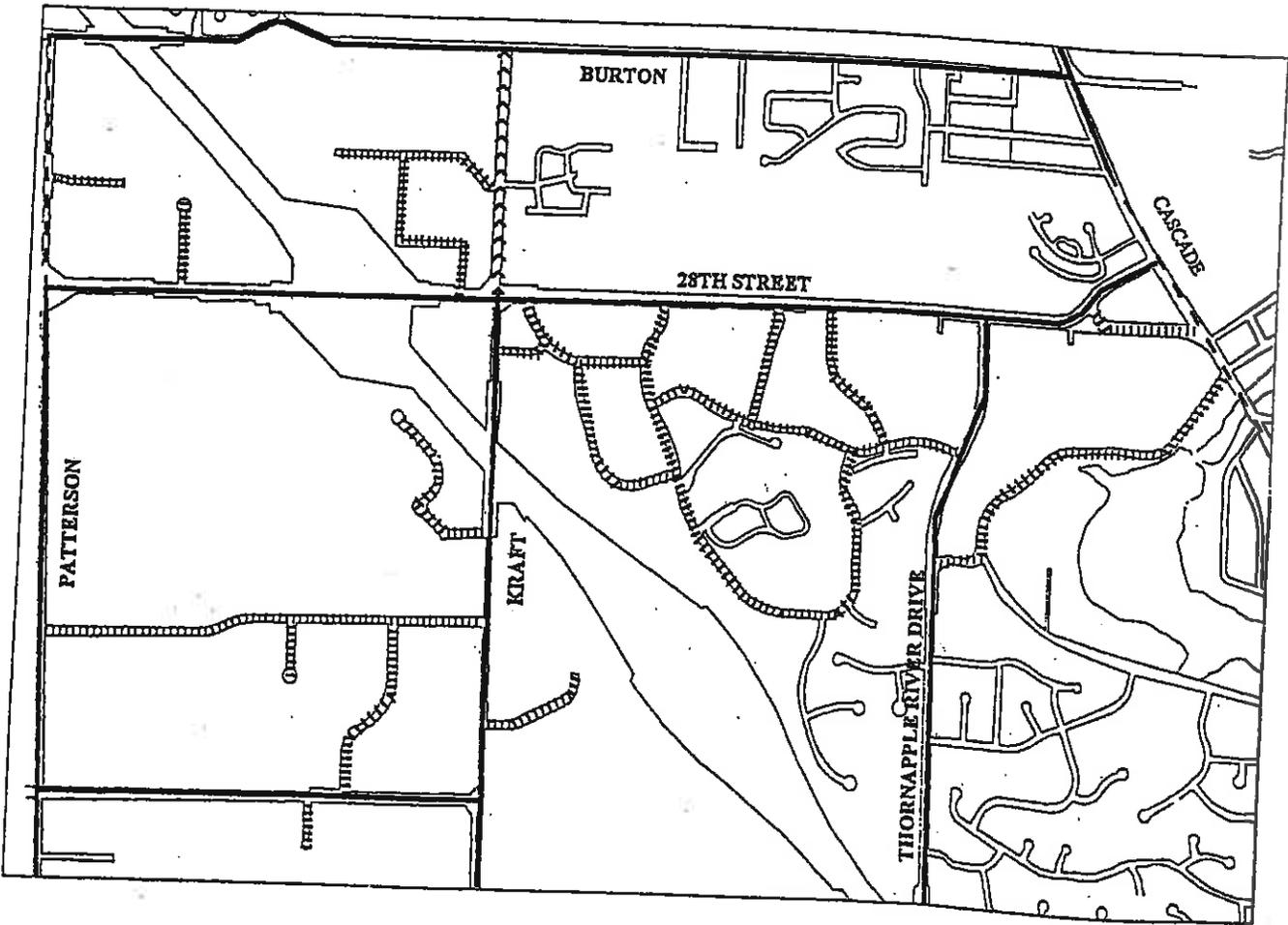
EFFECTIVE 1-6-93



LEGEND	
————	45 MPH OR OVER
- - - -	40 MPH
>>>>	35 MPH
	30 MPH OR LESS

APPENDIX B

COMMERCIAL / OFFICE / INDUSTRIAL SPEED LIMIT CLASSIFICATION MAP EFFECTIVE 1-6-93

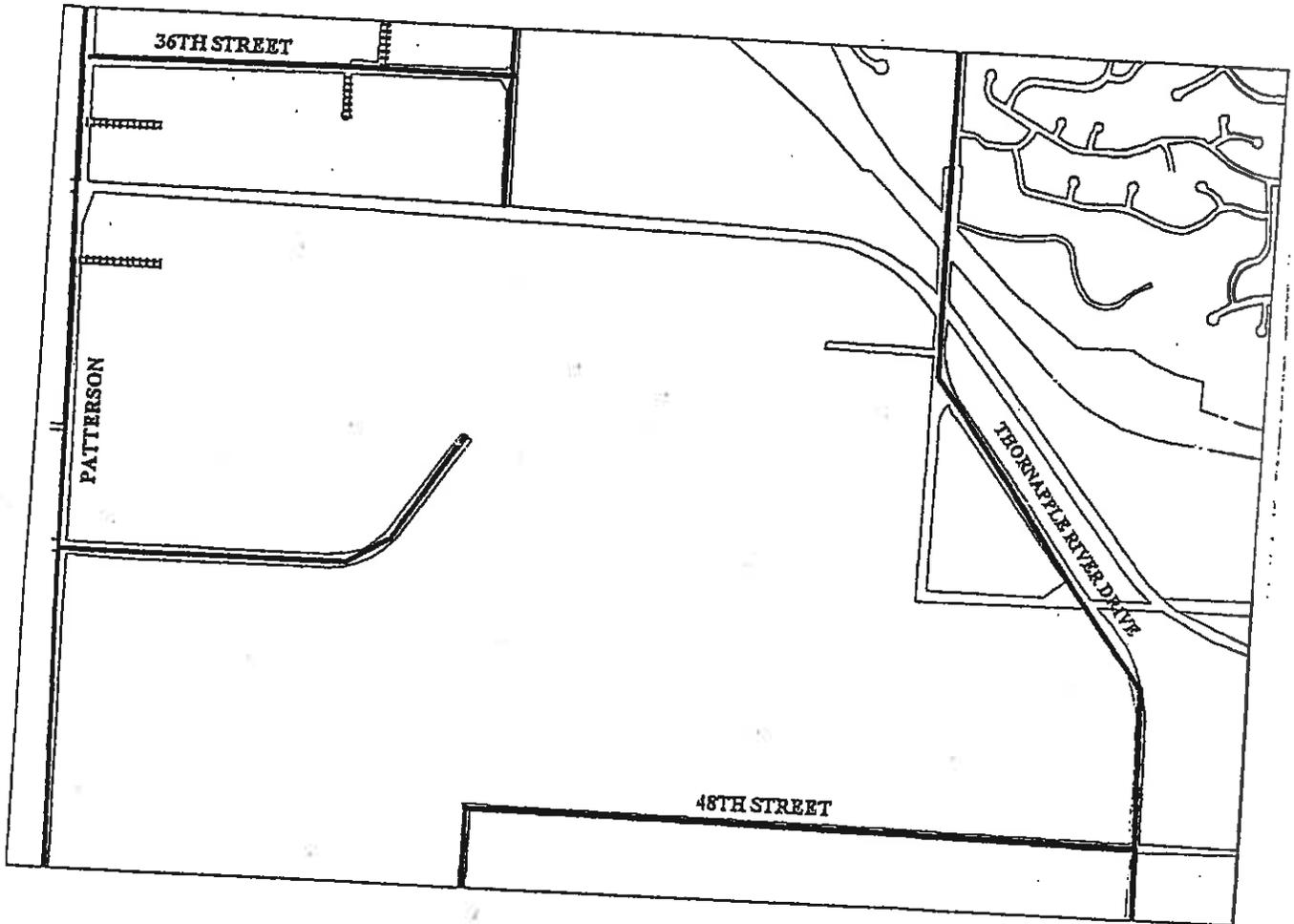


LEGEND

—————	45 MPH OR OVER
- - - - -	40 MPH
>>>>>	35 MPH
.....	30 MPH OR LESS

APPENDIX B

COMMERCIAL / OFFICE / INDUSTRIAL SPEED LIMIT CLASSIFICATION MAP EFFECTIVE 1-6-93

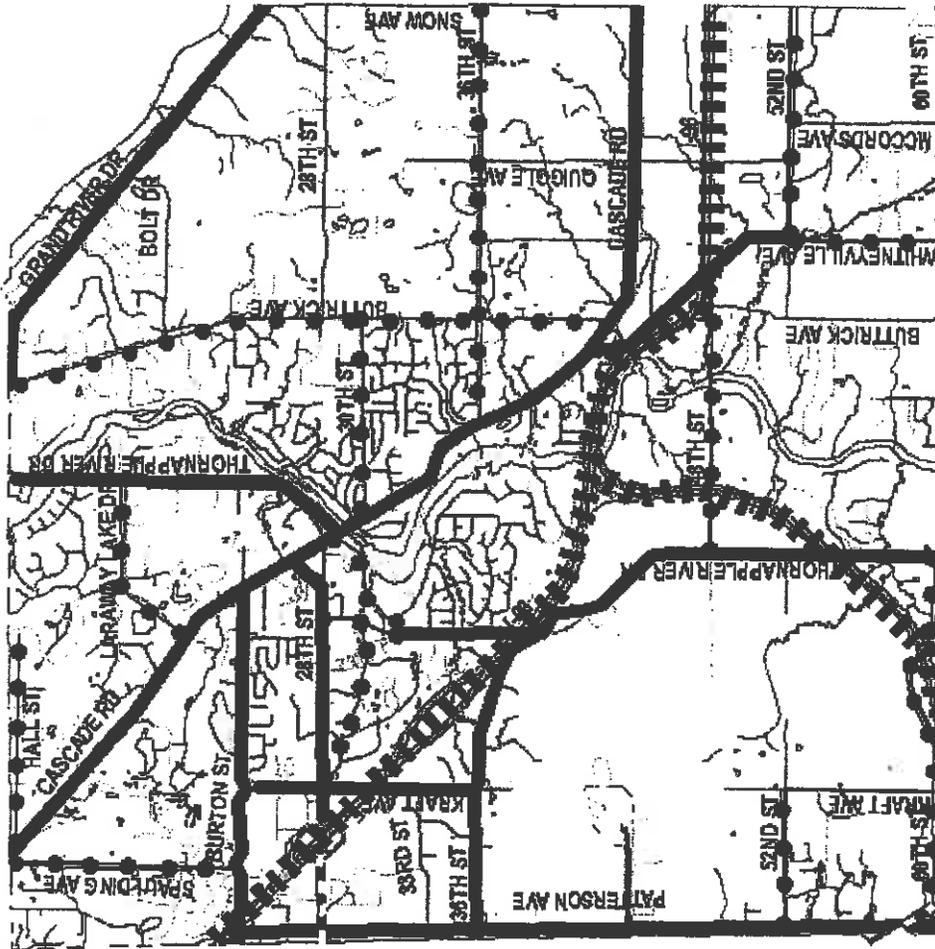


LEGEND

- 45 MPH OR OVER
- - - - 40 MPH
- >>>> 35 MPH
- ||||||| 30 MPH OR LESS

Appendix A Major Street Plan

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



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

of the Planning Commission or Township Board with respect to the approval or denial of special uses.

Section 17.06 Special Use Approval Standards - General:

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

1. Upon review of each application there shall be a determination as to whether each use on the proposed site will:

a. Be designed, constructed, operated and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the area in which the use is proposed.

b. Be adequately served by essential facilities and services such as highways, streets, police and fire protection, drainage, refuse disposal, water and sewer facilities and schools.

c. Not create excessive additional requirements at public cost for public facilities and services.

d. Not cause traffic congestion, conflict or movement in greater proportion to that normally prevailing for the use in the particular zoning district.

e. Not involve uses, activities, processes, materials, equipment or conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of noxious or offensive production of noise, smoke, fumes, glare, vibration, odor or traffic.

2. All applicable federal, state and local licensing regulations shall be complied with. Initial and annual proof of such compliance shall be a condition of special use approval and the continuance thereof.

3. As a minimum or unless specifically modified by the provisions in Section 17.07 the dimensional standards and landscape, buffering and parking regulations otherwise applicable to the use and/or zoning district shall be maintained as outlined within the other various applicable chapters of this Ordinance. For uses permitted by right in one district, but which require special use approval in another district, the standards relating to the district in which the use is permitted by right shall serve as the minimum standards to which the site shall be designed. In such cases where there the conflicting standards, the most restrictive shall apply, unless

specifically modified by the provisions of Section 15.07 or the approving body.

4. Upon review, the Planning Commission or Township Board as appropriate may stipulate such additional conditions and safeguards deemed necessary for the protection of individual property rights and values, the general welfare and for insuring that the intent and objectives of this Ordinance are observed.

5. Upon finding that any condition, safeguard or requirement has been breached, the Township Board may automatically invalidate the special use approval.

Section 17.07 Type II Special Use Design Standards:

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

1. As a condition of approval each of the following uses must be situated such that the proposed site has direct primary access on at least one collector or arterial street as classified by the Major Street Plan.

a. Public, parochial and other private elementary, intermediate and high schools.

b. Public or private parks and recreation and activity centers including swimming pools, tennis courts, baseball fields, community center, libraries and similar facilities intended to serve areas beyond the immediate neighborhood.

c. Child or adult day care centers as defined in Chapter 3, whether free standing or in conjunction with a principal permitted use.

d. Bed and Breakfast establishment, as defined in Chapter 3.

e. Golf courses and country clubs.

f. Public utility and private contractors storage and service yards and trucking terminals and freight facilities.

g. Roadside stands as defined in Chapter 3.

2. The following uses shall be further subject to the specific requirements outlined.

Cascade Charter Township
Kent County Michigan
Complete Street Resolution
Resolution 12 of 2014

WHEREAS, "Complete Streets" are defined as a design framework that enables safe and convenient access for all users, including pedestrians, bicyclists, transit riders, and drivers of all ages and abilities; and

WHEREAS, "Complete Streets" are achieved through planning, design, construction and maintenance of a transportation system that improves travel conditions for bicyclists, pedestrians, transit, and freight in a manner that preserves local character; and

WHEREAS, a transportation system that supports safe, active, and ample space for vehicles, pedestrians, and bicycles are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles; and

WHEREAS, increasing active transportation (e.g., walking, bicycling and use public transportation) offers the potential for improved public health, economic development, a cleaner environment, enhanced community connections, and more livable communities; and

WHEREAS, The Township has adopted a Complete Streets Plan for the Township, in part to comply with the elements required under Public Act 134 of 2010 Section 33(b)(i) and to prepare a document that will help the Township plan for projects that will improve the travel environment for all users.

NOW, THEREFORE, THE TOWNSHIP OF CASCADE RESOLVES, The Cascade Township Board of Trustees hereby declares its support of "Complete Streets" policies, as generally suggested in the Cascade Township Complete Streets Plan; and

BE IT FURTHER RESOLVED, It is the intent of the Township to work cooperatively with any agency that can assist with or whose approval is necessary to implement this policy, including but not limited to the State of Michigan Department of Transportation, and the Kent County Road Commission.

The foregoing Resolution was offered by Board Member Goldberg, supported by Board Member Goodyke. The roll call vote being as follows:

YEAS: Koessel, Lewis, Pelrce, Beahan, Goodyke, McDonald, Goldberg

NAYS: None

ABSENT: None

RESOLUTION DECLARED ADOPTED.

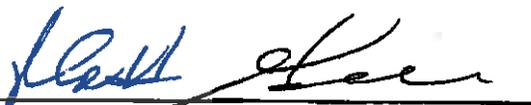


Ronald H. Goodyke
Township Clerk

CERTIFICATION

I hereby certify the above to a true copy of a resolution adopted by the Cascade Charter Township Board at a regular meeting held at the Cascade Library Wisner Center on the 26th day of March, 2014, at 7:00 p.m., pursuant to the required statutory procedures.

Dated: March 26, 2014



Ronald H. Goodyke
Township Clerk

PLANNING COMMISSION MEMORANDUM

To: Cascade Charter Township Planning Commission
From: Steve Peterson, Community Development Director
Subject: Food Truck regulations
Meeting Date: March 21, 2016

Currently we do not have any regulations that speak directly to food trucks. When it has come up in the past we have used Section 4.18. (Other temporary structures) of the zoning ordinance. While this seems to be O.K. it does require that they go through the ZBA for approval. The problem with that is it takes a month to have the hearing.

We put this on our work plan this year to study the issue for possible amendments to the Zoning Ordinance. My preference would be to allow it on a limited basis in conjunction with a permitted event and to allow it so it would not be required to go to the ZBA.

I would like you to consider adding it to Section 4.18.2. In order to do this, we would need to amend the language of subsection f to allow for items not normally offered by the existing business. I have attached some proposed language for you to consider.

I think this is a conservative first step that does not open it up too far while we monitor to see if it needs tweaks in the future.

New Definition

Food truck - a licensed, motorized vehicle or mobile food unit which is temporarily stored on a privately-owned lot where food items are sold to the general public.

Attachments: Section 4.10 with proposed changes shown

Section 4.18 Buildings and Structures, Temporary:

Mobile homes, mobile offices, tents or other movable or erected structures intended for temporary use or occupancy incidental to construction work, or special events shall be situated or erected upon land or premises within the Township and used according to the following provisions.

1. Permits for temporary construction trailers, sheds and offices may be issued by the Building Inspector according to the following criteria:
 - a. Unless involved with a major public improvements project, temporary structures may only be located in commercial districts, industrial districts, or approved Planned Unit Developments.
 - b. No temporary permit may be issued prior to the issuance of a building permit. Temporary permits shall expire when the building permit expires.
 - c. A temporary structure shall be located on the same site as the construction.
 - d. A temporary structure shall be located on the site such that:
 - 1) On and off-site traffic hazards are minimized.
 - 2) The aesthetic impacts are reasonably minimized.
 - 3) It is not closer than ten (10) feet to any property line.
 - 4) All applicable safety, health and fire codes are met.
 - e. No final inspection shall be issued until all temporary structures have been removed from the site.
 - f. Where alternate on-site locations are available, no temporary structure shall be located next to developed residences.
2. Permits for temporary structures such as tents or food trucks used in conjunction with special short term outdoor events may be issued by the Building Inspector upon approval of Planning Director according to the following criteria:
 - a. On and off-site traffic hazards are minimized.
 - b. The structure or truck is not placed with any required front or side yard green area of an existing building or otherwise within 25 feet of any adjoining property or public or private street right-of-way.
 - c. The structure or truck shall be anchored according to manufacturer's specifications and the Township is indemnified by the property owner against all property damage or personal injury that may result from potential hazards caused by the erection and placement or failure of the structure.

- d. The structure or truck will be in place for less than 72 hours.
 - e. The event does not directly or indirectly involve the sale, distribution or consumption of alcoholic beverages.
 - f. The event is a public service event or an event sponsored by an existing business located on or adjacent to the parcel on which the structure is to be located.
 - g. The merchandise, services or goods displayed within the structure are of the variety normally offered by an existing business however food trucks may offer items not normally offered by the existing business.
3. Permits for the temporary placement of mobile homes for occupancy on property at which a principal dwelling has been damaged or destroyed by fire, wind, flood or Act of God may be issued by the Building Inspector upon approval by the Planning Director according to the following criteria:
- a. Sufficient domestic water supply and toilet facilities are provided.
 - b. All construction and all plumbing, electrical apparatus and insulation within the mobile home shall be of a type and quality conforming to or exceeding the "Mobile Home Construction and Safety Standards", as promulgated by the United States Department of Housing and Urban Development, (24 CRF 3280), as amended. All dwellings shall meet or exceed all applicable roof snow load and strength requirements. All plumbing and electrical connections shall meet BOCA requirements.
 - c. The mobile home shall be located to conform to all locational requirements otherwise applicable to accessory buildings in the applicable zoning district except that it may be placed in the front yard.
 - d. The permit shall specify that the mobile home is temporary and that the permit shall expire after a reasonable specific time.
 - e. An occupancy permit for a rehabilitated or reconstructed dwelling unit damaged or destroyed by such causes that warrant the issuance of a permit for a temporary mobile home for occupancy shall not be issued until it has been removed or an approved performance guarantee for its removal is deposited with the Township Clerk.
4. Other Temporary Structures:
- Other temporary structures not permitted or regulated above or by other provisions of this Ordinance may be permitted by the Zoning Board of Appeals. An application for such temporary structure shall set forth the purposes of the construction. The Zoning Board of Appeals shall determine whether such structure is intended as a temporary building and that its use thereof shall be terminated at a specified time. The application shall not be granted if the structure is not served with a sufficient and healthful water supply and toilet facilities. The temporary structure shall be so constructed and maintained that it shall conform to the minimum requirements for safety, health, and general public welfare and for the prevention

of fire hazards as provided by the terms of this Ordinance or any other ordinance of the Township, not in conflict herewith for such districts in which the temporary structure shall be located. The temporary building shall not be injurious to the value of the surrounding property or neighborhood.