

AGENDA
CASCADE CHARTER TOWNSHIP PLANNING COMMISSION
MONDAY, August 17, 2026
6:00PM
2870 JACKSMITH AVE SE

Public may access the meeting via video conference software Zoom

Webinar ID: 893 0165 3349

<https://us02web.zoom.us/j/89301653349>

- ARTICLE 1. Call the meeting to order. Record the attendance.**
- ARTICLE 2. Pledge of Allegiance to the Flag**
- ARTICLE 3. Approve the current Agenda**
- ARTICLE 4. Disclose any Conflict of Interest**
- ARTICLE 5. Approve the Minutes of the May 18, 2026, meeting.**
- ARTICLE 6. Acknowledge visitors and those wishing to speak.**
(Comments are limited to five minutes per speaker)
- ARTICLE 7. Case #26-3924 – Public Hearing**
Applicant: Watermark Condominium Association, C/O Acacia Group PM
Property Address: Forest Hills Golf Course/Watermark Condominiums PUD-15, a full list of all addresses is detailed in attachment 1 of the Staff Report.
Parcel Number: A full list of all individual parcel numbers is detailed in attachment 1 of the Staff Report.
Requested Action: A PUD Text amendment to the Forest Hills Golf Course/Watermark Condominiums PUD-15, Ord #10 of 1997 to amend text related to the use of speed bumps.
- ARTICLE 8. Acknowledge visitors and those wishing to speak.**
(Comments are limited to five minutes per speaker)
- ARTICLE 9. Other Business**
- ARTICLE 10. Adjourn**

CASCADE CHARTER TOWNSHIP

PLANNING COMMISSION

**MONDAY, August 17, 2026
6:00 PM**

ARTICLE 5.

Approve the Minutes of the May 18, 2026 meeting

MINUTES
CASCADE CHARTER TOWNSHIP PLANNING COMMISSION
MONDAY, May 18, 2026
6:00 pm
2870 JACKSMITH AVE SE

- ARTICLE 1.** Chair Rowland called the meeting to order at 6:00 pm.
- Members Present: Korstange, Kraemer, Rowland, Cribbs, Madiol, Kaiser
Members Absent: Lauer (excused)
- Others Present: Building Official Brian Wilson, Planner Kyle Mucha of McKenna Associates (appearing remotely), Mallory Reader of Foster Swift, Planning Administrative Assistant Nick Govan, and others listed on the sign-in sheet.
- ARTICLE 2. Pledge of Allegiance to the Flag**
- ARTICLE 3. Approve the current Agenda**
- Motion was made by Commissioner Madiol to approve the current agenda.**
Supported by Commissioner Kaiser.
Motion carried unanimously.
- ARTICLE 4. Disclose any Conflict of Interest**
- There were no conflicts of interest disclosed.
- ARTICLE 5. Approve the Minutes of the May 4, 2026, meeting.**
- Motion was made by Commissioner Cribbs to approve the Minutes of the May 4, 2026 meeting.**
Supported by Commissioner Kaiser.
Motion carried unanimously.
- ARTICLE 6. Acknowledge visitors and those wishing to speak.**
- There was no one wishing to speak.
- ARTICLE 7. Case #26-3921**
- Applicant:** Tyler Bartis, Pioneer Construction
Owner Christina Keller, Industrial Spaces LLC
Property Address: 4950 37th Street SE
Parcel Number: 41-19-19-100-033
Requested Action: Site Plan Review for a building addition.
- Brian Wilson presented the case on behalf of McKenna Associates. He noted the subject property is approximately 7.31-acre site located at 4950 37th Street SE. The proposal involves an expansion of the existing Cascade Engineering facility, with the existing building at approximately 57,000 square feet and the proposed addition at approximately 61,000 square feet for one-story manufacturing use.
- Wilson reported that the Zoning Board of Appeals granted a variance on

May 12, 2026, to allow a front yard setback of 10.7 feet for the proposed building. He noted the staff report addressed flood plain setbacks, off-street parking, outdoor lighting, landscaping, and drainage. He highlighted that the staff report indicated the average foot candle for outdoor lighting was below the minimum standard and that a modification would be required. He confirmed the drainage plan had been reviewed by the township engineer and was included as a late addendum, along with the pre-application meeting minutes and staff recommendations. Staff recommended approval subject to conditions, including submission of a landscaping bond, a stormwater maintenance agreement, proof of a shared parking agreement with the neighboring property to the west, and satisfaction of engineering review requirements.

Chair Rowland sought clarification on the lighting section of the staff report, noting that the report appeared to state both that the proposed lighting exceeded 1,000 lumens and was therefore not exempt from requirements, yet also that the proposed fixtures were in compliance with standards. He expressed confusion regarding the apparent inconsistency between those two findings.

Kyle Mucha of McKenna Associates, appearing remotely, addressed the lighting concern. He noted that the lighting fixtures met the intent of the ordinance standards, and that the lumens level had been the identified concern. He indicated that staff had been working with the applicant on the lighting details and invited the applicant to speak to the specifics, as his involvement had been limited.

Vice Chair Kraemer noted that the pre-application conference materials included comments from the fire department regarding aerial ladder access, hydrant access, and hydrant location, and asked whether those concerns had been addressed. Treasurer Korstange observed that pre-application conference discussions are preliminary in nature and often reflect brainstorming rather than formal requirements. She recalled that a fire hydrant had been identified in the applicant's parking lot during the pre-application review and noted the primary question had been whether it would remain in place or require relocation.

Applicant representative Chris Miller of Nederveld addressed the Commission. With respect to fire access, he confirmed that a turnaround accommodating fire truck navigation had been incorporated and was depicted in an exhibit within the plan set. He stated that additional fire hydrants had been added along the new fire access lane on the north and east sides of the building to meet the maximum hose distance requirements established by the fire department. Regarding the lighting plan, Miller indicated that the applicant had worked with Township staff to revise the plan after receiving initial comments, and that the updated plan had been submitted, though a timing delay may have resulted in the revision not being reflected in the staff report. He characterized the lighting matter as resolved.

Treasurer Korstange also raised a question related to parking, noting that the proposed building footprint would displace existing truck navigation

area and asking whether the remaining parking supply was sufficient. Regarding parking, Miller explained that the building addition was proposed in an area used primarily for truck navigation rather than designated parking spaces. He noted that a floor area analysis demonstrated that the available parking remained sufficient and that the shared parking agreement with the neighboring property did exist, though it may not have been properly attached to the application submission.

She recalled that the shared parking agreement with the neighboring property had also been discussed at the pre-application conference and asked about the status of that agreement. Miller confirmed that the shared parking agreement had been recorded.

Mucha confirmed that the parking and lighting matters could be reviewed administratively by staff as conditions of approval, and that staff did not consider either issue significant enough to require the application to return for additional revision prior to Commission action.

Commissioner Kaiser inquired about the northeast corner of the site and whether it would be affected by the new construction. Miller confirmed that the fire access lane would be installed in that area.

Commissioner Kaiser inquired about the green space also in the northeast corner of the site and whether it would be affected by the new construction. Miller confirmed that the disturbed area would be restored with landscaping in accordance with the landscape plan.

Following questions to the applicant, the Commission discussed the application. Chair Rowland stated that upon review, the application appeared to meet or exceed applicable requirements, and commended the applicant for the thoroughness of the submission. He noted that while the building expansion would likely increase truck traffic, the truck drive is a private drive, with the only public traffic concern being access from Patterson Avenue.

Treasurer Korstange expressed support for the expansion but noted frustration with the process, observing that the Commission typically receives completed fire department stipulations, a copy of any required shared parking agreement, and other supporting documentation as part of the application packet prior to taking action. She attributed the gaps in the application materials to the current staffing situation at the Township rather than any failure on the part of the applicant, and noted it was not fair to the applicant to be proceeding under those conditions. She confirmed that the pre-application conference had been held in late February or early March, providing adequate lead time. Chair Rowland acknowledged the concern and noted that proceeding was preferable to requiring the applicant to return in 30 days simply to allow staff to compile materials that should have already been included.

ARTICLE 8.

Motion was made by Chairman Rowland to Approve Case Number 26-3921, for a for a Site Plan Review for a building addition located at 4950

37th Street SE with the following conditions:

- 1. A \$5,000 landscape bond shall be submitted prior to construction.**
- 2. A stormwater maintenance agreement shall be registered with the county prior to construction.**
- 3. Proof of a shared parking agreement with the property to the west shall be provided prior to construction.**
- 4. Documentation that the outdoor lighting meets all applicable requirements shall be submitted prior to construction.**
- 5. All other agency review stipulations, including those from fire and engineering, shall be satisfied, with compliance documentation submitted to Township staff for record retention.**

Supported by Vice Chair Kraemer.

Motion carried unanimously.

ARTICLE 9. Acknowledge visitors and those wishing to speak.

There was no one wishing to speak.

ARTICLE 10. Other Business

Treasurer Korstange provided an update on the status of the new zoning ordinance. She noted that the ordinance had been placed on hold pending a referendum vote scheduled for August and encouraged Commission members to support broader community awareness efforts ahead of the vote. She mentioned the possibility of public engagement sessions being held in early June, similar to those conducted in the fall, which would give residents the opportunity to ask questions and receive direct clarification from the Planner. She noted the sessions would serve as a valuable resource for residents seeking accurate information about what they would be voting on.

ARTICLE 11. Adjourn

The meeting adjourned at 6:26 pm.

Respectfully submitted,

Commissioner David Madiol, Planning Commission Secretary

CASCADE CHARTER TOWNSHIP

PLANNING COMMISSION

**MONDAY, August 17, 2026
6:00 PM**

ARTICLE 7.

Case #26-3924 – Public Hearing

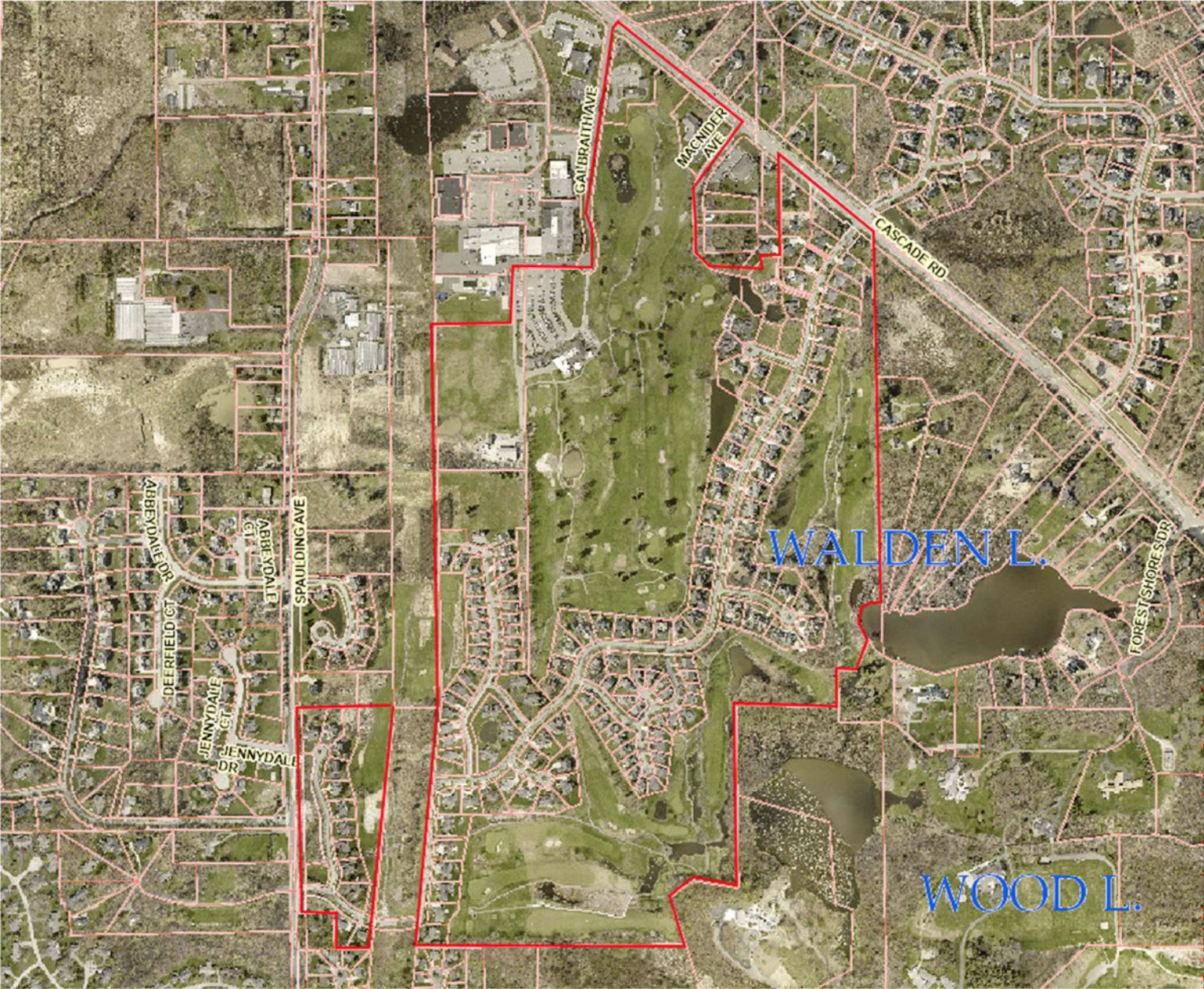
Applicant: Watermark Condominium Association, C/O Acacia Group PM

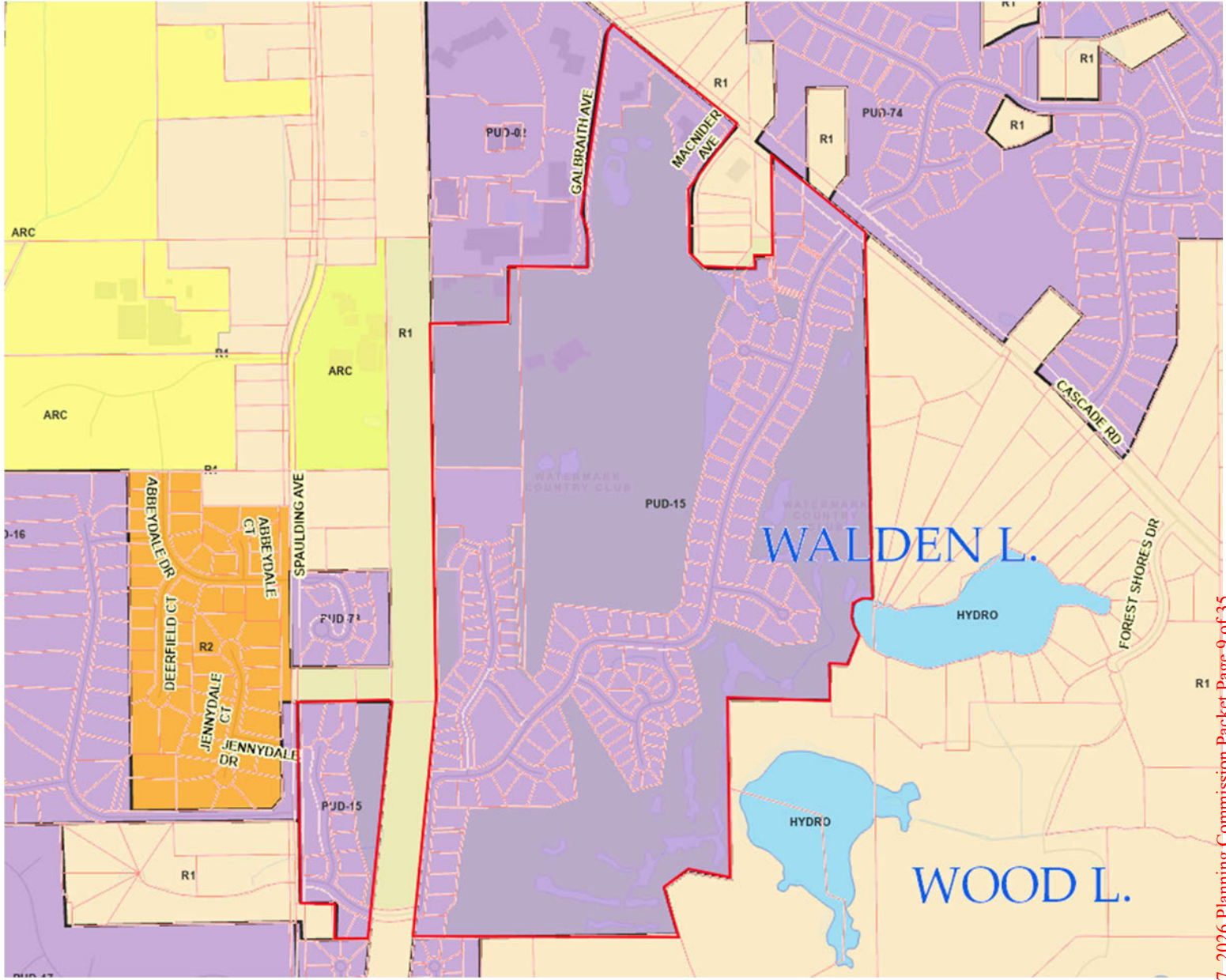
Property Address: Forest Hills Golf Course / Watermark Condominiums PUD-15, a full list of all addresses is detailed in attachment 1 of the Staff Report.

Parcel Number: A full list of all individual parcel numbers is detailed in attachment 1 of the Staff Report.

Requested Action: A PUD Text amendment to the Forest Hills Golf Course / Watermark Condominiums PUD-15, Ord #10 of 1997 to amend text related to the use of speed bumps.

Parcel & Zoning Map







CASCADE CHARTER TOWNSHIP

5920 Tahoe Drive SE • Grand Rapids, MI 49546

PLANNING COMMISSION STAFF REPORT

STAFF REPORT: Case #26-3924
REPORT DATE: August 13, 2026
PREPARED FOR: Cascade Charter Township Planning Commission
MEETING DATE: August 17, 2026
PREPARED BY: Kevin Garcia, AICP, Interim Planner, McKenna

APPLICATION SUMMARY:

APPLICANT: Case #26-3924
ADDRESS: Forest Hills Golf Course/Watermark Condominiums PUD-15, a full list of all addresses is detailed in attachment 1 of the Staff Report.
PARCEL NUMBERS: Forest Hills Golf Course/Watermark Condominiums PUD-15, a full list of all addresses is detailed in attachment 1 of the Staff Report.
REQUESTED ACTION: Approve PUD Amendment
REQUIREMENTS: Section 14.11.F – PUD Standards for Approval
EXISTING ZONING: PUD-15 – Forest Hills Golf Course/Watermark Condominiums
GENERAL LOCATION: East of Spaulding Avenue and southwest of Cascade Road
PARCEL SIZE: 223 acres
EXISTING LAND USE: Residential/Golf Course Planned Unit Development
ADJACENT PROPERTIES: N: PUD, R-1
E: R-1
S: PUD-18, R-1
W: PUD-73, R-1, R-2

OVERVIEW

1. The 223-acre site has an 18-hole golf course and 166 homes.
2. The existing planned unit development (PUD) ordinance does not allow speed bumps in the development.
3. The request would remove the language that prohibits speed bumps, which would allow speed bumps to be installed to help address observed problems with people speeding on Watermark Drive.
4. If approved, the applicant plans to have removable speed bumps installed, which would be removed before winter and installed in spring each year.
5. The request requires Planning Commission and Township Board approval because it would amend an existing PUD.

REQUEST

The applicant requests an amendment to the PUD to remove text that prohibits the use of speed bumps, specifically paragraph IX.8, which states that, “The use of speed bumps on the private road shall be prohibited.” They would like to install removable speed bumps to help address speeding along Watermark Drive, which, when monitored, they report average speeds of just under 29 mph and a top speed of 52 mph, on a street with an 18 mph posted speed limit. They also cite a 2022 incident in which a driver flipped their vehicle, possibly the result of speeding or distracted driving (or both).

PROPERTY HISTORY

The Forest Hills Golf Club PUD, which includes the golf course and part of the residential neighborhood, was approved in 1991. In 1997, the original boundaries were expanded to include the current boundaries in Ord. No. 10 of 1997. The original PUD, expanded PUD, and all amendments have all included the text prohibiting speed bumps.

While no detailed minutes exist of the proceedings for the original PUD approval, the rationale for prohibiting speed bumps seems to come from an addendum to a traffic impact analysis, dated May 8, 1990, which states that studies on speed bumps have found inconsistent results on reducing speed, that some speed bumps pose a hazard to bicyclists and motorcyclists, and create an obstacle for snow removal.

Original PUD:

- Ord. No. 5 of 1991 – Forest Hills Golf Club PUD

Amendments:

- Ord. No. 10 of 1997 – Forest Hills Golf Course / Watermark Condominium PUD (expanded original boundaries of Forest Hills Golf Club PUD to include current bounds)
- Ord. No. 8 of 2000; May 31, 2000
- Ord. No. 17 of 2000; October 18, 2000
- Ord. No. 8 of 2003; June 11, 2003
- Ord. No. 11 of 2010; August 11, 2010
- Ord. No. 3 of 2019; May 22, 2019
- Ord. No. 6 of 2019; October 9, 2019

- Ord. No. 8 of 2023; August 23, 2023

SECTION 14.11 – Planned Unit Development

Section 14.11.H states that PUD amendments may only be amended by submitting an amended PUD pursuant to Section 14.11.E. Requests for PUD amendments should be reviewed using the same standards that PUD approvals are subject to, those standards being found in Section 14.11.F – PUD Standards for Review.

In this case, few of the standards apply, given the narrowness of the request. The relevant standards are presented below, with staff comments on their applicability.

Section 14.11.F – PUD Standards for Review (abridged)	
STANDARD OF APPROVAL	STAFF COMMENTS
3. Site circulation and parking areas must be designed to ensure: a. Safety and convenience for vehicular and pedestrian traffic, both within the site and on streets adjacent to the PUD. c. Access for emergency vehicles.	Speeding is an issue along Watermark Drive. While the 1990 traffic analysis addendum, which formed the basis for the prohibition of speed bumps in the PUD, stated that studies were mixed on the effectiveness of speed bumps, the collected wisdom in 2026 indicates that speed bumps are effective in reducing traffic speeds. While other measures may be more effective, removable speed bumps are probably the most cost-effective measure to address the problem. The 1990 study also states that, “If, after the site is constructed and occupied, significant problems develop, more extreme and expensive measures can be taken to restrict through traffic.” While that statement applies to through traffic, which may or may not be part of the issue at hand, it is worth applying the same logic to speed bumps. Slowing speeds will make the street safer for all users. Staff finds that that this condition is met. While speed bumps may, but do not always, reduce emergency response times slightly, the tradeoff is that by reducing speeds, there will be fewer, less-intense crashes for emergency responders to respond to. According to the Cascade Fire Marshal, we generally allow speed bumps but need to know their size and dimensions. They cannot be too tall, and we require them to be signed. Staff finds that that this condition can be met by requiring that the Fire Marshal review the speed bumps before they are installed.

NEIGHBORS COMMENTS

Phillip Frederickson of 2160 Watermark Drive, on the corner near the 18th tee box was in support of it due to his house being where someone would drive into if they missed making the turn. Staff have also fielded inquiries in person and over the phone from a handful of neighbors who requested more information. At least two people expressed support for the idea of installing speed bumps, citing speeding as a concern. Kevin and Laura Hausch provided a letter of concern that is attached as well.

CONSIDERATIONS

Per the staff review above, the Planning Commission should deliberate on the following:

- Whether the proposed amendment meets the criteria above related to safety and emergency access.
- Whether this particular PUD is significantly different from other residential PUDs that do not prohibit speed bumps in their ordinances.

RECOMMENDATION

Motion to APPROVE the requested PUD amendment for Case #26-3924 to remove the text prohibiting the use of speed bumps for the following reason:

1. The amendment to the PUD Ordinance satisfies the PUD Standards for Review outlined in Section 14.11.F of the Cascade Township Zoning Ordinance.

And with the following conditions:

1. That the speed bumps are signed and that the Fire Marshal review and approve the speed bump type and planned locations before they are installed.

ATTACHMENTS

1. Application
2. Applicant Narrative
3. Illustrative Site Plan
4. May 8, 1990, Traffic Impact Analysis Addendum
5. Draft Ordinance Language
6. Letter From Kevin and Laura Hausch



CASCADE CHARTER TOWNSHIP

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

PLANNING & ZONING APPLICATION

APPLICANT: Name: Watermark Condominium Association C/O Acacia Group PM.
Address: [REDACTED]
City & Zip Code: [REDACTED]
Telephone: [REDACTED]
Email Address: [REDACTED]

OWNER: * (If different from Applicant)
Name: Same as above
Address: [REDACTED]
City & Zip Code: [REDACTED]
Telephone: [REDACTED]
Email Address: [REDACTED]

NATURE OF THE REQUEST: (Please check the appropriate box or boxes)

- | | |
|--|--|
| ☐ Administrative Appeal | ☐ Administrative Site Plan Review |
| ☐ Deferred Parking | ☐ P.U.D. – Rezoning * |
| ☐ P.U.D. – Site Condominium * | ☐ Rezoning |
| ☐ Site Plan Review * | ☐ Sign Variance Subdivision |
| ☐ Special Use Permit | ☐ Plat Review * |
| ☐ Zoning Variance | ☒ Other: <u>[REDACTED]</u> * |

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

Remove from Section VIX Private Street Development in original PUD Ordinance. "8." The use of speed bumps on the private road shall be prohibited".

A car flipped on HOA roads likely as a result of speeding or distracted driving

When monitoring the speeds we found the top speed to be 52 mph with the average speed around 28.7 mph

(**Use Attachments if Necessary)

-SEE OTHER SIDE-

LEGAL DESCRIPTION OF PROPERTY:**

See attached from the master deed

(**Use Attachments if Necessary)

PERMANENT PARCEL (TAX) NUMBER: 41-19 See attached from the master deed

ADDRESS OF PROPERTY: See attached from the master deed

PRESENT USE OF THE PROPERTY: Private Condo Association

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

Name(s)

Address(es)

See attached list of owners in the HOA.

SIGNATURES

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

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

Owner – Print or Type Name
(*If different from Applicant)

* _____
Owner's Signature & Date
(*If different from Applicant)

_____ for Watermark
Condominium Association

Applicant – Print or Type Name

 7/7/2026
Applicant's Signature & Date

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

Rev. 7/27/21

LEGAL DESCRIPTION

2.1 Condominium Property. The land which is being submitted to condominium ownership in accordance with the provisions of the Act, is described as follows:

Part of the West one-half of Section 5 and part of the Southeast one-quarter of Section 6, Town 6 North, Range 10 West, Cascade Township, Kent County, Michigan, described as: COMMENCING at the East one-quarter corner of said Section 6; thence South $01^{\circ} 10' 33''$ West 115.50 feet along the East line of said Section 6; thence South $88^{\circ} 49' 27''$ East 75.63 feet to the TRUE PLACE OF BEGINNING; thence South $88^{\circ} 49' 27''$ East 224.37 feet; thence North $01^{\circ} 10' 33''$ East 107.05 feet; thence North $01^{\circ} 11' 06''$ East 73.36 parallel with the West line of the Northwest one-quarter of Section 5; thence South $55^{\circ} 03' 55''$ East 195.21; thence North $41^{\circ} 26' 07''$ East 112.65 feet to the Southwesterly right of way line of Cascade Road; thence South $48^{\circ} 33' 53''$ East 66.00 feet along said right of way; thence South $41^{\circ} 26' 07''$ West 129.52 feet; thence South $48^{\circ} 33' 53''$ East 133.98 feet; thence South $07^{\circ} 49' 53''$ West 361.82 feet; thence North $80^{\circ} 28' 06''$ West 100.00 feet; thence South $18^{\circ} 35' 56''$ West 267.80 feet; thence South $22^{\circ} 42' 43''$ West 191.75 feet; thence South $34^{\circ} 23' 55''$ West 247.22 feet; thence South $28^{\circ} 06' 44''$ West 155.19 feet; thence South $21^{\circ} 09' 43''$ West 279.63 feet; thence South $13^{\circ} 07' 04''$ West 292.99 feet; thence South $78^{\circ} 35' 10''$ East 271.31 feet; thence South $27^{\circ} 10' 01''$ East 313.27 feet; thence South $12^{\circ} 27' 26''$ West 179.45 feet; thence South $85^{\circ} 54' 15''$ West 217.17 feet; thence North $45^{\circ} 40' 10''$ West 152.82 feet; thence North $69^{\circ} 32' 41''$ West 270.49 feet; thence Southwesterly 330.86 feet along a 233.00 foot radius curve to the right, the chord of which bears South $55^{\circ} 01' 36.6''$ West 303.752 feet; thence North $84^{\circ} 17' 37''$ West 114.65 feet; thence South $41^{\circ} 26' 35''$ West 82.79 feet; thence Northwesterly 60.71 feet along a 333.00 foot radius curve to the left,

-2-

the chord of which bears North $59^{\circ} 03' 35''$ West 60.63 feet; thence North $64^{\circ} 16' 59''$ West 32.61 feet; thence Southwesterly 115.61 feet along a 333.00 foot radius curve to the right, the chord of which bears South $29^{\circ} 58' 46''$ West 115.03 feet; thence North $14^{\circ} 08' 43''$ West 87.69 feet; thence North $61^{\circ} 18' 02''$ West 127.21 feet; thence North $19^{\circ} 40' 43''$ East 334.27 feet; thence North $39^{\circ} 11' 09''$ East 50.91 feet; thence South $80^{\circ} 10' 15''$ East 566.21 feet; thence North $52^{\circ} 06' 29''$ East 112.12 feet; thence North $07^{\circ} 50' 14''$ East 397.26 feet; thence North $15^{\circ} 07' 49''$ East 463.27 feet; thence North $30^{\circ} 54' 07''$ East 356.27 feet; thence North $60^{\circ} 12' 37''$ West 166.13 feet; thence North $01^{\circ} 29' 10''$ West 239.46 feet; thence North $32^{\circ} 04' 27''$ East 286.02 feet; thence South $31^{\circ} 22' 25''$ East 107.16 feet along a meander line for an unnamed pond; thence South $70^{\circ} 27' 13''$ East 124.49 feet along said meander line; thence South $89^{\circ} 05' 28''$ East 55.70 feet along said meander line; thence North $41^{\circ} 26' 48''$ East 49.06 feet along said meander line; thence North $20^{\circ} 07' 38''$ West 51.17 feet along said meander line for an unnamed pond; thence North $16^{\circ} 42' 42''$ East 198.25 feet; thence North $61^{\circ} 55' 55''$ West 136.11 feet; thence North $01^{\circ} 10' 33''$ East 62.11 feet to the Place of Beginning. ALSO all land lying between the meander line and the waters edge of said unnamed pond.

Homeowner Directory

Properties: Watermark Condominium Association - 1627 Watermark Dr. SE. Grand Rapids, MI 49546

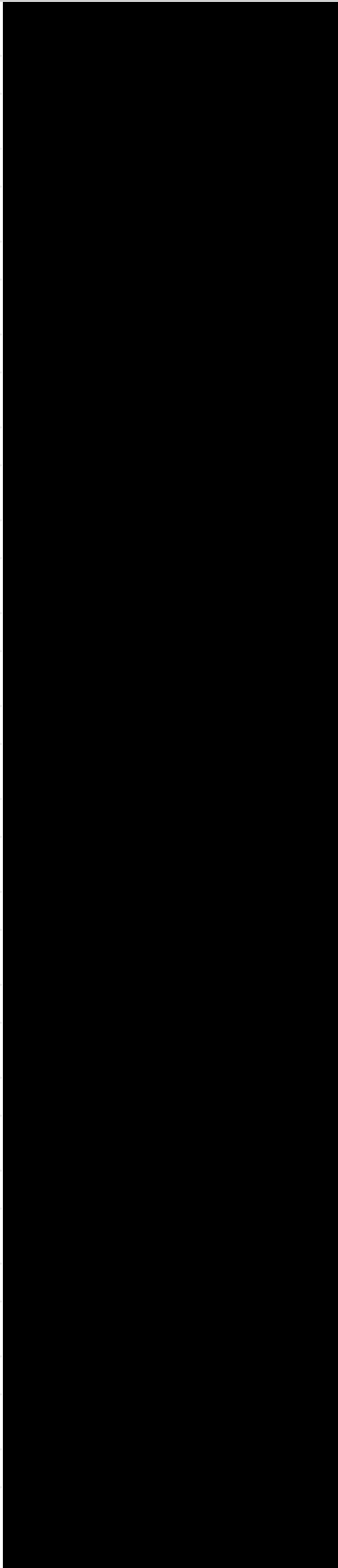
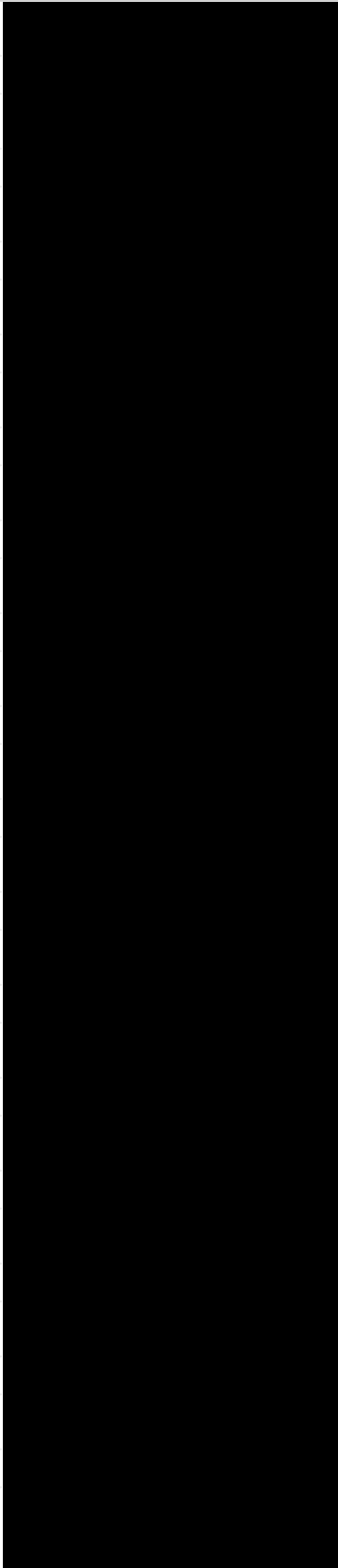
Portfolios: Watermark Club Homes, Watermark Estate Homes

Homeowner Status: Current

Homeowners: Active

Display Primary Contact only for each unit: Yes

Hide information checked “exclude from directory”: Yes

Unit Address	Homeowner
5511 Alhambra Dr. Grand Rapids, MI 49546	
5511 Alhambra Dr. Grand Rapids, MI 49546	
5514 Alhambra Dr. Grand Rapids, MI 49546	
5514 Alhambra Dr. Grand Rapids, MI 49546	
5520 Alhambra Dr. Grand Rapids, MI 49546	
5520 Alhambra Dr. Grand Rapids, MI 49546	
5526 Alhambra Dr. Grand Rapids, MI 49546	
5526 Alhambra Dr. Grand Rapids, MI 49546	
5534 Alhambra Dr. Grand Rapids, MI 49546	
5534 Alhambra Dr. Grand Rapids, MI 49546	
5540 Alhambra Dr. Grand Rapids, MI 49546	
5540 Alhambra Dr. Grand Rapids, MI 49546	
5390 Brassie Court Grand Rapids, MI 49546	
5390 Brassie Court Grand Rapids, MI 49546	
5414 Brassie Court Grand Rapids, MI 49546	
5414 Brassie Court Grand Rapids, MI 49546	
5420 Brassie Court Grand Rapids, MI 49546	
5420 Brassie Court Grand Rapids, MI 49546	
5423 Brassie Court Grand Rapids, MI 49546	
5423 Brassie Court Grand Rapids, MI 49546	
5436 Brassie Court Grand Rapids, MI 49546	
5436 Brassie Court Grand Rapids, MI 49546	
4060 Cedar Commercial Dr. Cedar Springs, MI 49319	
4060 Cedar Commercial Dr. Cedar Springs, MI 49319	
5641 Chelan Crt. Grand Rapids, MI 49546	
5641 Chelan Crt. Grand Rapids, MI 49546	
2000 Craftsman Ct. Grand Rapids, MI 49546	
2000 Craftsman Ct. Grand Rapids, MI 49546	
2005 Craftsman Ct. Grand Rapids, MI 49546	
2005 Craftsman Ct. Grand Rapids, MI 49546	
2008 Craftsman Ct. Grand Rapids, MI 49546	
2008 Craftsman Ct. Grand Rapids, MI 49546	

Homeowner Directory

Unit Address	Homeowner
2011 Craftsman Ct. Grand Rapids, MI 49546	
2011 Craftsman Ct. Grand Rapids, MI 49546	
2014 Craftsman Ct. Grand Rapids, MI 49546	
2014 Craftsman Ct. Grand Rapids, MI 49546	
2019 Craftsman Ct. Grand Rapids, MI 49546	
2019 Craftsman Ct. Grand Rapids, MI 49546	
2022 Craftsman Ct. Grand Rapids, MI 49546	
2022 Craftsman Ct. Grand Rapids, MI 49546	
3251 Eastern Ave SE - Golf Course Grand Rapids, MI 49508	
3251 Eastern Ave SE - Golf Course Grand Rapids, MI 49508	
3251 Eastern Ave SE Grand Rapids, MI 49508	
3251 Eastern Ave SE Grand Rapids, MI 49508	
2016 Feathery Court Grand Rapids, MI 49546	
2016 Feathery Court Grand Rapids, MI 49546	
2018 Feathery Court Grand Rapids, MI 49546	
2018 Feathery Court Grand Rapids, MI 49546	
2024 Feathery Court Grand Rapids, MI 49546	
2024 Feathery Court Grand Rapids, MI 49546	
2042 Feathery Court Grand Rapids, MI 49546	
2042 Feathery Court Grand Rapids, MI 49546	
2054 Feathery Court Grand Rapids, MI 49546	
2054 Feathery Court Grand Rapids, MI 49546	
2066 Feathery Court Grand Rapids, MI 49546	
2066 Feathery Court Grand Rapids, MI 49546	
2074 Feathery Court Grand Rapids, MI 49546	
2074 Feathery Court Grand Rapids, MI 49546	
2082 Feathery Court Grand Rapids, MI 49546	
2082 Feathery Court Grand Rapids, MI 49546	
2093 Feathery Court Grand Rapids, MI 49546	
2093 Feathery Court Grand Rapids, MI 49546	
2030 Feathery Dr Grand Rapids, MI 49546	
2030 Feathery Dr Grand Rapids, MI 49546	
5600 Medina Court Grand Rapids, MI 49546	
5600 Medina Court Grand Rapids, MI 49546	
5605 Medina Court Grand Rapids, MI 49546	
5605 Medina Court Grand Rapids, MI 49546	
5611 Medina Court Grand Rapids, MI 49546	
5611 Medina Court Grand Rapids, MI 49546	

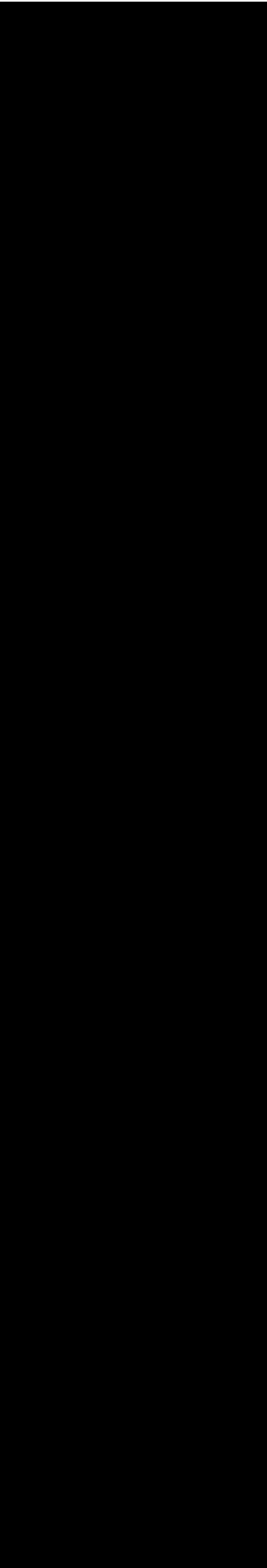
Homeowner Directory

Unit Address	Homeowner
5618 Medina Court Grand Rapids, MI 49546	
5618 Medina Court Grand Rapids, MI 49546	
5340 Prairie Home Dr. Grand Rapids, MI 49546	
5340 Prairie Home Dr. Grand Rapids, MI 49546	
5341 Prairie Home Dr. Grand Rapids, MI 49546	
5341 Prairie Home Dr. Grand Rapids, MI 49546	
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Homeowner Directory

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Homeowner Directory

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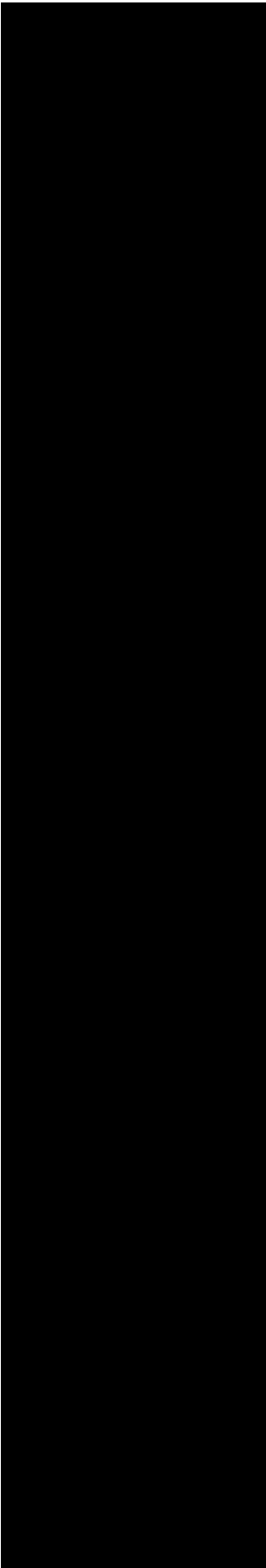
Homeowner Directory

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Homeowner Directory

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Homeowner Directory

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**Watermark Condominium Association
Certificate of Secretary**

I am the duly appointed Secretary of the Watermark Condominium Association, a Michigan nonprofit corporation (the "Association"). I hereby certify that at a duly called and convened meeting of the Board of Directors of the Association (the "Board") held on July 2, 2026, the Board adopted and approved the following resolutions:

RESOLVED, that the Board of Directors (the "Board") of the Watermark Condominium Association, a Michigan nonprofit corporation (the "Association"), approves and authorizes the Association to request the Cascade Charter Township to amend Ordinance #10 of 1997, as amended from time to time (the "Ordinance"), to remove and strike Item #8 on page 11 of the Ordinance, which sets forth:

8. The use of speed bumps on the private road shall be prohibited,

and otherwise to amend the Ordinance to remove any provision that prohibits the use of speed bumps on any private road (a "Development Road") in the Forest Hills Golf Course/Watermark Condominiums Planned Unit Development Project.

RESOLVED FURTHER, that any officer of the Association, or John Clark of Acacia Group Property Management, the Association's property manager, or both, may take any and all actions that he or she deems necessary or appropriate to carry out or effect the Board's approval and authorization to remove any prohibition on the use of speed bumps on any Development Road, including the filing and pursuit with the Cascade Charter Township of a Planning & Zoning Application to amend the Ordinance, or any other filing of an application or proceeding with the Cascade Charter Township or other government agency, commission or board.

July 2, 2026
Date



Scott Ptak, Secretary
Watermark Condominium Association



Accident at 2202 Watermark Drive

9 messages

Sat, Jul 9, 2022 at 1:35 PM

To Board Members

Just want let everyone know about the accident that occurred at 2202 Watermark Drive yesterday. Doreen Lambert stopped me this morning while walking to let me know and was wondering if anyone was hurt.

I introduced myself and talked with Kory Kiefer, new resident at 2202 Watermark Drive, who recently just moved. He told me that his wife, who is a nurse, heard the crash yesterday and immediately went to see if medical assistance was needed before emergency vehicles arrived. The Black SUV was flipped on its roof in the middle of Watermark Drive.



The women driving the vehicle amazingly appeared okay and did not want any medical attention. No one else was with her or hurt. Two Firetrucks, and medical ambulance were on the scene. Not sure as to what exactly happened, but I am assuming she was traveling at a high rate of speed (definitely not 18 MPH) possibly around the curve on Watermark and lost control of her vehicle, which ended up hitting the tree, in front of 2190 Watermark Drive flipping the vehicle. Maybe John Clark can possibly get a police report as to what happened here.

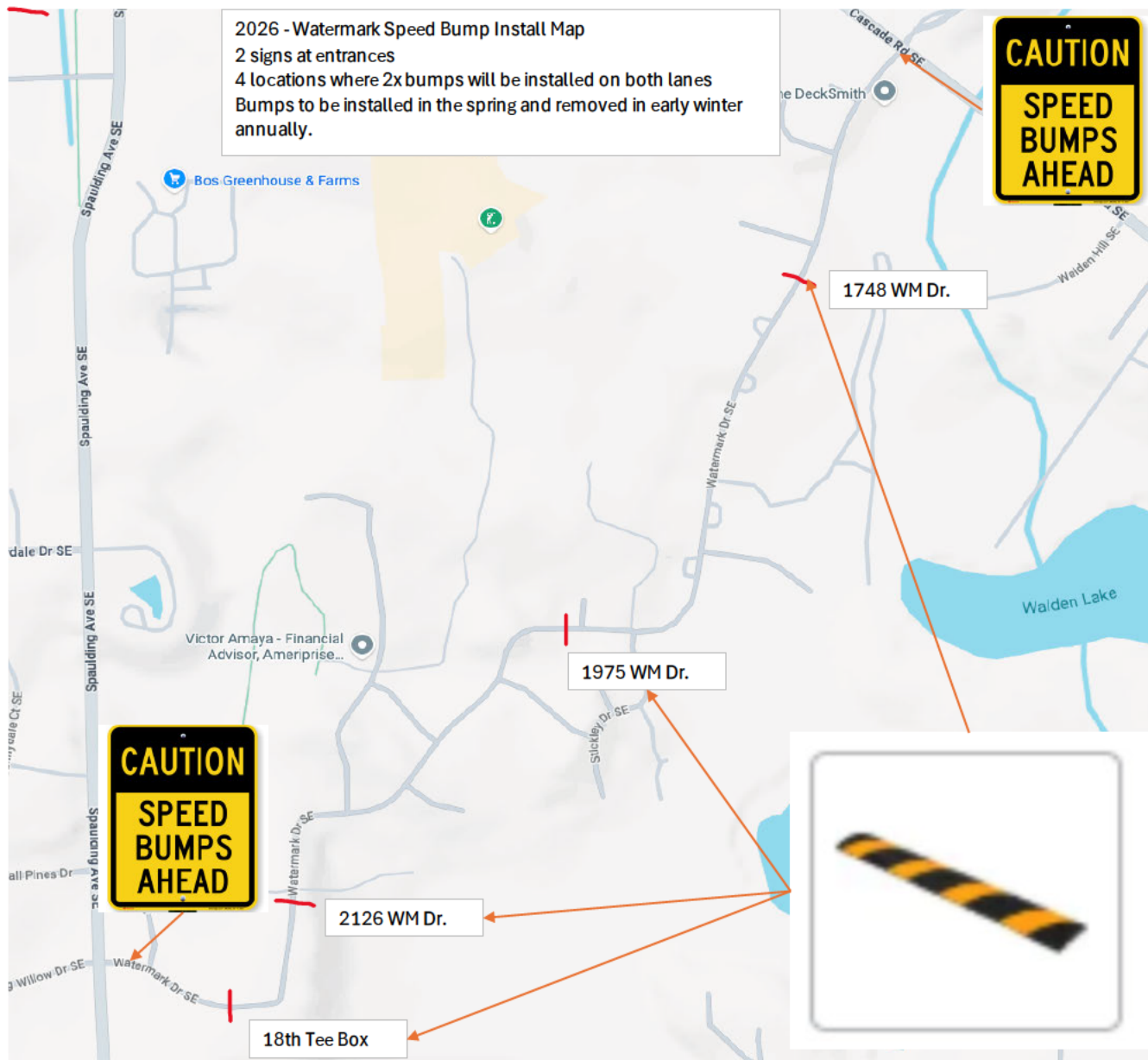


Thankfully no one was hurt as a result! John Clark will need to file claim for damage to our tree. I am not sure if it is going to be salvageable, but West Michigan Tress Service can let us know about that.

Thanks

Leo

[REDACTED]



**Addendum to
Traffic Impact Analysis for
Forest Hills Country Club Village**

**Cascade Township, Michigan
May 8, 1990**

In reviewing the site plan for Forest Hills Country Club Village, two questions have arisen relating to the roadway that passes through the site. First; if unrestricted, what volume of through traffic unrelated to Forest Hills Country Club Village would utilize this roadway? And, second; what measures should be taken to discourage through traffic?

The through traffic would be generated by residential development with access onto Cascade located north of Burton and east of Spaulding. This traffic would include trips that are attracted to development southwest of the project area, including commercial development along 28th Street. The primary purposes of these trips would be shopping trips or work trips. The peak for shopping trips corresponds to the evening peak for work trips. We will therefore use 5-6 PM as the peak period.

Use of the through roadway will save approximately 17 seconds of travel time over the Cascade-to-Spaulding movement. Travel from the Cascade drive to Spaulding via Cascade plus travel from Cascade to the Spaulding drive via Spaulding will take approximately 158 seconds. Travel across the development via the Forest Hills Country Club Village roadway will take approximately 141 seconds. Travel along Spaulding is impeded by numerous horizontal and vertical curves. Travel through the development will be impeded by some horizontal curves as well as by golfers and other pedestrians.

We will assume that a majority of the traffic utilizing the roadway would be drawn from westbound turning movements from Cascade to Spaulding and from northbound right turning movements from Spaulding to Cascade. The current evening peak hour volumes for these movements are 32 for the westbound left turn and 31 for the northbound right turn. The proportion of this movement that would be diverted to the Forest Hills Country Club Village roadway is dependent on how the roadway is constructed and what steps are taken to discourage use by through vehicles.

The Forest Hills Country Club Village could therefore expect a maximum of approximately 60 through trips during the evening peak hour, with roughly 50% split to each direction of traffic. Adjustment based on daily traffic volumes provides a maximum of

580 trips per day using this roadway for through travel. Figure 1 shows traffic volumes and levels of service resulting from existing traffic volumes plus volumes added by planned and proposed development plus the maximum expected through trips.

The levels of service remain comparable to what is provided if through traffic is effectively prohibited. Left turns from the drives drop from LOS B to LOS C. The left turn from Cascade into Forest Hills Country Club Village drops from LOS A to LOS B.

Therefore, the effect to intersection operations of allowing unrestricted traffic through the development on the Forest Hills Country Club Village roadway would not be significant.

The increase in congestion for residents and pedestrians, including golfers, is also within reasonable limits. There will be one major pedestrian crossing. At this crossing, there will be 53 south-westbound vehicles during the evening peak hour with 23 being generated by Forest Hills Country Club Village and 30 being through traffic. There will be 61 north-eastbound vehicles with 31 being generated by Forest Hills Country Club Village and 30 being through traffic. Therefore, a volume of 114 vehicles will impede pedestrians during the evening peak hour.

Through the peak fifteen minutes of the day, this would correspond to 2.05 vehicles per minute, or one vehicle every 29 seconds. A gap of 12 seconds should be sufficient to safely cross a small group of elementary aged children. Therefore, the effect to crossing safety should be minimal.

Given these conclusions, no extreme measures need to be taken to restrict traffic unrelated to Forest Hills Country Club Village residents. Assuming the road remains private, the following measures could be considered by the developer;

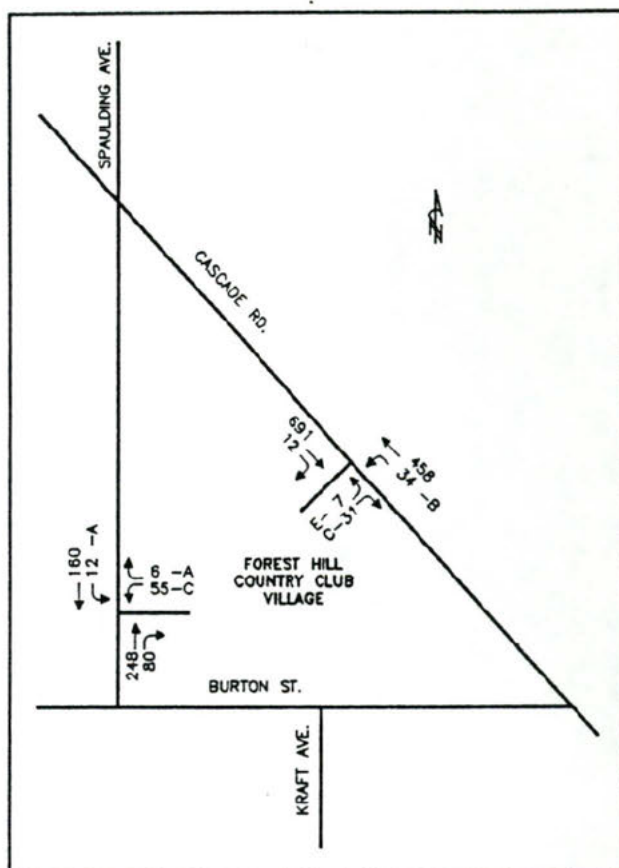


Figure 1 Projected traffic volumes and levels of service for existing traffic plus traffic added by planned and proposed development with maximum expected through volume diverted to the development roadway

- "No through traffic" or "Residents only" signing. This would be effective in restricting a portion of the through traffic. However, without enforcement the effect would be limited. The cost of placement and maintenance would be minimal.
- An unoccupied gate house would provide a psychological restriction by giving the impression that access is controlled. Effectiveness would be limited but adequate given the minor impact of the through traffic. Cost of placement and maintenance would be minimal.
- A gate that lifted for every vehicle without card control or other restriction would provide a limited physical restriction and effective psychological restriction for through traffic. However, residents would also be inconvenienced, and cost of placement and maintenance would be significant.
- A gate with a card reader or other control would provide inconvenience for residents and significant cost to the developer. This level of access control is not necessary given the low level of through traffic that would be using the roadway.
- Speed bumps could have some effect in reducing traffic volumes. However, studies have found that effect on speed reduction has been inconsistent. Some speed bumps have been shown to present an immediate and specific hazard to bicycles and motorcycles and a potential hazard for all vehicles. Speed bumps can also create obstacle for snow removal operations. For these reasons, speed bumps should not be placed on the roadway.

The volume of through traffic on the roadway that crosses Forest Hills Country Club Village is expected to be low. Effect to traffic operations and crossing safety should be minimal. Given these findings, we recommend that the low-cost measures, including signing and an unoccupied gate house, be placed at each entrance to Forest Hills Country Club Village. If, after the site is constructed and occupied, significant problems develop, more extreme and expensive measures can be taken to restrict through traffic. However, given the cost of placement and maintenance and the inconvenience to residents, a gate or other physical control should not be placed unless problems develop.

As amended by Ord No 8 of 2000; May 31, 2000
As amended by Ord No 17 of 2000; October 18, 2000
As amended by Ord No 8 of 2003; June 11, 2003
As amended by Ord No 11 of 2010; August 11, 2010
As amended by Ord No 3 of 2019; May 22, 2019
As amended by Ord No 6 of 2019; October 9, 2019
As amended by Ord No 8 of 2023; August 23, 2023

CASCADE CHARTER TOWNSHIP
Ordinance # __ of 2026
AN ORDINANCE TO AMEND ORDINANCE #10 OF 1997, THE
FOREST HILLS GOLF COURSE/WATERMARK CONDOMINIUMS
PLANNED UNIT DEVELOPMENT PROJECT

CASCADE CHARTER TOWNSHIP ORDAINS:

Section 1. Amendment to the Forest Hills Golf Course/Watermark Condominiums PUD Ordinance

Section IX. Private Streets

Paragraph 8 of this section shall be deleted:

The use of speed bumps on the private road shall be prohibited.

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 #10 of 1997, 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:

ORDINANCE DECLARED ADOPTED.

Sue 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 __th day of ____ 2026.

Sue Slater
Cascade Charter Township Clerk

August 6, 2026

Cascade Charter Township Planning Commission and Fellow Homeowners,

Thank you for the opportunity to provide comments regarding the proposal to install speed bumps throughout our community. Unfortunately, we will be out of town and unable to attend the public hearing, so we respectfully request that this letter be read into the record and considered as part of the discussion.

As one of the original property owners in our community, dating back to before Watermark Drive was completed through the neighborhood, we have had the privilege of watching our community develop into the beautiful place it is today. We appreciate the Board's commitment to protecting the safety and quality of life that attracted all of us to live here.

Safety should always be our priority. However, we respectfully believe that installing speed bumps is not the best solution for our neighborhood.

Unlike a public subdivision, we are a private, gated community. For most of the day, every vehicle entering our neighborhood does so through a controlled access gate requiring a code or authorized entry. We do not have significant through traffic or commuters using our streets as shortcuts. The overwhelming majority of drivers are our neighbors, their families, invited guests, contractors, and delivery services.

Before making a permanent and costly change to our infrastructure, we believe we should ask an important question: Do we have published objective evidence that speeding is a widespread problem, or are we responding primarily to isolated observations or perceptions?

Permanent traffic-calming devices should be supported by measurable data, such as traffic studies, speed monitoring, or documented incidents. Without that information, we risk implementing a solution that affects every homeowner every day without clear evidence that it addresses a significant problem.

Speed bumps also come with long-term consequences that deserve careful consideration. They:

- Delay emergency response by slowing fire trucks, ambulances, and law enforcement when every second can matter.
- Increase wear and tear on residents' vehicles, including suspensions, tires, and steering components.
- Create additional noise from braking, frequent acceleration, and larger vehicles passing over them, affecting nearby homeowners.

- Increase ongoing maintenance costs that ultimately become the responsibility of our homeowners' association.
- Create inconvenience for every resident, visitor, contractor, and service provider who uses our streets daily.

Equally important, we should consider the impact on the character and desirability of our community. One of the advantages of living in a private gated neighborhood is the expectation of well-maintained roads that are easy to navigate. While safety enhancements are important, unnecessary traffic obstacles can detract from that experience and may influence how our guests and prospective buyers perceive our community.

If speeding is occurring in specific locations or at certain times, there are several less intrusive and more flexible options worth exploring first. These could include increased speed awareness through signage, permeant digital speed-monitoring devices, community education, targeted enforcement, strategic three way stops at a few of our eight intersections, or other measures that address the issue without permanently altering our roadways.

As homeowners, we all share the responsibility of balancing safety, practicality, fiscal responsibility, and preserving the quality of life that makes our neighborhood special. We believe we should exhaust reasonable alternatives and rely on objective data before committing HOA funds to permanent infrastructure that will affect every resident for years to come.

We respectfully ask the Board to carefully evaluate the evidence, consider the long-term costs and impacts, and explore less restrictive alternatives before approving the installation of speed bumps.

Thank you for your service to our community and for your thoughtful consideration of these comments. We appreciate the time and effort each of you dedicates to making decisions that are in the best interests of all homeowners.

Respectfully,

Kevin and Laura Hausch