

**ALLENDALE CHARTER TOWNSHIP
PLANNING COMMISSION MEETING**

October 18, 2021

7:00 p.m.

Allendale Township Public Meeting Room

1. Call the Meeting to Order
2. Roll Call
3. Received for Information:
4. Approval of the October 4, 2021 Planning Commission Minutes
5. Approval of the Agenda
6. Public Comments for *non-public hearing items*
7. Public Hearings:
 - A. Map Amendment & Site Plan
 - 6138 LMD Planned Unit Development – Final Plan
 - B. Text Amendment
 - Section 16.02A – Permitted Uses
8. Site Plan Review:
9. Old Business:
10. New Business:
11. Public Comments
12. Township Board Reports
13. Commissioner and Staff Comments
14. Adjourn

Next meeting November 1, 2021 at 7:00 p.m.



**ALLENDALE CHARTER TOWNSHIP
PLANNING COMMISSION MEETING**

October 4, 2021

7:00 p.m.

1. Meeting called to order
2. Roll Call: Present: Westerling, Adams, Zuniga, Schut, Zeinstra, Longcore
Staff Present: Mr. Ransford
Public: Resident
3. Received for information: *None*
4. Motion by Schut to approve the September 20, 2021 Planning Commission Minutes as presented.
Seconded by Adams. **Approved 6-0**
5. Motion by Longcore to approve the October 4, 2021 Planning Commission Agenda. Seconded by Zeinstra **Approved: 6-0**
6. Public Comments for *non-public hearing items*:
Chairperson Longcore opened the public comment section for non-public hearing items.
Resident concerned with the gravel pits, trucks traveling and ruining the roads.
Chairperson Longcore then closed the public comments section.
7. Public Hearings: *None*
8. Site Plan Review- *None*
9. Old Business
 - A. Master Plan-

Mr. Ransford went over modifications for finalizing the revised Master Plan map. Some of these modifications included, property revisions on the map, more consistent sized road labeling of names and their locations, also a wetland overlay on a separate master plan map. A table containing the land mass of the master plan classifications in the current 2013 map and the draft 2022 map. Was not able to put together the neighborhood density changes to LDR and MOD to ensure appropriate classification in time but did want everything else to move forward with the modification they could. Will continue to work on the verifications as time permits.

Mr. Ransford had also reached out to various departments including water and sewer, public utilities, and the fire department for feedback. Heard back from the departments and there were two words added to the utility chapter about plats from Mr. Doornbos finalizing the text from department staff.

Mr. Schut inquired about the Bike path. DDA will meet and discuss since they agreed to the funding. Mr. Ransford suggested pausing until Recreation Committee meets to look over the context of the text and the map. Ransford will wait for the Committee to get back with their suggested revisions and show the Planning Commission to continue forward.

B. Work Program –

Board members touched base on a few numbers on the list including 5, 12 and 16 and discussed reaching out to a couple owners on rezoning properties.

10. New Business – *None*

11. Public Comments -

Chairperson Longcore opened the public comment section for non-public hearing items.

Chairperson Longcore then closed the public comments section.

12. Township Board Reports -

- A. Community coordinator staff updated and business registration
- B. Updates 2022 budget
- C. First Reading on Rental house registration revisions

13. Commissioner and Staff Comments –

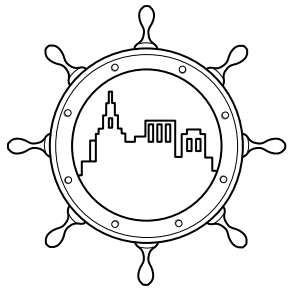
Discussion of residents non-public hearing concern with restrictions with the travel of gravel trucks on the roads. Ordinances being looked into.

Mr. Ransford will investigate into limitation rules, conditioned timing

14. Adjourn – *Chairperson Longcore adjourned the meeting at 7:59 p.m.*

Next meeting Monday, October 18, 2021, at 7:00 p.m.

Respectfully submitted by Natasha Shepard



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MEMORANDUM

To: Allendale Charter Township Planning Commission
From: Gregory L. Ransford, MPA 
Date: October 12, 2021
Re: 6138 LMD Planned Unit Development – Final Plan

At your August 2, 2021 meeting, you reviewed the Preliminary Planned Unit Development (PUD) Site Plan for 6138 Lake Michigan Drive, which consists of 99 single family residential lots, public roads, open space, and related infrastructure. During your meeting you provided the applicant, Signature Land Development Corporation, with direction to return with the Final Plan for a public hearing. Your direction included the following related to the final plan:

- Install sidewalks on both sides of the streets
- Provide street lighting detail
- Provide access to open space
- Improve open space beyond the pond
- Provide traffic study at the public hearing, if a traffic study is necessary

In response to your direction, attached is the Final Planned Unit Development Plan for 6138 Lake Michigan Drive.

Observations and Findings

Sidewalks

Despite your direction, the applicant continues to propose one, six foot wide sidewalk along only one side of the streets rather than both sides of the streets.

Lighting

As you are aware, concerns were expressed by the public regarding street lighting and its effects on adjacent property. In response, the applicant provided a “proposed areas of illumination” plan note within Sheet L-200, which points to the dashed lines adjacent to the right-of-way. The note further indicates that the illumination levels will be determined by Consumer’s Energy. Unless the process through Consumer’s Energy has changed, we understand that several light fixtures are available to choose from, such as the fixture identified on the same plan sheet, which should have available illumination data. We contemplate whether light fixtures would provide illumination in such a parallel manner to the road. Moreover, it appears that some of the identified illumination areas are on sides of the street where light fixtures are not present.

Open Space

As you will note within the site plan, access to the open space pond has been provided between lots 23 and 24, west of Emerald Boulevard. In regard to your direction to improve open space beyond the pond, the applicant has proposed (although not as formal open space) a restriction of 15 or 25 feet labeled as “Tree Preservation Buffer” or “No Disturb Area” around the perimeter of the development within the proposed lots.

While a formal traffic study was deemed necessary, the results of the study concluded that the existing roadway network was sufficient to accommodate the proposed development. Attached is a review letter from the Township Engineer detailing that conclusion.

Sheet C-201

General Note #10 indicates that the street trees will be planted pursuant to the Ottawa County Road Commission (OCRC) requirements. As you are aware, the Township recently amended the related street tree language to address any requirements from the OCRC and the Allendale Charter Township Subdivision Ordinance regulates trees in this regard. While the applicant indicated in their undated response letter included with their submission that this note was updated, we wanted to highlight that it remains incorrect. Nonetheless, during the plat application process, the street trees will be addressed accordingly.

Article 12 – Planned Unit Development District

Section 12.05A – Modification of Zone Standards

Section 12.05A – Development Requirements for All PUD's, Modification of Zone Standards of the Allendale Charter Township Zoning Ordinance (ACTZO) requires a PUD to comply with the lot area, lot width, and other dimensional requirements of the zoning district recommended by the Master Plan in which the property is located, which in this case is the R-3 Zoning District. If a PUD is proposed with lesser dimensional requirements, the applicant can seek modification pursuant to Section 12.05A of the ACTZO.

The applicant seeks modification of the R-3 Zoning District front yard setback, side yard setback, and lot width. The applicant identifies the specifics of their proposed deviations within their Zoning Regulation Modifications page of their submission. While the requested modifications are the same as proposed during the Preliminary Plan review, they nonetheless require your formal approval.

For your convenience, below is a copy of Section 12.05A of the ACTZO, which includes the standards for your review of such requests.

Section 12.05 – Development Requirements for All PUD's

A. Modification of Zone Requirements

The lot area, lot width, building height, setback and yard requirements, general provisions, signs, landscaping and screening requirements, lighting and parking regulations contained in this Ordinance for the zoning district recommended by the Master Plan shall be met except that the Township Board after receiving a recommendation from the Planning Commission may modify these regulations, in order to achieve the objectives of this Article. In making its recommendation and its decision respectively, the Planning Commission and Township Board shall each consider the following standards:

1. Whether the modification requested will result in a development which better satisfies the intent and objectives of this chapter.
2. The modification will be compatible with adjacent existing and future property uses and will not significantly adversely affect the use and enjoyment of nearby property.
3. The modification will result in the preservation of existing vegetation or other natural features on site.
4. The modification is necessary due to topography, natural features or other unusual aspects of the site.

5. The modification will improve or not impede emergency vehicle and personnel access on the site.
6. The modification will improve or not impede safe pedestrian circulation on the site.
7. The modification will result in safe traffic movement on the site and at ingress and egress points to the site, will not result in visual blight, distraction, or clutter, and will otherwise promote the public health, safety and general welfare.

Section 12.06A – Determination of Number of Dwellings

While the allowed number of dwellings for a proposed PUD shall be based on the density recommendations within Section 12.06 – Development Requirements for PUD's With Residential Uses of the ACTZO, the Planning Commission possesses the discretion to recommend a density based on the Master Plan classification for the subject property. Your recommendation shall be based on the following pursuant to Section 12.06A:

1. The impact that the number of occupants allowed by either of the density options will have on nearby existing land uses, roads, public utilities and services.
2. A determination regarding which of the density options and the number of dwellings or bedrooms allowed by that option is most compatible with the future land use recommendations for the nearby area as set forth in the Master Plan.

In the instance the Planning Commission is not satisfied with the proposed density, you are required to determine the appropriate density based on the aforementioned.

Section 12.06E4 – Standards for Open Space

As aforementioned, the applicant slightly modified the amount of open space from the Preliminary Plan by providing an access point west of the boulevard, connecting to the pond. As you know, the required dedicated open space shall meet the standards provided within Section 12.06E4 – Standards for Open Space of the ACTZO. For your convenience, a copy of said section is provided below.

Section 12.06E – Minimum Required Open Space Requirements for Residential PUD's with Single and Two Family Dwellings

4. Standards for Open Space

The following standards shall apply to the Dedicated Open Space required by this Section:

- a. Open space shall be located so as to preserve significant natural resources, natural features, scenic or wooded conditions, bodies of water, and wetlands.
- b. The open space may include a recreational trail, picnic area, children's play area, community building, a building used to house equipment for maintaining the Dedicated Open Space or other use which, as determined by the Planning Commission, is substantially similar to these uses. These uses, however, shall not utilize more than 50% of the Dedicated Open Space.
- c. Dedicated Open Space areas encouraged to be linked with any adjacent open spaces, public parks, bicycle paths or pedestrian paths.
- d. The Dedicated Open Space shall be available for all residents of the development, subject to reasonable rules and regulations and shall be reasonable accessible to the residents of the open space development. Safe and convenient pedestrian access points to the Dedicated Open Space from the interior of the site shall be provided.
- e. If the property contains a lake, stream or other body of water, the Planning Commission may require that a portion of the Dedicated Open Space abut the body of water.
- f. Grading in Dedicated Open Space areas shall be kept to a minimum.

Township Department Reviews

As you know, we distributed the proposed plans to the Township Fire Inspector, the Township Engineer, and the Township Superintendent of Water and Sewer. No additional comments have been provided since the preliminary plan review.

Planned Unit Development Standards for Approval

As you are aware, Section 12.08 – Standards for Approval of the Allendale Charter Township Zoning Ordinance (ACTZO) provides your standards of review when deliberating regarding a Planned Unit Development site plan application. In that regard, below is copy of said Standards for Approval as well as our response to each in italic font, in an effort to assist you with your review of the request.

Section 12.08 STANDARDS FOR APPROVAL

A PUD shall be approved only if it complies with each of the following standards as applicable.

- A. The PUD complies with all qualifying conditions of this PUD ordinance.

Section 12.03 of the ACTZO provides for two (2) qualifying conditions: Minimum Size and Common Ownership. The minimum size required for a PUD is three (3) acres unless the Board of Trustees approves a lesser acreage by finding the proposed project satisfies one or more standards. Given that the existing property exceeds three (3) acres in area, it appears that this condition has been met.

In regards to the qualifying condition concerning Common Ownership and given that the property within the PUD is under common ownership, it appears that this condition has been met. As a result, this overall standard appears to be met.

- B. The uses to be conducted within the PUD are substantially consistent with the Allendale Charter Township Master Plan OR based on the design of the PUD and the conditions imposed, the proposed uses are appropriate for the proposed location and are not likely to affect the recommendations of the Master Plan for the larger area where the PUD is to be located.

The subject property is master planned within the Medium Density Residential classification, which is consistent with the R-3 Low Density Multiple Family Residential Zoning District. Coupled with the consistency relative to the Allendale Charter Township Master Plan, as a result of your preliminary plan review findings, the design of the PUD seems appropriate. Given the aforementioned, it appears that this standard has been met.

- C. The PUD is compatible with surrounding uses of property and the natural environment.

As you are aware, single-family dwellings are adjacent to the proposed development. In addition, the proposed development appears to be compatible with the natural environment. Pending your review of our observations and findings, as well as comments received at the public hearing, we anticipate that this standard will be met.

- D. The PUD will not result in significant adverse effects upon nearby or adjacent lands, and will not significantly change the essential character of the surrounding area.

Given the aforementioned surrounding single-family uses and pending comments received at the public hearing, we anticipate that this standard will be met.

- E. The proposed development is consistent with the spirit of the PUD District, as described in this Article and represents an opportunity for improved or innovative development for the community that could not be achieved through conventional zoning.

Pending your review of our observations and findings, it appears that this standard may be met. Nonetheless, in order to find that the proposed development meets this standard, additional revisions to the plans or conditions may be appropriate.

- F. The PUD preserves and maintains mature woodlands, fields, pastures, meadows and creates sufficient buffer areas to minimize conflicts between residential and agricultural uses.

Even though the site is heavily wooded, the applicant noted within their submission that “it is possible that no trees will be able to be saved.” In an effort to preserve some amount of trees, although with a very narrow 15 to 25 feet in width, the applicant proposes a “Tree Preservation Buffer” and “No Disturb Area.” The Planning Commission may wish to further investigate this portion of the proposed in order to find this standard as met.

- G. The individual lots, buildings, roadways, and open space areas within the PUD are designed to minimize the alteration of environmental site features.

Given the proposed excavation of a pond, it appears that the open space areas within the PUD will significantly alter the environmental features of the site. That said, if the proposed pond is a preferred means of open space, the existing environmental site features must be altered to accommodate the related attribute. As a result, it appears that this standard may be met.

- H. The PUD can be adequately served by public utilities such as police and fire protection or public or on-site community water or sanitary sewer.

Given that all relevant Township Departments did not express any concerns in these regards, and given that public sanitary sewer and public water is proposed within the project, it appears that this standard has been met.

- I. If the PUD is to be completed in phases, the PUD shall be designed so that each phase is complete in and of itself, in terms of services, facilities and open spaces, and so that each phase contains all the features necessary to insure the protection of natural resources and the health, safety and welfare of the users of the PUD and the occupants of the surrounding area.

We have not received any concerns from Township Departments regarding the phasing order. In addition, the open space will be constructed/excavated in Phase 1 of the project, which allows the phase to be complete in and of itself. As a result, it appears that this standard has been met.

Standards of Review

Site Plan Review Standards

In addition to your PUD standards provided by Section 12.08 of the ACTZO, as you are aware, Section 24.06 – Standards for Approval of the ACTZO provides your standards of review when deliberating regarding a site plan application. In that regard, below, in part, is copy of said Standards for Approval as well as our response to each in italic font, in an effort to assist you with your review of the request. As you are further aware, each standard is very lengthy and provides guidance and authority to the Planning Commission. Rather than providing the entirety

of each standard within this memorandum, we have included the subtitle and our comments in regards to our review of the provision. If you require the entirety of any standard, please let us know and we will provide it to you.

Section 24.06 STANDARDS FOR APPROVAL

Prior to approving a site plan, the Planning Commission shall require that the following standards and requirements be satisfied. If these standards and all other requirements of applicable Township ordinances are met, the site plan shall be approved.

A. General Access Requirements

Given that this standard is typically applied to commercial and industrial uses, it appears that this standard has been met or does not apply.

B. Environmental Considerations

No significant environmental considerations exist on site. As a result, it appears that this standard has been met.

C. Sidewalks and Pedestrian Circulation

As aforementioned, the applicant is only proposing one sidewalk of six feet in width on one side of the streets. This sidewalk is contrary to your preliminary plan direction. As a result, it appears that this standard has not been met.

D. Landscaping and Buffering

The site plan is required to provide reasonable visual and sound privacy for adjacent dwelling units and those within the site. As aforementioned, the applicant included a "Tree Preservation Buffer" or "No Disturb Area" along most of the perimeter of the site, adjacent to existing dwellings. Unless additional public comment is received to compel the Planning Commission to require further landscaping and buffering, and the Planning Commission is satisfied with the proposed widths of each area, it appears that this standard has been met.

E. Lighting

As provided within the submission materials, the applicant contends that the proposed streetlights are subject to illumination levels set by Consumer's Energy. If correct, it appears this standard has been met.

F. Utility Service

All utilities are proposed to be installed underground. As a result, it appears that this standard has been met.

G. Outdoor Features

The applicant does not propose any exposed storage areas, fuel tanks, outdoor equipment, roof top equipment, or any other outside storage of materials. Given this, it appears that this standard has been met.

H. Waste Disposal Facilities

Given the development is a typical single-family residential use, no dumpster is proposed. As a result, it appears that this standard has been met.

- I. The location and dimensions of all existing and proposed structures on the subject property

The applicant has provided the location and dimensions of all existing and proposed structures on the subject property. Given this, it appears this standard has been met.

- J. Building Appearance

Given that the Planning Commission historically has excluded residential developments from this provision, it appears that this standard does not apply.

- K. Site plans shall conform to all applicable requirements of County, State and Federal statutes and approval may be conditioned on the applicant receiving necessary County, State and Federal permits before final site plan or an occupancy permit is granted

It is appropriate for the Planning Commission to condition any approval on the receipt of required permits, where applicable, from the Michigan Department of Environment, Great Lakes, and Energy, the Ottawa County Road Commission, and the Ottawa County Water Resources Commissioner. Following, it appears that this standard has been met.

- L. Traffic Impact Study

As aforementioned, the applicant provided a traffic impact study, which concluded that the existing roadway network can accommodate the proposed use. As a result, it appears this standard has been met.

Zoning Map Amendment and Resolution

Additionally pursuant to Article 12 – Planned Unit Development District of the ACTZO, attached is the proposed Zoning Map Amendment Ordinance to rezone the subject property to the PUD District, as well as a draft resolution of approval (or denial) for your review and consideration.

Public Hearing

A public hearing has been scheduled at your October 18, 2021 meeting for the Zoning Map Amendment Ordinance and Final PUD Site Plan.

Planning Commission Considerations

As the Planning Commission deliberates regarding this application, we believe the following warrant your consideration. They are listed in no particular order:

- Location of sidewalk(s)
- Street lighting illumination areas
- Open space
 - Proposed access to the pond
 - Tree Preservation Buffer and No Disturb Area within the lots
- Requested deviations from the front yard setback, side yard setback, and lot width requirements of the R-3 Zoning District
- Whether the proposed density is appropriate
- PUD Standards provided in Section 12.08, with particular regard to subsection F related to mature woodlands/trees

- Site Plan Review Standards provided in Section 24.06
- Public comment
- The content of the proposed resolution
 - A condition that the appropriate maintenance document for the Dedicated Open Space is reviewed and approved by the Township Legal Counsel, and properly executed
 - A condition that appropriate State or local agency permits are obtained prior to construction

In the instance the Planning Commission is satisfied with the proposed site plan and along with any conditions, the Planning Commission shall provide a recommendation to the Allendale Charter Township Board of Trustees, which shall include the prepared resolution, modified accordingly, if necessary.

As aforementioned, the application has been scheduled for public hearing at your October 18, 2021 meeting. We expect the applicant to be in attendance. If you have any questions, please let us know.

GLR
Planner

Attachments

cc: Adam Elenbaas, Supervisor
Brian Papke, Eastbrook Homes

CHARTER TOWNSHIP OF ALLENDALE
COUNTY OF OTTAWA
STATE OF MICHIGAN

RESOLUTION # _____

At a regular meeting of the Board of Trustees of the Charter Township of Allendale, Ottawa County, Michigan, held at the Allendale Charter Township Hall located at 6676 Lake Michigan Drive, Allendale Charter Township, Ottawa County, Michigan, on the _____ day of _____, 2021 at 7:00 p.m. local time.

PRESENT: _____

ABSENT: _____

It was moved by member _____ and supported by member _____ that the following Resolution be adopted.

WHEREAS, Signature Land Development Corporation (the "Applicant"), a Michigan corporation company, whose address is 1188 East Paris Avenue, SE, Suite 100, Grand Rapids, MI, 49546, applied to Allendale Charter Township (the "Township") for Planned Unit Development approval pursuant to Article 12 of the Allendale Charter Township Zoning Ordinance (the "Zoning Ordinance") to establish ninety-nine (99) single-family lots as well as open space, public roads, sidewalk, and the like, as shown in the site plan submission titled 6138 Lake Michigan Drive and 6138 Lake Michigan Dr. Final PUD, prepared by Nederveld, Incorporated, dated September 27, 2021 (the "Development"), which includes;

1. A two (2) page Site Plan Review Application with a submission date of 01/21/2021;
2. An undated three (3) page letter regarding "6138 Lake Michigan Drive. Review comment responses from letter dated 8.25.2021," submitted by Brian D. Papke;

3. 6138 Lake Michigan Drive Final PUD Rezone Submittal, prepared by Nederveld, also including;
 - a. A Project Overview and Zoning Summary Page;
 - b. A Design Intent page;
 - c. Three (3) pages of A Narrative Statement;
 - d. A Zoning Regulation Modifications page;
 - e. A 6138 Lake Michigan Drive Illustrative Site Plan Rendering, project number 18201950, dated September 2, 2021;
 - f. 6138 Lake Michigan Dr. Final PUD, Existing Conditions Plan, Sheet C-200, dated 2021.09.27;
 - g. 6138 Lake Michigan Dr. Final PUD, Site Layout Plan, Sheet C-201, dated 2021.09.27;
 - h. 6138 Lake Michigan Dr. Final PUD, Site Layout Plan, Sheet C-201B, dated 2021.09.27;
 - i. 6138 Lake Michigan Dr. Final PUD, Grading and Utilities Plan, Sheet C-300, dated 2021.09.27;
 - j. 6138 Lake Michigan Dr. Final PUD, Site Layout Plan, Sheet L-200, dated 2021.09.27;
4. Declaration of Restrictive Covenants for Open Space 6138 Lake Michigan Drive (3 pages);
5. Traffic Impact Study – 6138 Lake Michigan Dr PUD, dated September 2021, prepared by Progressive AE; and

WHEREAS, before providing a recommendation to approve the Development, it is necessary that the Planning Commission hold a public hearing on the proposed Final Planned Unit Development Site Plan and give notice as required by Michigan Act 110 of 2006, as amended; and

WHEREAS, proper notice of the public hearing on the Final Planned Unit Development Site Plan having been given as is required by Michigan Act 110 of 2006, as amended, as is evidenced by the Affidavits of Publication and Mailing on file in the office of the Township Clerk and the public hearing having been held on October 18, 2021; and

WHEREAS, the Township Planning Commission found that the Development complies with the objectives of Section 12.01 of the Zoning Ordinance, the standards of Section 12.08 of the Zoning Ordinance, and the standards of Section 24.06 of the Zoning Ordinance and;

WHEREAS, before taking any action to approve or deny a request for approval of the Development, it is necessary that the Board of Trustees hold a public hearing on the proposed Final Planned Unit Development Site Plan and give notice as required by Michigan Act 110 of 2006, as amended; and

WHEREAS, proper notice of the public hearing on the Final Planned Unit Development Site Plan having been given as is required by Michigan Act 110 of 2006, as amended, as is evidenced by the Affidavits of Publication and Mailing on file in the office of the Township Clerk and the public hearing having been held on _____, 2021; and

WHEREAS, pursuant to Article 12 of the Zoning Ordinance, the Township Board of Trustees desires to approve the Development.

NOW, THEREFORE, BE IT RESOLVED THAT THE DEVELOPMENT IS APPROVED WITH THE FOLLOWING CONDITIONS:

1. The appropriate maintenance agreement for the dedicated open space is approved by the Township Legal Counsel and properly executed.
2. All required State and local agency permits are obtained prior to construction of the Development.
3. [INSERT CONDITION]
4. [INSERT CONDITION]
5. These conditions shall be binding on the Applicant and all successor owners or parties in interest in the Development, or any portion of the Development.
6. Any violation of these conditions shall constitute a violation of the Zoning Ordinance and, in addition to the remedies provided therein, shall be cause for the Township Board to suspend or revoke any zoning or building permit applicable to the Development.

YEAS: _____

NAYS: _____

RESOLUTION DECLARED _____.

Jody Hansen, Clerk
Allendale Charter Township
Board of Trustees

ORDINANCE NO. _____

ZONING MAP AMENDMENT ORDINANCE

AN ORDINANCE TO AMEND THE ALLENDALE CHARTER TOWNSHIP
ZONING ORDINANCE BY REZONING CERTAIN LAND TO THE PUD
PLANNED UNIT DEVELOPMENT ZONING DISTRICT.

THE CHARTER TOWNSHIP OF ALLENDALE, COUNTY OF OTTAWA, AND STATE OF MICHIGAN,
ORDAINS:

Section 1. Amendment. The Zoning Ordinance and Map of the Charter Township of Allendale, Ottawa County, Michigan, the map being incorporated by reference in the Zoning Ordinance for the Charter Township of Allendale pursuant to Article 4, shall be amended so the following land shall be rezoned to the PUD Planned Unit Development Zoning District. The land is in the Charter Township of Allendale, Ottawa County, Michigan, and are described as follows:

Part of the East 1/2 of the Northwest 1/4 of Section 26, Town 7 North, Range 14 West, Allendale Township, Ottawa County, Michigan commencing S00°52'E 1208.38 feet from the North 1/4 corner; thence S00°52'E 66.00 feet; thence N89°01'05"W 200.00 feet; thence S00°52'E 76.16 feet to point of beginning of this parcel; thence S00°52'E 282.00 feet; thence S89°08'W 17.00 feet; thence S00°52'E 300.00 feet; thence N89°08'E 217.00 feet to the North and South 1/4 line; thence S00°52'E 100.00 feet; thence S89°08'W 217.00 feet; thence S00°52'E 296.04 feet; thence N89°39'58"W 182.95 feet; thence S00°52'E 300.00 feet; thence N89°39'58"W 914.66 feet; thence N01°02'13"W 1272.00 feet along the West line of the East 1/2 of the Northwest 1/4; thence S90°00'00"E 1117.56 feet to the point of beginning. 70-09-26-100-071 PT

Section 2. Effective Date. This amendment to the Allendale Charter Township Zoning Ordinance was approved and adopted by the Township Board of Allendale Charter Township, Ottawa County, Michigan on _____, 2021, after a public hearing as required pursuant to Michigan Act 110 of 2006, as amended; after introduction and a first reading on _____, 2021, and after posting and publication following such first reading as required by Michigan Act 359 of 1947, as amended. This Ordinance shall be effective on _____, 2021, which date is the eighth day after publication of a Notice of Adoption and Posting of the Zoning Map Amendment Ordinance in the _____ as required by Section 401 of Act 110, as amended. However, this effective date shall be extended as necessary to comply with the requirements of Section 402 of Act 110, as amended.

Adam Elenbaas
Township Supervisor

Jody Hansen
Township Clerk



GE Evolve™
LED Post Top
Town & Country™ (EPTT)



current
powered by GE



Preliminary Draft - Content Subject to Change

Product Features

The Evolve™ LED Town & Country™ Post Top offers energy efficiency and quality of light in a classic look and style. The advanced LED optical system provides improved horizontal and vertical uniformity, reduced glare and improved lighting control. GE's unique optical technology effectively aims the light where you need it, while eliminating the unsightly shadow circles commonly seen under other LED post top fixtures.

The Town & Country post top can yield up to a 60-percent reduction in system energy compared with standard HID systems, depending on applications. This reliable system operates well in cold temperatures and offers more than 20 years of service life to reduce maintenance frequency and expense, based on a 100,000 hour life and 12 hours of operation per day. Containing no mercury or lead, this environmentally responsible product is RoHS compliant.

Applications

- Roadway, site, area, and general lighting utilizing advanced LED optical system providing high uniformity, excellent vertical illuminance, reduced offsite visibility, and reduced on-site glare.

Housing

- Die-cast aluminum housing.
- Traditional lantern design incorporates the heat sink in the unit ensuring maximum heat transfer and long LED life.
- Meets 1.5 G vibration per ANSI C136.31-2010 (3G preferred)
- Cupola compatible with C136.10 PE's and Shorting Caps and LightGrid 2.0 node.



LED & Optical Assembly

- Structured LED array for optimized Roadway/walkway photometric and distribution.
- Evolve light engine consisting of directional reflectors designed to optimize application efficiency and minimize glare.
- Utilizes high brightness LEDs, 70 CRI at 3000K and 4000K typical.
- LM-79 tests and reports are performed in accordance with IESNA standards.

Lumen Maintenance

- L70 @ 100,000h at Ta = 25 °C
- L90 @ 36,000h at Ta=25 °C (if DLC premium achieved)
- Add LAFT Table per 757 Tempco of Flux/Watts.

Ratings

- /  Listed, suitable for wet locations per UL 1598
- IP65 Optical enclosure per ANSI C136.25-2009
- Temperature rated -40° to +40°C (+50°C Preferred)
- DLC Standard (Premium preferred)
- Complies with the material restrictions of RoHS
- IDA FSA Approved (3000K Only)
- IK07 (IK08 with PC Globe)

Mounting

- Post top mounting 3-inch (76mm) OD held in place with three black squarehead set screws.

Finish

- Corrosion resistant polyester powder painted, minimum 2.0 mil. thickness.
- Standard colors: Black & Dark Bronze.
- RAL & custom colors available.

Electrical

- 120-277 volt.
- System power factor is $\geq 90\%$ and THD $\leq 20\%$.*
- Class "A" sound rating.
- Surge protection per IEEE/ANSI C136.2-2015:
 - Standard: 6KV/3kA "Basic: (120 Strikes)"
 - Optional: 10KV/5kA "Enhanced: (40 Strikes)"
- Supports LightGrid 2.0 via 7-Pin C136.41 socket
- EMI: Title 47 CFR Part 15 Class A.
- Backwards compatible with C136.10 PE's and Shorting Caps.
- Photo Electric Sensors (PE) available.

* System power factor and THD is tested and specified at 120V input and maximum load conditions.

Warranty

- 5 Year Standard
- 10 Year Optional

Additional Section

- House Side Shield – 0% T
- House Side Shield – 50% T



Ordering Number Logic

Town & Country Post Top (EPTT)

E P T T **01** **0** **--** **--** **--** **--** **--** **P** **--** **--** **--**

FAMILY	GENERATION	VOLTAGE	LUMEN OUTPUT	DIST. CODE	REFRACTOR	LED COLOR TEMP	PE FUNCTION	MOUNTING ARM	COLOR	OPTIONS
E = Evolve P = Post Top T = Town & Country T = Traditional	01 = 1st Gen	0 = 120-277		A = Symmetric B = Asymmetric C = Symmetric HO D = Asymmetric HO	A = Acrylic P = Polycarbonate N = None	30 = 3000K 40 = 4000K 50 = 5000K	A = ANSI C136.41 7-pin dimming PE Socket D = ANSI C136.41 7-pin dimming PE Socket w/Shorting Cap E = ANSI C136.41 7-pin dimming PE Socket w/non-dimming PE # Order Dimming/Control PE as a separate item.	P = Pole Mounted	DKBZ = Dark Bronze BLCK = Black	L = Latch Canopy P = Prewire with 6 Ft of 14/3 cable R = Secondary 10kV/5kA Surge Protection XXX = Special Options U = Dali Programmable* *Compatible with LightGrid 2.0 nodes

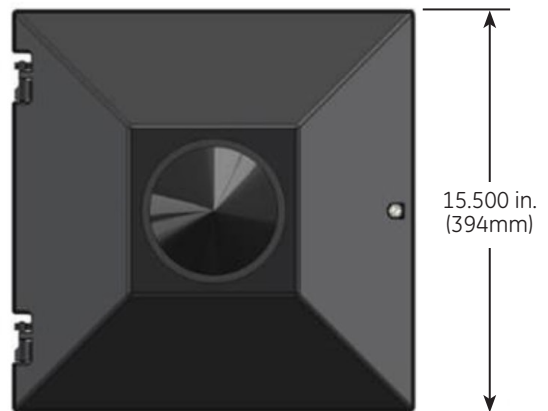
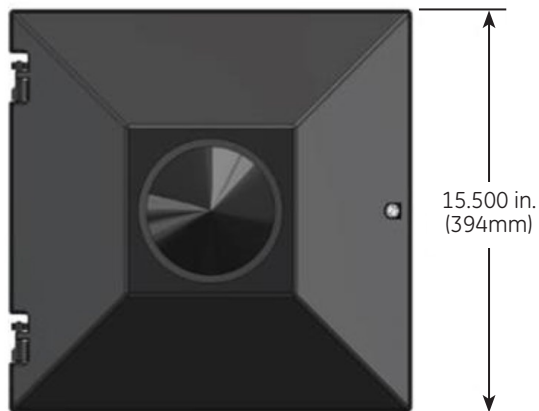
LUMEN CODE	DISTRIBUTION CODE	DESCRIPTION	REFRACTOR CODE	TYPICAL INITIAL LUMENS		TYPICAL INITIAL LPW		IES FILE NAME				
				3000K	4000K/5000K	120-277V	3000K	4000K/5000K	3000K	4000K	5000K	
03	A	Symmetric	A	2,716	2,800	30	90	93	EPTT01_03AA30_IES	EPTT01_03AA40_IES	EPTT01_03AA50_IES	
04	A	Symmetric	A	3,977	4,100	44	90	93	EPTT01_04AA30_IES	EPTT01_04AA40_IES	EPTT01_04AA50_IES	
05	A	Symmetric	A	5,063	5,220	56	90	93	EPTT01_05AA30_IES	EPTT01_05AA40_IES	EPTT01_05AA50_IES	
06	C	Symmetric HO	A	5,335	5,500	56	95	98	EPTT01_06CA30_IES	EPTT01_06CA40_IES	EPTT01_06CA50_IES	
03	B	Asymmetric	A	2,716	2,800	30	90	93	EPTT01_03BA30_IES	EPTT01_03BA40_IES	EPTT01_03BA50_IES	
04	B	Asymmetric	A	3,977	4,100	44	90	93	EPTT01_04BA30_IES	EPTT01_04BA40_IES	EPTT01_04BA50_IES	
05	B	Asymmetric	A	5,063	5,220	56	90	93	EPTT01_05BA30_IES	EPTT01_05BA40_IES	EPTT01_05BA50_IES	
06	D	Asymmetric HO	A	5,335	5,500	56	95	98	EPTT01_06DA30_IES	EPTT01_06DA40_IES	EPTT01_06DA50_IES	
03	A	Symmetric	P	2,607	2,688	30	87	90	EPTT01_03AP30_IES	EPTT01_03CA40_IES	EPTT01_03CA50_IES	
04	A	Symmetric	P	3,818	3,936	44	87	89	EPTT01_04AP30_IES	EPTT01_04AP40_IES	EPTT01_04AP50_IES	
05	A	Symmetric	P	4,861	5,011	56	87	89	EPTT01_05AP30_IES	EPTT01_05AP40_IES	EPTT01_05AP50_IES	
06	C	Symmetric HO	P	5,122	5,280	56	91	94	EPTT01_06CA30_IES	EPTT01_06CA40_IES	EPTT01_06CA50_IES	
03	B	Asymmetric	P	2,607	2,688	30	87	90	EPTT01_03BP30_IES	EPTT01_03BP40_IES	EPTT01_03BP50_IES	
04	B	Asymmetric	P	3,818	3,936	44	87	89	EPTT01_04BP30_IES	EPTT01_04BP40_IES	EPTT01_04BP50_IES	
05	B	Asymmetric	P	4,861	5,011	56	87	89	EPTT01_05BP30_IES	EPTT01_05BP40_IES	EPTT01_05BP50_IES	
06	D	Asymmetric HO	P	5,122	5,280	56	91	94	EPTT01_06DP30_IES	EPTT01_06DP40_IES	EPTT01_06DP50_IES	
03	A	Symmetric	N	2,850	2,940	30	95	98	EPTT01_03AN30_IES	EPTT01_03AN40_IES	EPTT01_03AN50_IES	
04	A	Symmetric	N	4,180	4,312	44	95	98	EPTT01_04AN30_IES	EPTT01_04AN40_IES	EPTT01_04AN50_IES	
05	A	Symmetric	N	5,320	5,488	56	95	98	EPTT01_05AN30_IES	EPTT01_05AN40_IES	EPTT01_05AN50_IES	
06	C	Symmetric HO	N	5,600	5,768	56	100	103	EPTT01_06CN30_IES	EPTT01_06CN40_IES	EPTT01_06CN50_IES	
03	B	Asymmetric	N	2,850	2,940	30	95	98	EPTT01_03BN30_IES	EPTT01_03BN40_IES	EPTT01_03BN50_IES	
04	B	Asymmetric	N	4,180	4,312	44	95	98	EPTT01_04BN30_IES	EPTT01_04BN40_IES	EPTT01_04BN50_IES	
05	B	Asymmetric	N	5,320	5,488	56	95	98	EPTT01_05BN30_IES	EPTT01_05BN40_IES	EPTT01_05BN50_IES	
06	D	Asymmetric HO	N	5,600	5,768	56	100	103	EPTT01_06DN30_IES	EPTT01_06DN40_IES	EPTT01_06DN50_IES	

Not DLC Listed

Polycarbonate versions modeled at 0.96 of acrylic versions until otherwise confirmed or corrected

Product Dimensions

Town & Country Post Top (EPTT)



With Refractor



Open Bottom

DATA

- Approximate Net Weight: 10-16 lbs (5-7 kgs)
- Suggested Mounting Height: 10-18 ft. (3-5 M)
- Effective Projected Area: 1.6 sq ft. max (0.15 sq M max)

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Preliminary Draft - Content Subject to Change



Attn: Greg Ransford

Fresh Coast Planning

RE: 6138 Lake Michigan Drive. Review comment responses from letter dated 8.25.2021

Greg,

See our responses in **red** to the Comments you provided in your 8.25.2021 letter to us. Please let me know if you have any questions or need anything else from us.

Thanks.

Brian D. Papke

C: 616.648.0518

bpapke@eastbrookhomes.com

General Comments

- Spiral packet

- o The cover sheet is titled "Preliminary PUD Rezone Submittal" but should be the final plan. Please update. *Updated.*

- o Zoning Summary

- Where did the 7.26 units per acre come from? The Master Plan indicates that MDR could be a maximum of 6.7 units per acre.

Please clarify. *We kept the 7.26 / ac. as per email communication on August 25.*

- For your math shown, we suggest subtracting half of the pond to keep your calculations consistent with General Note #6 on Sheet C-201

We revised narrative to say this:

As proposed, the new neighborhood will provide 5.03 acres of open space (overall total). In a "by-right" zoning plan, there would be no requirement for open space. The proposed project provides both a substantial open space area and less lots than what would be allowed under a Master Plan zoning or "by-right" zoning scenario. Note that the PUD ordinance does allow for half the pond to be counted toward useable open space (50% of the pond is 2.45 acres). Even when accounting for only half the pond, there is still substantially more open space for the project than what is required by the PUD ordinance and what would be required by a "by-right" plan.

- Other Project Notes – Utilities to Site – We recommend including public water in this description to maintain consistency with the plans *Added.*

- Sheet C-201

- o Please update General Note #6 to MDR rather than MOD. *This has been updated.*

- o General Note #10 should be based on the township requirements *Added.*

- o General Note #11 – Please provide street light locations on the plan, specifications sheets, and areas of illumination. This was an important comment from the public during the preliminary plan review.

Added all of above. L200 plan shows this.

- Illustrative Site Plan Rendering sheet

- o Circle 3 – Please provide details how this will be achieved, especially at the water's edge

The note is deleted. We will make efforts to keep trees where we can, but not an official designation zone. It is possible that no trees will be able to be saved.

- Planning Commission Preliminary Plan Review

- o Sidewalks are required on both sides of the streets

We are proposing a single-sided 6' sidewalk on the outer loop. IF the Planning Commission is not amenable, we also are providing an option for 5' sidewalks on both sides.

We believe a single-sided, wider, sidewalk, provides our community with more lot-buying choices and a more usable sidewalk.

o Street lighting details as noted above *Noted.*

o We believe more open space is necessary. We find the additional open space (only access to the pond) underwhelming related to the direction of the Planning Commission. See Section 12.06E4 of the Allendale Charter Township Zoning Ordinance.

We understand that there is not requirement for our project to provide open space. However, we have added additional tree protection zones around other 3 sides of the property to provide for the feel of more open space and buffering to the neighboring properties. The existing 25' No Disturb Zone, that will remain, will especially have the effect of open space. We will provide the square footages of those areas for reference, along with the pond area (which we believe is an excellent and significant open space amenity for the community, overall.

- Do you have evidence of access to the Trader's Creek development (Timber Drive) *A*

s discussed in our call – there is enough precedence as to how we will connect without providing legal documentation at this time.

Article 12 – Planned Unit Developments

- Section 12.06E5 – Please provide an open space preservation and maintenance agreement (sample attached to email) *Will provide. Thanks for sending the example.*

Article 24 – Site Plan Review

- Section 24.04D

o 9 – Sheet C-201 was previously Existing Conditions and satisfied this requirement. Please return to the plans. *The Existing Conditions plan has been furnished as in previous submittals.*

- Section 24.05D

o 3 – Please provide (often, applicants use a snap shot of the zoning map) *Provided.*

o 5 – Please provide legal description of subject property *Provided.*

o 10 – Please provide the dimension of the sidewalk *Provided.*

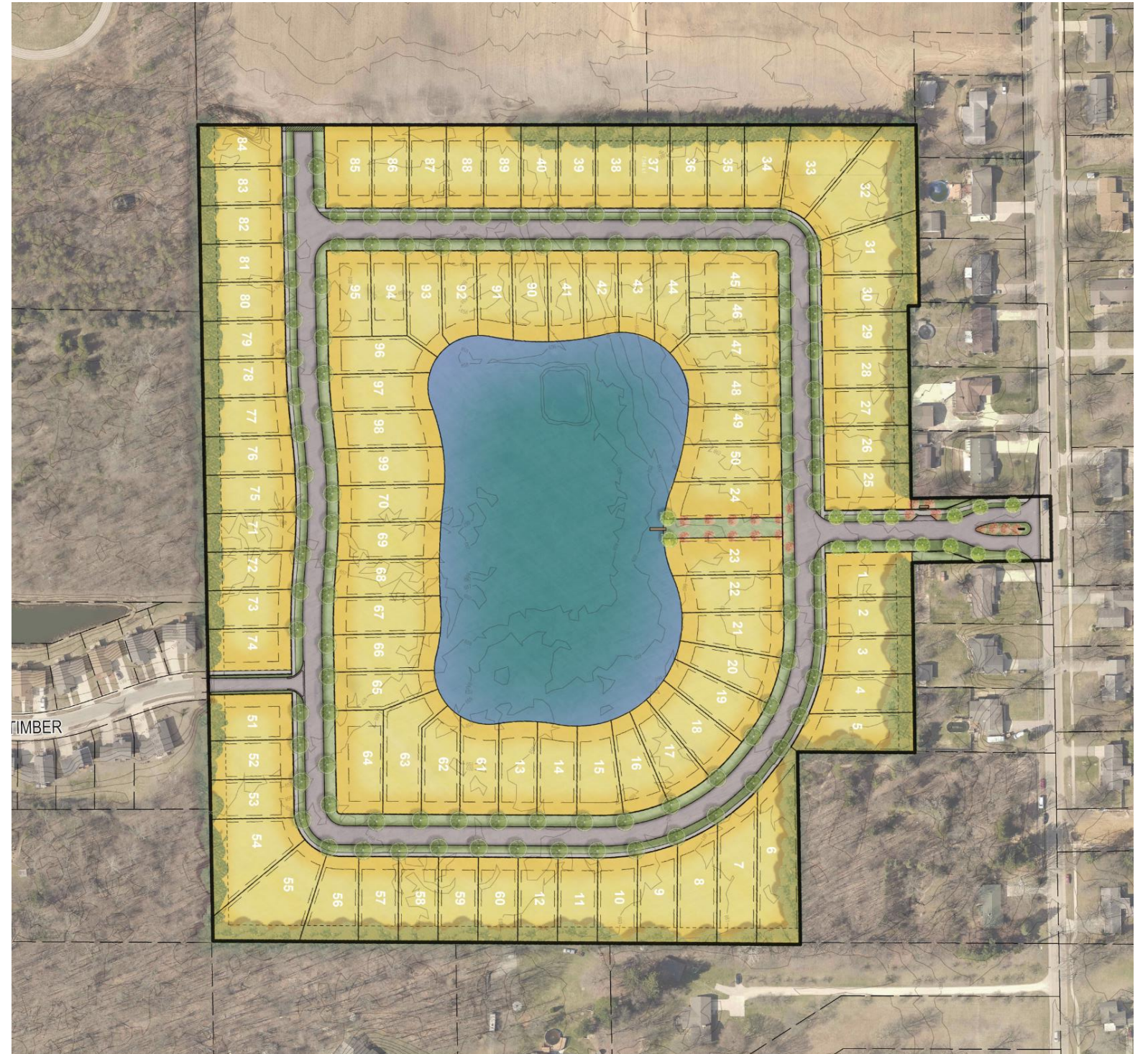
o 14 – Please provide proposed contours at 2 foot intervals *Provided.*

o 18 – Please identify phasing *Shown on the plan.*

o 21 – Please provide street lighting as noted above *Shown.*

6138 LAKE MICHIGAN DRIVE

FINAL PUD
REZONE SUBMITTAL
ALLENDALE, MICHIGAN



SUBMITTED ON BEHALF OF:



PREPARED BY:



PROJECT OVERVIEW

The intent of proposed 6138 Lake Michigan Drive Development is to create a dynamic, pedestrian-oriented neighborhood in Allendale Township that diversifies the housing options available in the community. The proposed project will consist of 99 single-family lots surrounding a new 4.9 acre pond. The proposed project comprises 31.5 acres of parcel 70-09-26-100-071, which is currently vacant.

ZONING SUMMARY

Currently the area of the proposed 6138 Lake Michigan Drive project is in the R-1 Low Density Residential Zoning District (see Current Zoning exhibit to the right). The 2013 Allendale Charter Township Master Plan indicates the area of the proposed 6138 Lake Michigan Drive PUD to have a future land use designation of Medium Density Residential (MDR) (see 2013 Allendale Township Future Land Use exhibit to the right). The Master Plan describes this land use category as supporting permitted uses compatible with current R-3 Low Density Multiple Family Residential District regulations (single-family dwellings and two-family dwellings).

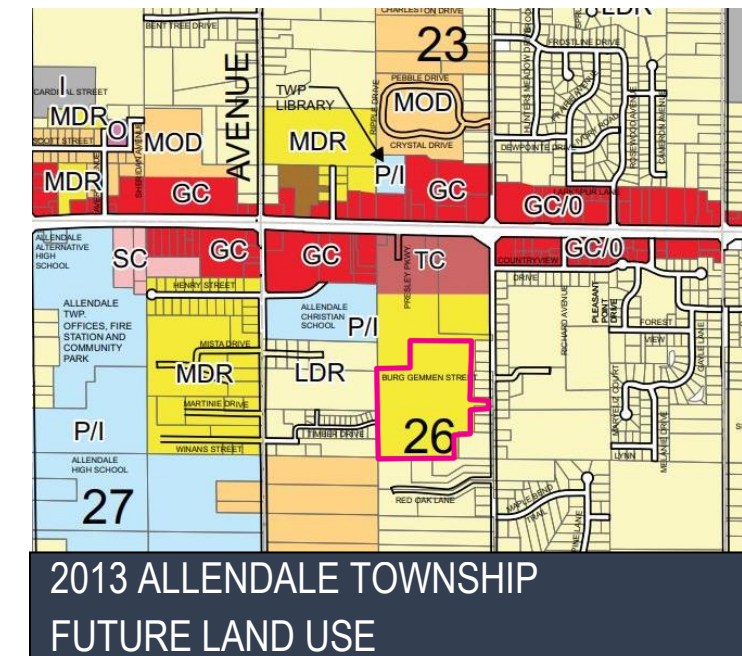
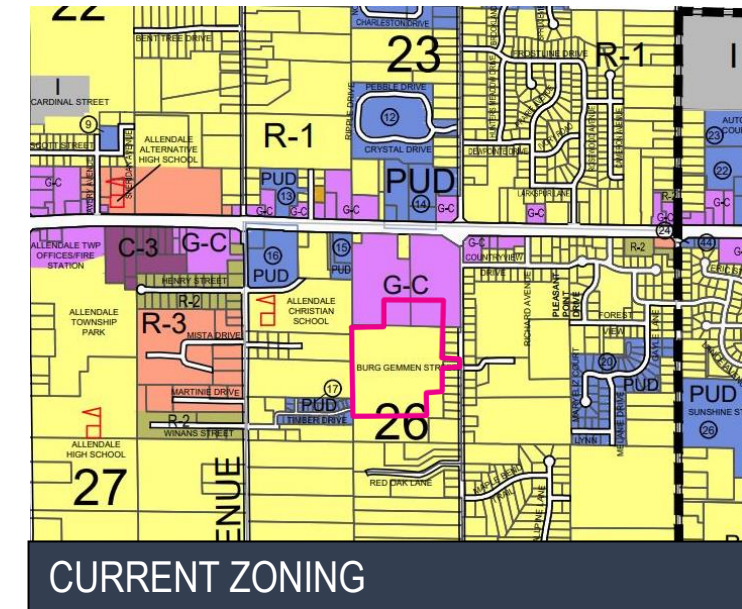
The MDR category provides opportunities for residential developments to be built with a variety of lot sizes and dwelling unit types. Single family dwellings would require a minimum lot size of 6500 sq. ft. with 65 feet of lot width. Two family dwellings would require 12,000 sq. ft. with 100 feet of lot width. Public water and sanitary sewer is required. The MDR lot size allows for a density of up to 7.26 units per acre. For comparison purposes, the next lower density classification in the Master Plan (Moderate Density Residential) allows for 4.35 units per acre. This would allow the following potential neighborhood sizes:

- MDR: 31.5 acres X 7.26 units per acre = 228 residential units
- MOD: 31.5 acres X 4.35 units per acre = 137 residential units

The proposed PUD, however, proposed only 99 units – which would be 3.1 units per acre – significantly less than what could be allowed using the Future Land Use designation for the property.

As proposed, the new neighborhood will provide 5.03 acres of open space (overall total). In a “by-right” zoning plan, there would be no requirement for open space. The proposed project provides both a substantial open space area and less lots than what would be allowed under a Master Plan zoning or “by-right” zoning scenario. Note that the PUD ordinance does allow for half the pond to be counted toward useable open space (50% of the pond is 2.45 acres). Even when accounting for only half the pond, there is still substantially more open space for the project than what is required by the PUD ordinance and what would be required by a “by-right” plan.

The proposed 6138 Lake Michigan Drive PUD offers a dynamic, community-focused housing development that satisfies the Township’s goals as described in the Master Plan. The proposed 6138 Lake Michigan Drive PUD is requesting a rezone from R1 to PUD to further realize the vision and intent of the 2013 Allendale Township Master Plan.



6138 LAKE MICHIGAN DRIVE

DESIGN INTENT

Proven design principals have been utilized throughout the proposed PUD at 6138 Lake Michigan Drive to create a walkable, safe, community-oriented development. The neighborhood is entered via a professionally landscaped road that helps set a welcoming, relaxing tone for the development. The road network has been designed as an intentionally connected “loop” that is intended to provide connectivity within the new neighborhood, encouraging interaction and sense of community.

Streets have been designed for functionality and to safely address the needs of all users of the streetspace. Streets will be built as public roads and will be maintained by the Ottawa County Road Commission. Street trees will line both sides of the roads, helping to calm traffic and helping to reinforce a sense of safety. Ample sidewalks throughout the proposed development allow residents to enjoy a stroll throughout the new community, walk their dog along treelined sidewalks, and make it easy to visit a neighbor.

The architecture of the proposed PUD stylishly blends traditional and modern forms. Housing styles will vary, yet be unified through a common design vernacular and use of materials that will give the proposed 6138 Lake Michigan Drive a distinctive sense of place. The coordination of exterior color palettes, sequencing of buildings and articulation, as well as use of high-quality, complementary materials will help to unify residences of all housing types throughout the development. This revised application is in conformance with all prior submittals, which does not show the 50% requirement of brick, block, or stone.



NARRATIVE STATEMENT [Section 12.07.B.c]

Objectives of the PUD

(1) Through proper planning and design, each Planned Unit Development should include features which further, and comply with, the following objectives.

A. To allow on the same site uses, structures, facilities, housing types and open space in a manner compatible with each other and with existing and planned uses on nearby properties.

The proposed 6138 Lake Michigan Drive PUD has been designed to not only accomplish the intent of Section 12.01 and further the goals of the Allendale Township Master Plan, but also to be consistent and compatible with existing development and future planned uses on nearby properties.

Housing within the proposed 6138 Lake Michigan Drive PUD have been arranged to thoughtfully address the existing surrounding uses as well as the potential future uses of adjacent lands. Conventional single-family housing is proposed throughout the new neighborhood as a contextually appropriate response to the adjacent single-family lots, which are situated both immediately east of the site and immediately west of the site. Open space is provided as a 4.9 acre pond, which will be directly accessible to at least 40 of the homesites. The proposed single-family houses to be built on these lots will be high-quality and of an architectural style compatible with the general character of the community (with higher selling prices), we understand that surrounding homeowners may be concerned with the visual impacts of the proposed homes. For this reason, a preservation easement will be placed along the eastern property line to diminish any impacts that may be perceived by neighbors.

B. To allow for development to achieve better utilization of property than is possible through strict application of standard zoning and subdivision controls.

According to the Allendale Township Zoning Ordinance, a PUD “is intended to allow substantial flexibility in planning and design...result[ing] in a development that is better planned, that contains more amenities, and ultimately a development that is more desirable to live in than one produced in accordance with typical zoning ordinance and subdivision controls”.

The proposed 6138 Lake Michigan Drive PUD successfully leverages this flexibility in planning and design to create a walkable neighborhood with a distinctive sense of place through its use of sidewalks, tree preservation areas, buffer areas to adjoining properties, and a large centrally located pond. Specific deviations from the Township Zoning Ordinance have been summarized in the provided Summary of Modifications.

C. To encourage property development and re-development that, to the greatest extent possible, preserves natural vegetation, respects natural topographic conditions, and does not adversely affect wetlands, flood plains, the natural drainage pattern, and other natural site features.

The site is wooded and generally flat with no significant natural topography. In general, the natural topographic conditions will be maintained throughout the site, with no significant topographical changes anticipated. There are no wetlands as listed in the National Wetland Inventory. While farming activities are occurring on the parent parcel and expanded agricultural use is anticipated in the near future (short term), significant stands of existing trees have been preserved to the extent possible, balancing the need to comply with the Township’s Master Plan of 4.35 to 7.26 units per acre and the desire to preserve existing trees. This is especially evident along the perimeter of the site, where a tree preservation buffer has been provided (approximately 3600 feet along the perimeter of the site). Additionally, trees will be preserved on the interior of the site where practical, and a substantial amount of new trees will be planted in yard areas and along the roads.

D. To promote the efficient use of property resulting in networks of utilities, streets and other infrastructure features that maximize the allocation of fiscal and natural resources.

The proposed 6138 Lake Michigan Drive PUD has been designed with efficient networks of utilities, streets and other infrastructure features that meet local and County standards (and will be subject to reviews and approvals by County agencies). These utilities have already been constructed to the site’s boundary in anticipation of fulfilling the wishes of the community as expressed in the Master Plan. Installation of the required utilities will be financed solely by the applicant, preserving the fiscal resources of the community for other endeavors.

6138 LAKE MICHIGAN DRIVE

E. To promote creativity in design and construction techniques.

The applicant has an established history of creating high-quality residential communities that effectively blend traditional and modern forms in their architecture and planning, giving a time-honored look and feel to their communities. Homes will vary in form yet be unified through a common design vernacular and use of materials that will give the proposed 6138 Lake Michigan Drive PUD a distinctive sense of place. Sample home styles and example home elevations that display the creativity, variety, and quality of craftsmanship have been furnished with the submittal package.

F. To provide for the regulation of legal property uses not otherwise authorized within this ordinance.

The recommendations set forth in the 2013 Allendale Charter Township Master Plan call for the area to be R3 (consistent with Medium Density Residential). While the permitted use within a R3 district calls for two-family dwellings, the 6138 Lake Michigan Drive PUD is proposing to permit uses of single-family dwellings.

G. To provide for single or mixed use developments that advance and are consistent with the goals and objectives of the Allendale Charter Township Master Plan.

“Building a sense of community” was one of the ten goals established for the Allendale community in the 2013 Allendale Township Master Plan. The goal is set to “create attractive, safe and convenient residential communities with a variety of housing types for all income levels, and suitable parks, utilities, sidewalks, and civic open space which can contribute to a sense of community.”

The proposed 6138 Lake Michigan Drive PUD provides a unique blend of housing options that undoubtedly build a sense of community by focusing houses within a well-connected road and sidewalk network, centered around a common and generous communal space (the pond), and preservation of wooded areas where practical.

H. To promote the principles of neo-traditional design which include smaller lots, shorter building setbacks, alleys, street trees, street lights, sidewalks, and civic open space and parks to create a sense of community and opportunities for interaction among neighbors.

Smaller lots with reduced front yard setbacks help to bring the homes closer to the street, helping to activate the public realm of the street corridor. Ample street trees and walkways reinforce the theme of a pedestrian-oriented streetspace and walkable community. The reduced front yard setbacks also help to create a more compact neighborhood, which allows for the provision of substantial buffering and tree preservation near adjoining properties.

(2) The relationship of the PUD to the Allendale Township Master Plan.

Currently the area of the proposed 6138 Lake Michigan Drive PUD is in the R-1 Low Density Residential Zoning District. The 2013 Allendale Charter Township Master Plan indicates the area of the proposed 6138 Lake Michigan Drive PUD to have a future land use designation of Medium Density Residential (MDR). The Master Plan describes this land use category as supporting permitted uses compatible with current R-3 Low Density Multiple Family Residential District regulations (one single-family dwellings on each lot and/or one two-family dwellings on each lot).

In the Goals and Strategies chapter of the 2013 Allendale Charter Township Master Plan the description of the goal, “Build a Sense of Community,” is as follows: “Create attractive, safe and convenient residential communities with a variety of housing types for all income levels, and suitable parks, utilities, sidewalks, and civic open space which can contribute to a sense of community.” The proposed 6138 Lake Michigan Drive PUD offers a dynamic, community-focused housing development that satisfies all these aspects described in the goal – *while taking into account the adjoining neighborhoods that “bookend” both the west side and the east side of the project.*

The proposed 6138 Lake Michigan Drive PUD is requesting a rezone from R1 to PUD to further realize the vision and intent of the 2013 Allendale Township Master Plan.

(3) Phases of development and approximate time frame for each phase.

Phasing is depicted on the PUD plan set.

The first phase is anticipated to begin construction in Spring 2022. The approximate timeframe for each phase is two years.

(4) Proposed/preliminary deed restrictions, covenant, or similar legal instruments to be used within the PUD.

A Homeowners’ Association (HOA) will be formed to ensure that the requirements of the PUD are followed. The HOA will also be responsible for maintaining open space areas, maintaining certain buildings withing the project, and maintaining streets and roads within the PUD.

The HOA will be formed via the Master Deed for the overall subdivision, and the Master Deed will also contain provisions for home upkeep, yard maintenance in areas where the homeowner is responsible for their lawn, restrictions on parking of large vehicles like RVs, and architectural modifications.

(5) Anticipated start and completion of construction.

The first phase is anticipated to begin construction in Spring 2022. The approximate timeframe for each phase is two years.

Other Project Notes

Fire Department Review

Based on Fire Department Review and code requirements, the project was limited initially to 100 lots. The current proposed plan depicts 99 lots. We will also be providing an ‘Emergency Access Only’ road with a 20’ wide gate on the west side of the property into the existing private road. That gate will have a ‘knox box.’

The project will be providing fire hydrants at a 500’ min. interval on the public street.

The design of the community also incorporates a stub road, with a future connection potential to the North.

Emergency Access to site

The proposed PUD / site design will provide improved emergency vehicle and personnel access to residents in the new project – as well as the existing subdivision to the west. To the west, we are providing an ‘Emergency-Only’ gate. To the Northwest, we are providing a location for a future connection to the future project there.

Utilities to Site

The amenity pond will provide stormwater retention for the site. Stormwater will also be captured via catch basins within the roadway. The entire site will be serviced by municipal sewer in compliance with Section 5.3.1 of the Subdivision Ordinance. Electric and gas utilities will be placed underground in compliance with Township standards.

Lighting

Street lighting will be provided as required by Consumers Energy or Township Ordinance.

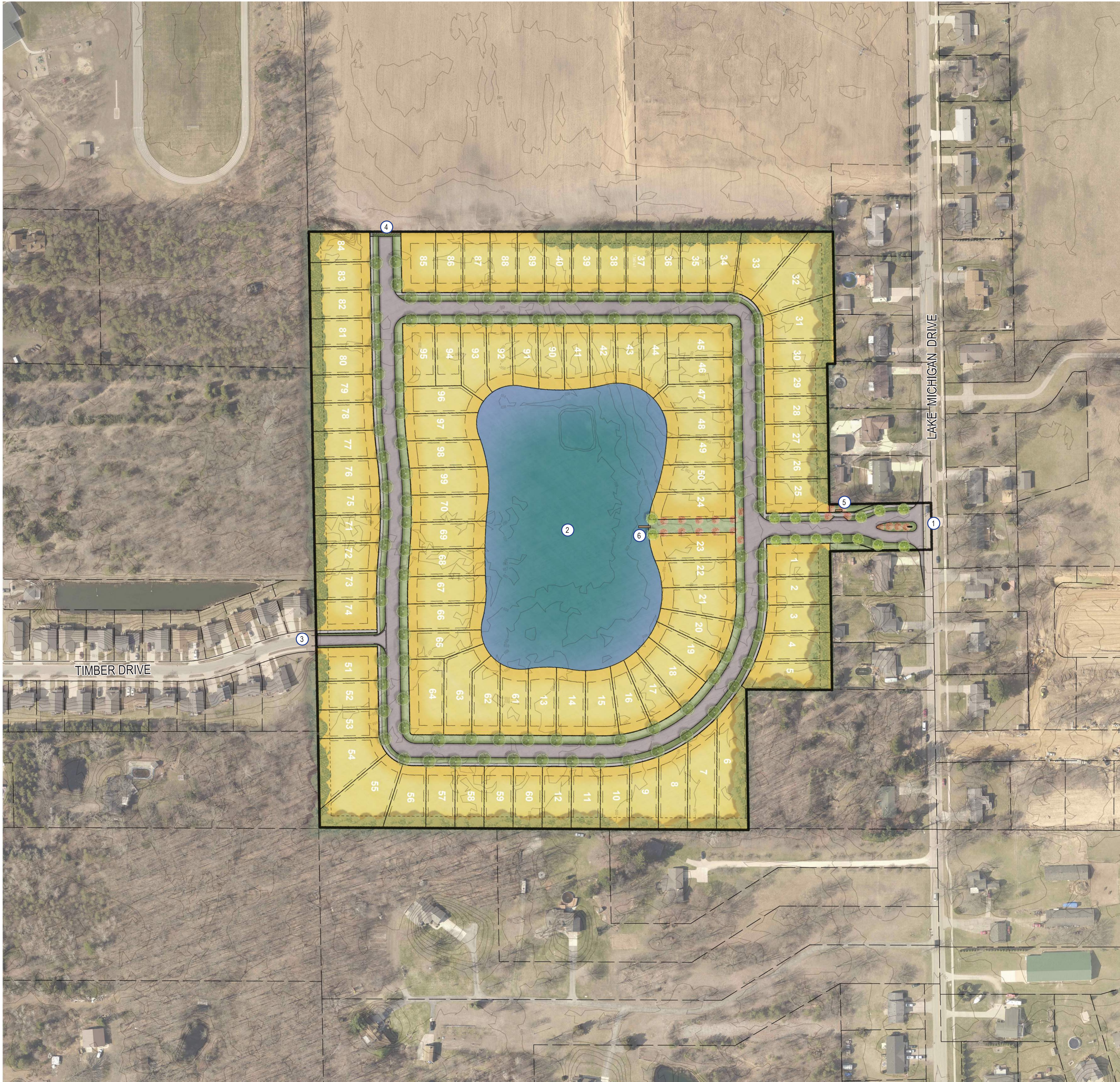
Mailboxes

Mailboxes will be provided near the entrance to the site. Final installation location subject to the approval of the Postal Service and the Ottawa County Road Commission.

ZONING REGULATION MODIFICATIONS

(6) All modifications from the zoning regulations which would otherwise be applicable to the uses and structures proposed in the absence of this PUD Article and rezoning.

	Existing R-1	Proposed PUD	Future Land Use – R3/MDR criteria	Proposed Deviation from R3/MDR
Front Yard	40 ft	20 ft	Single-Family Lots = 25 ft	25'-20' = <u>5' deviation</u>
Side Yard	10' min (combined total of 25'). 25' min. for side yards on side streets	5 ft. min. (combined total of 10') 20 ft min. for yards on street sides	Single-Family Lots = 6 ft. min (combined total of 16'). 25 ft min. for side yards on street sides	6' to 5' sideyard min. = <u>1' deviation</u> Combined total 16' to 10' = <u>6' deviation</u> 25' – 20' side yard on street sides = <u>5' deviation</u>
Rear yard	50' min.	25 ft	25'	No deviation
Lot Area and Width	100' width at setback, 15,000 s.f. min.	52 ft width at setback; 6,500 s.f. min.	65' lot width at setback, 6,500 s.f. min.	65' – 52' = <u>13' deviation</u> 6,500 s.f. – no deviation proposed.



LEGEND

- 1 SITE ENTRANCE
- 2 POND
- 3 EMERGENCY CONNECTION TO NEIGHBORING PROPERTY
- 4 FUTURE ROAD CONNECTION
- 5 COMMUNITY MAIL KIOSK
- 6 COMMUNITY WATER ACCESS FEATURE

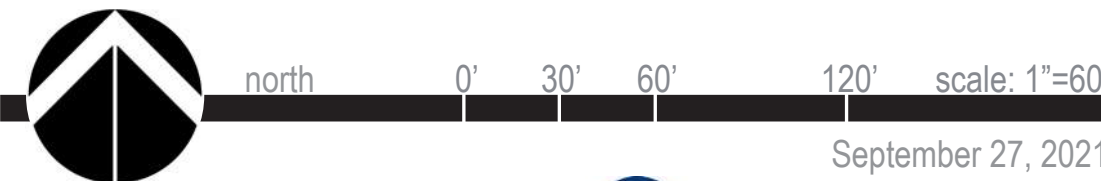
NOTES

Site Location:		6138 Lake Michigan Dr. Allendale, MI 49401
Net Site Area	=	31.5 ac.
Single Family Lots	=	99 lots

EXAMPLE COMMUNITY WATER ACCESS FEATURE



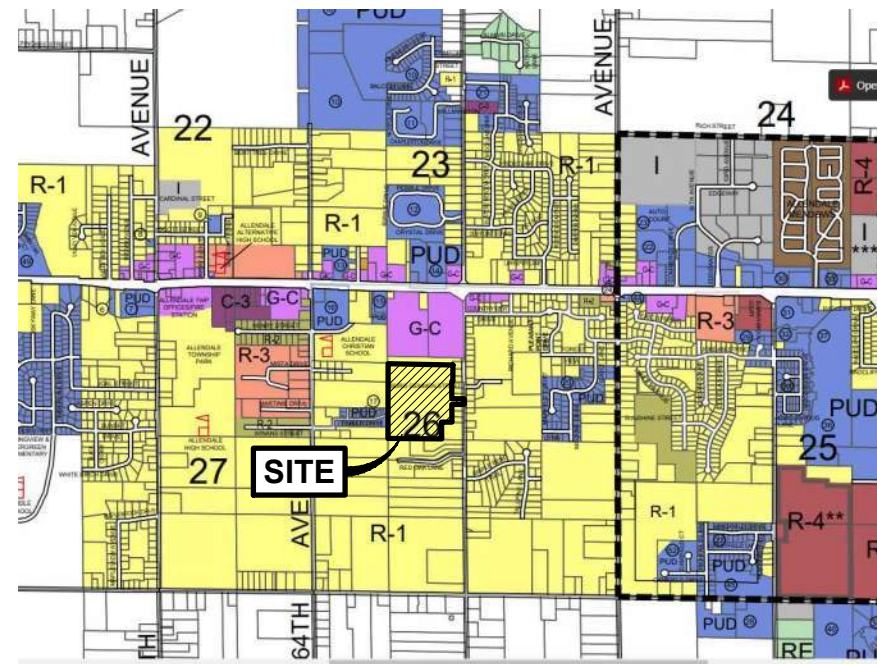
6138 LAKE MICHIGAN DRIVE
ILLUSTRATIVE SITE PLAN RENDERING
project number: 18201950



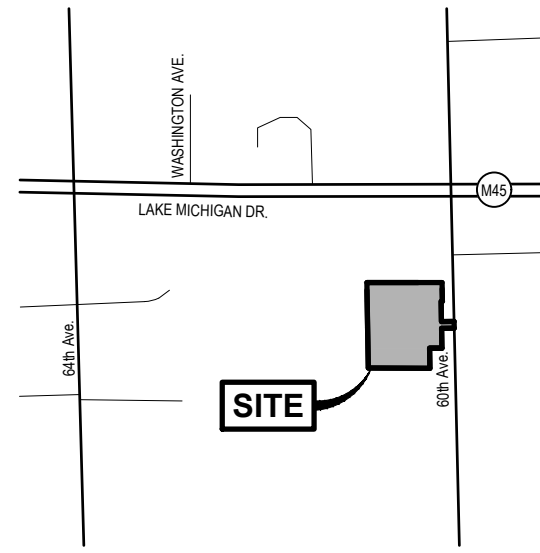
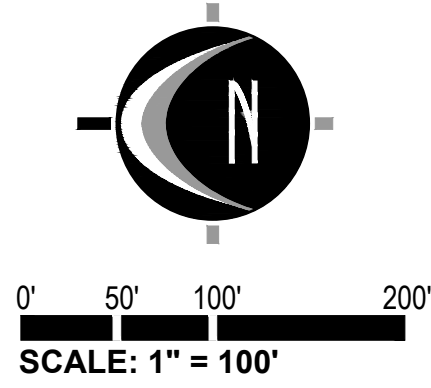
The land referred to in this instrument is located in the Township of Allendale, County of Ottawa, State of Michigan, and is described as follows:

Part of the East 1/2 of the Northwest 1/4 of Section 26, Town 7 North, Range 14 West, Allendale Township, Ottawa County, Michigan commencing S00°52'120R 38.14 feet to the North 1/4 corner; thence S00°52'26.60 feet to the North 1/4 corner; thence S00°52'35.89 feet to the North 1/4 corner; thence S89°08'17.00 feet to the North 1/4 corner; thence S89°08'E 217.00 feet to the North and South 1/4 line; thence S00°52'100.00 feet to the North 1/4 corner; thence S00°52'236.04 feet to the North 1/4 corner; thence S89°39'58"W 182.95 feet to the North 1/4 corner; thence N89°39'58"W 914.66 feet; thence N01°02'13"W 244.16 feet along the West line of the East 1/2 of the Northwest 1/4 of Section 26, Town 7 North, Range 14 West, Allendale Township, Ottawa County, Michigan to the North 1/4 corner; thence S00°52'39.39 feet to the North 1/4 corner; thence S89°54'55.15 feet to the North 1/4 corner; thence S00°52'814.63 feet; thence S89°01'52.61R 618.00 feet to the point of beginning. EXCEPT any part thereof which lies Northerly of a line 42.65 feet Southerly of and parallel to the construction centerline of Eastbound Highway M-45, said centerline being described as commencing at the North 1/4 corner of Section 26, Town 7 North, Range 14 West, Allendale Township, Ottawa County, Michigan; thence S0°18'03"E 47.77 feet along the North and South 1/4 line of said Section to a point on said construction centerline of

Eastbound Highway M-45 and the point of beginning; thence Westerly along the arc of a \$541.15 foot radius curve to the point 743.04 foot [chord bearing N88°52'56"W, chord distance 743.03 feet to the point of tangency of said curve; thence N88°29'30"W 656.17 feet to a point of ending; AND ALSO EXCEPT a strip of land 2.46 feet in width which lies Southerly and adjacent to the Southerly right-of-way line of Highway M-45 within the right-of-way line of the said Section 34; thence Northerly along the arc of a \$541.15 foot radius curve to the North, Range 14 West, Alleandale Township, Ottawa County, Michigan; thence S01°18'03"E 47.77 foot along the North and South 1/4 line of said Section to a point on said construction centerline of Eastbound Highway M-45; thence Westerly along the arc of a \$541.15 foot radius curve to the point 743.04 foot of said [chord bearing N88°52'56"W, chord distance 743.03 feet] to the point of tangency of said curve; thence N88°29'30"W 52.07 feet; thence S01°30'30"W 42.65 feet to a point on the Southerly right-of-way of Highway M-45 and the point of beginning; thence continuing S01°30'30"W 2.46 feet, thence S88°29'30"E 52.07 feet to the point of curvature of said curve; thence continuing S88°29'30"E 43.76 feet to the point of tangency of said curve; thence bearing S88°30'35"W, chord distance 43.76 feet, thence N01°27'45"E 2.46 feet to a point on said Southerly right-of-way line of Highway M-45; thence Westerly along the arc of a \$555.31 foot radius curve to the point 43.76 feet [chord bearing N88°30'35"W, chord distance 43.76 feet] to the tangent point of said curve; thence N88°29'30"W 52.07 feet to the point of beginning.

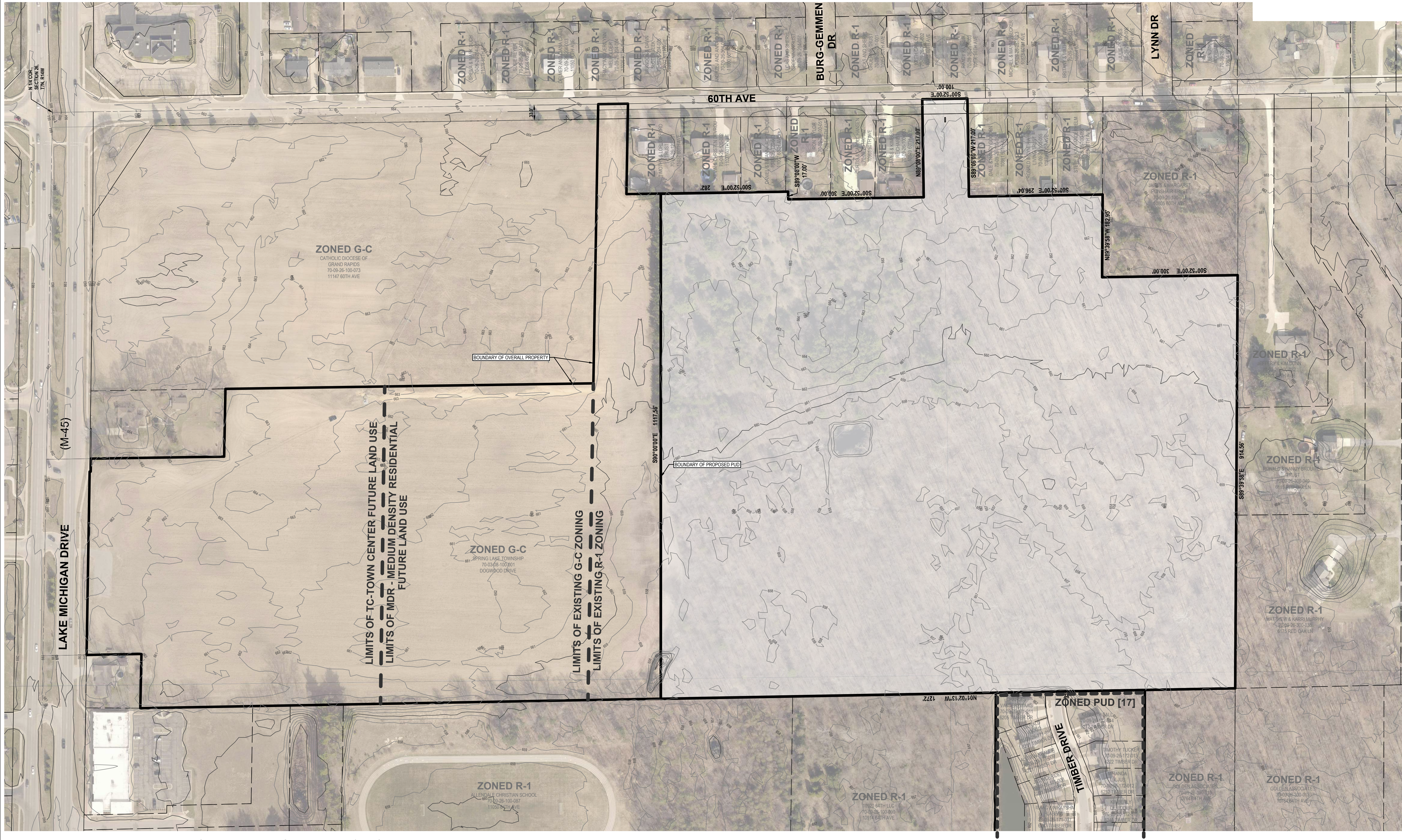


- | | | | |
|------|---|-----|--------------------------|
| AG | AGRICULTURAL AND RURAL | PUD | PLANNED UNIT DEVELOPMENT |
| RE | RURAL ESTATE | O | OFFICE |
| R-1 | LOW DENSITY ONE-FAMILY RESIDENTIAL | G-C | GENERAL COMMERCIAL |
| R-2 | MEDIUM DENSITY ONE- AND TWO-FAMILY RESIDENTIAL | S | SERVICE COMMERCIAL |
| R-3 | LOW DENSITY MULTIPLE FAMILY RESIDENTIAL | I | INDUSTRIAL |
| R-4 | MEDIUM DENSITY MULTIPLE FAMILY RESIDENTIAL/OFFICE | S | SCHOOL |
| RM-6 | MOBILE HOME PARK | | |
| | GROUP HOUSING OVERLAY ZONE (SEE SECTION 3.15) | | |



LOCATION MAP
NOT TO SCALE

N.T.S



Eastbrook Homes
Michael McGraw

1188 East Paris Ave SE, Suite 100
Grand Rapids, MI
Phone: 616.455.0200

Title: Revised Prelim PUD Submission			
Drawn: DC	Checked: RP	Date: 2021.01.21	
Title: Revised Per Client Comments			
Drawn: DC	Checked: RP	Date: 2021.02.01	
Title: Revised Per Client Comments			
Drawn: JW	Checked: RP	Date: 2021.02.01	
Title: Revised Per Client Comments			
Drawn: JW	Checked: RP	Date: 2021.05.01	
Title: Revised Per Client Comments			
Drawn: JW	Checked: RP	Date: 2021.06.00	
Title: Revised Per Client Comments			
Drawn: JW	Checked: RP	Date: 2021.06.01	
Title: Submittal			
Drawn: JW	Checked: RP	Date: 2021.06.01	
Title: Revised Preliminary PUD			
Drawn: DC	Checked: RP	Date: 2021.07.02	
Title: Revised Preliminary PUD Submission			
Drawn: JW	Checked: RP/CH	Date: 2021.07.02	
Title: Revised Preliminary PUD Submission			
Drawn: JW	Checked: RP/CH	Date: 2021.08.01	
Title: Revised Preliminary PUD Submission			
Drawn: JW	Checked: RP/CH	Date: 2021.09.02	

**6138 LAKE MICHIGAN DR.
FINAL PUD**

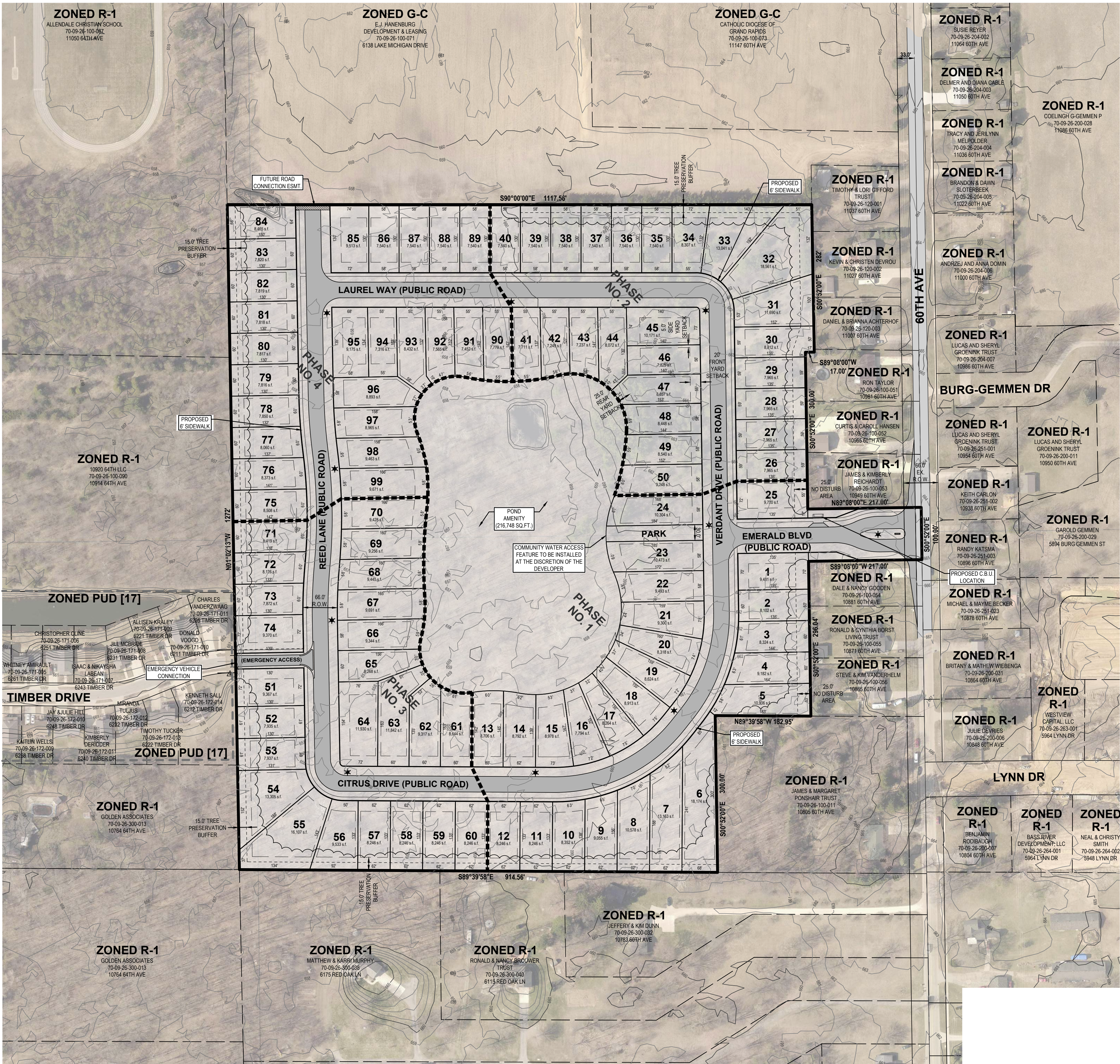
Existing Conditions Plan

6138 LAKE MICHIGAN DRIVE
PART OF THE NORTHWEST 1/4 OF SECTION 26, T7N, R14W,
ALL ENDALE TOWNSHIP, OTTAWA COUNTY, MICHIGAN

PROJECT NO:
18201950

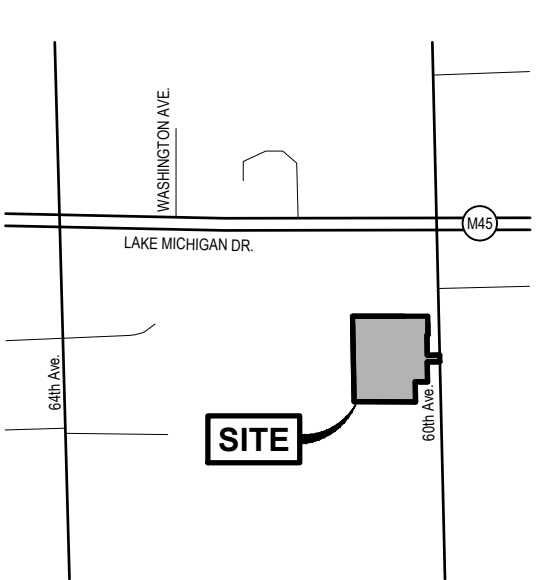
SHEET NO:

C-200



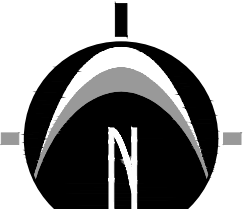
GENERAL NOTES

- CURRENT ZONING: R-1 [LOW DENSITY ONE-FAMILY RESIDENTIAL]
 - FUTURE LAND USE DESIGNATION: MOR [MEDIUM DENSITY RESIDENTIAL] (EQUIVALENT TO EXISTING R-3 STANDARDS)
 - PROPOSED ZONING OF PROPERTY: PUD [PLANNED UNIT DEVELOPMENT]
 - SUMMARY OF PROPOSED LAND USE:
 - GROSS SITE AREA = 31.5 ACRES (1,373,010 SQ. FT.)
 - AREA OF STORMWATER DETENTION(POND) = 216,748 SQ. FT.
 - ZONING OF PARCELS TO NORTH = G-C
 - ZONING OF PARCELS TO WEST = R-1 & PUD
 - ZONING OF PARCELS TO THE SOUTH AND EAST = R-1
 - TOTAL PROPOSED UNITS = 99 SINGLE-FAMILY LOTS
 - OPEN SPACE PROVIDED = 5.10 ACRES (222,296 SQ. FT.)
 - SITE REGULATING REQUIREMENTS
PROPOSED PUD SINGLE-FAMILY LOTS
 - MINIMUM LOT WIDTH AT FRONT YARD SETBACK = 50 FT.
 - MAXIMUM BUILDING HEIGHT = 35 FT OR 2 1/2 STORIES
 - FRONT YARD SETBACK = 20 FT.
 - SIDE YARD SETBACK = 5 FT.
 - REAR YARD SETBACK = 25 FT.
 - MIN. LOT AREA = 7,150 S.F.
- EXISTING R-1 ZONE SETBACKS
 - FRONT YARD SETBACK = 40 FT.
 - SIDEYARD SETBACK = 10 MINIMUM, 25' TOTAL
 - REAR YARD SETBACK = 50 FT.
 - LOT AREA = 15,000 S.F.
- DENSITY COMPUTATION
- | | |
|--------------------------------|----------------------------|
| SITE AREA | = 31.5 ACRES |
| POND AMENITY(4.9 ACRES)(50%) | = 2.4 ACRES |
| NET DEVELOPMENT ACREAGE | = 28.1 ACRES |
| MOR DWELLING UNITS PER ACRE | = 7.26 DWELLING UNITS/ACRE |
| TOTAL ALLOWABLE DWELLING UNITS | = 228 DWELLING UNITS |
- THIS SITE WILL BE SERVICED BY PUBLIC SANITARY SEWER, PUBLIC WATERMAIN, AND STORM SEWER. SANITARY SEWER WILL BE EXTENDED FROM BOTH TIMBER DRIVE AND 60TH AVENUE INTO THE SITE. WATERMAIN WILL BE EXTENDED FROM BOTH TIMBER DRIVE AND 60TH AVENUE INTO THE SITE TO PROVIDE A LOOPED CONNECTION. SANITARY SEWER, WATERMAIN, AND STORM SEWER WILL GENERALLY BE PLACED WITHIN THE PROPOSED RIGHT-OF-WAYS FOR THE PROJECT AT STANDARD DEPTHS AND STANDARD SIZES. PLANS SHALL BE SUBJECT TO TOWNSHIP ENGINEER AND ALLENDALE UTILITIES DEPARTMENT REVIEW AND APPROVAL.
 - UTILITIES TO SITE: THE AMENITY POND WILL PROVIDE STORMWATER RETENTION FOR THE SITE. STORMWATER WILL ALSO BE CAPTURED AND CATCH BASINS WITHIN THE ROADWAY. THE ENTIRE SITE WILL BE SERVICED BY MUNICIPAL SEWER IN COMPLIANCE WITH SECTION 5.3.1 OF THE SUBDIVISION ORDINANCE. ELECTRIC AND GAS UTILITIES WILL BE PLACED UNDERGROUND IN COMPLIANCE WITH TOWNSHIP STANDARDS.
 - OPEN SPACE REQUIREMENTS PER ALLENDALE TOWNSHIP ORDINANCE: THERE IS NO DEFINED MINIMUM CALCULATION OF DEDICATED OPEN SPACE REQUIREMENT REQUIRED WITHIN A SINGLE FAMILY PUD. THE PROPOSED DEVELOPMENT, HOWEVER, PROVIDES A ROUGHLY 4.9 ACRE POND AS AN AMENITY.
 - NO DISTURB AND TREE PROTECTION AREA: 63,197 SQ. FT.
 - LANDSCAPING: 1 STREET TREE PER LOT WILL BE PROVIDED IN ACCORDANCE WITH OCRC SPECIFICATIONS AND REQUIREMENTS. FINAL SPECIES TO BE DETERMINED. SPECIES AND TREE SIZE SHALL COMPLY WITH ALLENDALE TOWNSHIP ORDINANCE. SITE WILL ALSO PROVIDE VISUAL AND SOUND PRIVACY FOR ADJACENT DWELLING UNITS VIA INDIVIDUAL LANDSCAPING PLANS. DEVELOPER RESERVES THE RIGHT TO PROVIDE ADDITIONAL LANDSCAPINGAS ALLOWED BY THE O.C.R.C. AND TO PROVIDE AMENITY STRUCTURES IN OPEN SPACE AREAS WITHOUT FURTHER PLANNING COMMISSION OR TOWNSHIP BOARD REVIEW.
 - STREET LIGHT LOCATIONS TO BE APPROVED BY OTTAWA COUNTY ROAD COMMISSION AND CONSUMERS ENERGY.
 - BUFFER AREAS: LOTS 1-5 AND LOTS 25-32 WILL BE DESIGNATED "BUFFER AREAS" ON THE RECORDED PLAT. SUCH BUFFER AREAS SHALL BE LEFT IN A NATURAL, UNALTERED STATE. NO BUILDINGS OR OTHER IMPROVEMENTS SHALL BE CONSTRUCTED WITHIN SUCH AREAS. NO VEGETATION SHALL BE REMOVED, EXCEPT FOR DISEASED OR DEAD VEGETATION. INCIDENTAL ACTIVITIES ARE PERMITTED WITHIN THE BUFFER AREAS, CONSISTING OF INITIAL CONSTRUCTION ACTIVITIES, INSTALLATION AND MAINTENANCE OF UTILITIES, AND OTHER ACTIVITIES REQUIRED TO PROTECT THE HEALTH SAFETY, AND GENERAL WELFARE.



LOCATION MAP

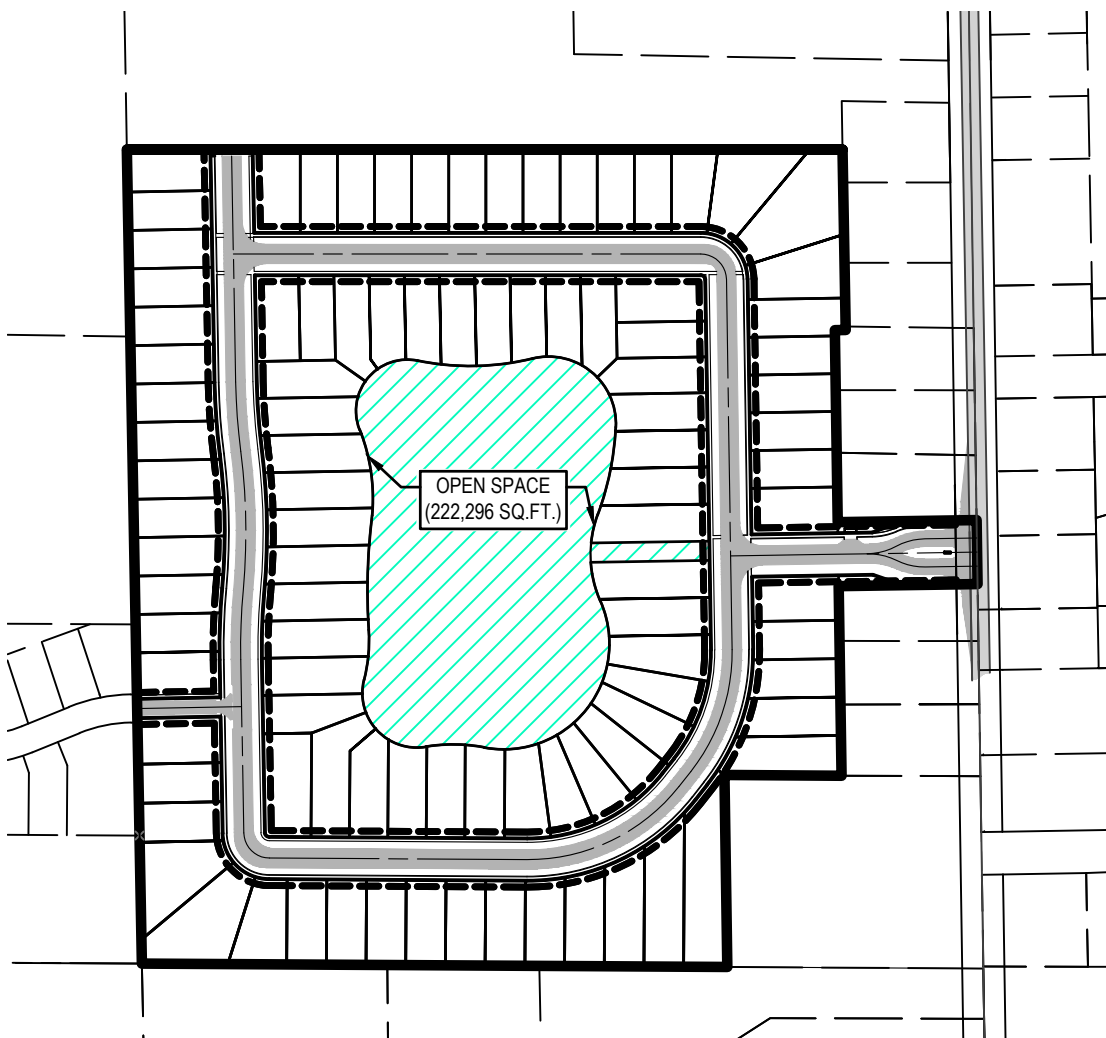
NOT TO SCALE



0' 50' 100' 200'
SCALE: 1" = 100'

LEGEND

- EXISTING BITUMINOUS
- EXISTING CONCRETE
- PROPOSED BITUMINOUS (STANDARD DUTY)
- PROPOSED CONCRETE (STANDARD DUTY)
- PROPOSED STREET LIGHT



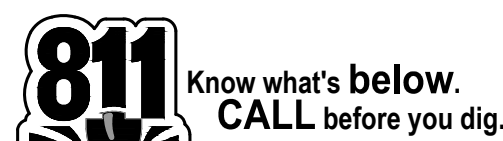
OPEN SPACE EXHIBIT

NO SCALE

DESCRIPTION OF PROPOSED PUD

The land referred to in this instrument is located in the Township of Allendale, County of Ottawa, State of Michigan, and is described as follows:

Part of the East 1/2 of the Northwest 1/4 of Section 26, Town 7 North, Range 14 West, Allendale Township, Ottawa County, Michigan commencing S00°52'E 1208.38 feet from the North 1/4 corner; thence S00°52'E 66.00 feet; thence N89°01'05"W 200.00 feet; thence S00°52'E 76.16 feet to point of beginning of this parcel; thence S00°52'E 282.00 feet; thence S89°08'W 17.00 feet; thence S00°52'E 300.00 feet; thence N89°08'E 217.00 feet to the North and South 1/4 line; thence S00°52'E 100.00 feet; thence S89°08'W 217.00 feet; thence S00°52'E 296.04 feet; thence N89°39'58"W 182.95 feet; thence S00°52'E 300.00 feet; thence N89°39'58"W 914.66 feet; thence N01°02'13"W 1272.00 feet along the West line of the East 1/2 of the Northwest 1/4; thence S90°00'00"E 1117.56 feet to the point of beginning.



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

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

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

PREPARED FOR:

Eastbrook Homes
Michael McGraw

1188 East Paris Ave SE, Suite 100
Grand Rapids, MI
Phone: 616.455.0200

REVISIONS:

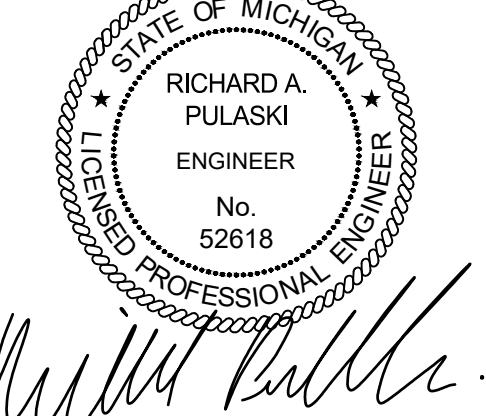
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Drawn: DC	Checked: RP	Date: 2021.02.12
Title: Revised Per Client Comments	Checked: RP	Date: 2021.02.15
Drawn: DC/JW	Checked: RP	Date: 2021.02.15
Title: Revised Per Client Comments	Checked: RP	Date: 2021.05.18
Drawn: JW	Checked: RP	Date: 2021.06.04
Title: Revised Per Client Comments	Checked: RP	Date: 2021.06.11
Drawn: JW	Checked: RP	Date: 2021.06.14
Title: Revised Preliminary PUD	Checked: RP	Date: 2021.07.22
Drawn: DC	Checked: RP	Date: 2021.07.22
Title: Revised Preliminary PUD Submission	Checked: RP	Date: 2021.07.29
Drawn: JW	Checked: RP	Date: 2021.07.29
Title: Revised Preliminary PUD Submission	Checked: RP	Date: 2021.08.19
Drawn: JW	Checked: RP	Date: 2021.08.19
Title: Revised Preliminary PUD Submission	Checked: RP	Date: 2021.09.27
Drawn: JW	Checked: RP	Date: 2021.09.27

6138 LAKE MICHIGAN DR.
FINAL PUD

Site Layout Plan

6138 LAKE MICHIGAN DRIVE
PART OF THE NORTHWEST 1/4 OF SECTION 26, T7N, R14W,
ALLENDALE TOWNSHIP, OTTAWA COUNTY, MICHIGAN

STAMP:



PROJECT NO:

18201950

SHEET NO:

C-201

PREPARED FOR:

Eastbrook Homes
Michael McGraw

1188 East Paris Ave SE, Suite 100
Grand Rapids, MI
Phone: 616.455.0200

REVISIONS:

Title: Preliminary PUD Submission	Checked: RP	Date: 2021.01.29
Drawn: DC	Checked: RP	Date: 2021.02.12
Title: Revised Per Client Comments	Checked: RP	Date: 2021.02.12
Drawn: DC/JW	Checked: RP	Date: 2021.02.15
Title: Revised Per Client Comments	Checked: RP	Date: 2021.05.18
Drawn: JW	Checked: RP	Date: 2021.06.04
Title: Revised Per Client Comments	Checked: RP	Date: 2021.06.11
Drawn: JW	Checked: RP	Date: 2021.06.14
Title: Revised Preliminary PUD	Checked: RP	Date: 2021.07.22
Drawn: DC	Checked: RP	Date: 2021.07.22
Title: Revised Preliminary PUD Submission	Checked: RP/CH	Date: 2021.07.29
Drawn: JW	Checked: RP/CH	Date: 2021.07.29
Title: Revised Preliminary PUD Submission	Checked: RP/CH	Date: 2021.08.19
Drawn: JW	Checked: RP/CH	Date: 2021.08.19
Title: Revised Preliminary PUD Submission	Checked: RP/CH	Date: 2021.09.27
Drawn: JW	Checked: RP/CH	Date: 2021.09.27

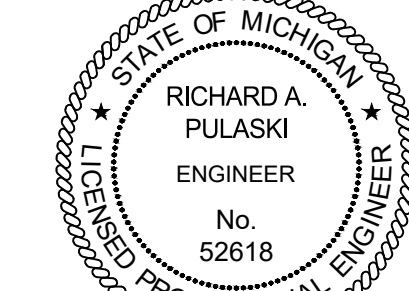
6138 LAKE MICHIGAN DR.

FINAL PUD

Site Layout Plan

6138 LAKE MICHIGAN DRIVE
PART OF THE NORTHWEST 1/4 OF SECTION 26, T17N, R14W,
ALLENDALE TOWNSHIP, OTTAWA COUNTY, MICHIGAN

STAMP:



PROJECT NO:
18201950

SHEET NO:

C-201B

GENERAL NOTES

- 1) CURRENT ZONING: R-1 [LOW DENSITY ONE-FAMILY RESIDENTIAL]
- 2) FUTURE LAND USE DESIGNATION: MOR [MEDIUM DENSITY RESIDENTIAL]
(EQUIVALENT TO EXISTING R-3 STANDARDS)
- 3) PROPOSED ZONING OF PROPERTY: PUD [PLANNED UNIT DEVELOPMENT]
- 4) SUMMARY OF PROPOSED LAND USE:
A) GROSS SITE AREA = 31.5 ACRES (1,373,010 SQ. FT.)
B) AREA OF STORMWATER DETENTION(POND) = 216,748 SQ. FT.
C) ZONING OF PARCELS TO NORTH = G-C
ZONING OF PARCELS TO WEST = R-1 & PUD
ZONING OF PARCELS TO THE SOUTH AND EAST = R-1
D) TOTAL PROPOSED UNITS = 99 SINGLE-FAMILY LOTS
E) OPEN SPACE PROVIDED = 5.10 ACRES (222,296 SQ. FT.)

5) SITE REGULATING REQUIREMENTS

- PROPOSED PUD SINGLE-FAMILY LOTS**
- A) MINIMUM LOT WIDTH AT FRONT YARD SETBACK = 50 FT.
 - B) MAXIMUM BUILDING HEIGHT = 35 FT OR 2 1/2 STORIES
 - C) FRONT YARD SETBACK = 20 FT.
 - D) SIDE YARD SETBACK = 5 FT.
 - E) REAR YARD SETBACK = 25 FT.
 - F) MIN. LOT AREA = 7,150 S.F.

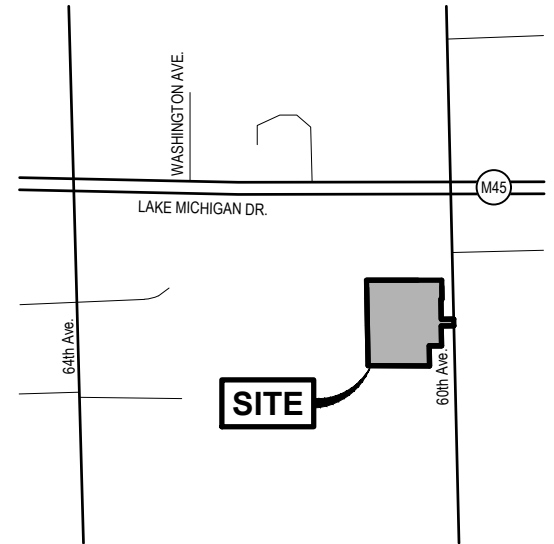
EXISTING R-1 ZONE SETBACKS

- A) FRONT YARD SETBACK = 40 FT.
- B) SIDEYARD SETBACK = 10 MINIMUM, 25' TOTAL
- C) REAR YARD SETBACK = 50 FT.
- D) LOT AREA = 15,000 S.F.

6) DENSITY COMPUTATION

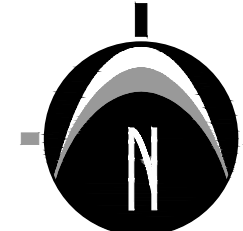
SITE AREA	= 31.5 ACRES
POND AMENITY(4.9 ACRES)(50%)	= 2.4 ACRES
NET DEVELOPMENT ACRES	= 29.1 ACRES
MOR DWELLING UNITS PER ACRE	= 7.26 DWELLING UNITS/ACRE
TOTAL ALLOWABLE DWELLING UNITS	= 228 DWELLING UNITS

- 7) THIS SITE WILL BE SERVICED BY PUBLIC SANITARY SEWER, PUBLIC WATERMAIN, AND STORM SEWER. SANITARY SEWER WILL BE EXTENDED FROM BOTH TIMBER DRIVE AND 60TH AVENUE INTO THE SITE. WATERMAIN WILL BE EXTENDED FROM BOTH TIMBER DRIVE AND 60TH AVENUE INTO THE SITE TO PROVIDE A LOOPED CONNECTION. SANITARY SEWER, WATERMAIN, AND STORM SEWER WILL GENERALLY BE PLACED WITHIN THE PROPOSED RIGHT-OF-WAYS FOR THE PROJECT AT STANDARD DEPTHS AND STANDARD SIZES. PLANS SHALL BE SUBJECT TO TOWNSHIP ENGINEER AND ALLENDALE UTILITIES DEPARTMENT REVIEW AND APPROVAL.
- 8) UTILITIES TO SITE: THE AMENITY POND WILL PROVIDE STORMWATER RETENTION FOR THE SITE. STORMWATER WILL ALSO BE CAPTURED AND CATCH BASINS WITHIN THE ROADWAY. THE ENTIRE SITE WILL BE SERVICED BY MUNICIPAL SEWER IN COMPLIANCE WITH SECTION 5.3.1 OF THE SUBDIVISION ORDINANCE. ELECTRIC AND GAS UTILITIES WILL BE PLACED UNDERGROUND IN COMPLIANCE WITH TOWNSHIP STANDARDS.
- 9) OPEN SPACE REQUIREMENTS PER ALLENDALE TOWNSHIP ORDINANCE: THERE IS NO DEFINED MINIMUM CALCULATION OF DEDICATED OPEN SPACE REQUIREMENT REQUIRED WITHIN A SINGLE FAMILY PUD. THE PROPOSED DEVELOPMENT, HOWEVER, PROVIDES A ROUGHLY 4.9 ACRE POND AS AN AMENITY.
- 10) LANDSCAPING: 1 STREET TREE PER LOT WILL BE PROVIDED IN ACCORDANCE WITH OCRC SPECIFICATIONS AND REQUIREMENTS. FINAL SPECIES TO BE DETERMINED. SPECIES AND TREE SIZE SHALL COMPLY WITH ALLENDALE TOWNSHIP ORDINANCE. SITE WILL ALSO PROVIDE VISUAL AND SOUND PRIVACY FOR ADJACENT DWELLING UNITS VIA INDIVIDUAL LANDSCAPE PLANS. DEVELOPER RESERVES THE RIGHT TO PROVIDE ADDITIONAL LANDSCAPINGAS ALLOWED BY THE O.C.R.C.) AND TO PROVIDE AMENITY STRUCTURES IN OPEN SPACE AREAS WITHOUT FURTHER PLANNING COMMISSION OR TOWNSHIP BOARD REVIEW.
- 11) STREET LIGHT LOCATIONS TO BE APPROVED BY OTTAWA COUNTY ROAD COMMISSION AND CONSUMERS ENERGY.
- 12) BUFFER AREAS: LOTS 1-5 AND LOTS 25-32 WILL BE DESIGNATED "BUFFER AREAS" ON THE RECORDED PLAT. SUCH BUFFER AREAS SHALL BE LEFT IN A NATURAL, UNALTERED STATE. NO BUILDINGS OR OTHER IMPROVEMENTS SHALL BE CONSTRUCTED WITHIN SUCH AREAS. NO VEGETATION SHALL BE REMOVED, EXCEPT FOR DISEASED OR DEAD VEGETATION. INCIDENTAL ACTIVITIES ARE PERMITTED WITHIN THE BUFFER AREAS, CONSISTING OF INITIAL CONSTRUCTION ACTIVITIES, INSTALLATION AND MAINTENANCE OF UTILITIES, AND OTHER ACTIVITIES REQUIRED TO PROTECT THE HEALTH SAFETY, AND GENERAL WELFARE.



LOCATION MAP

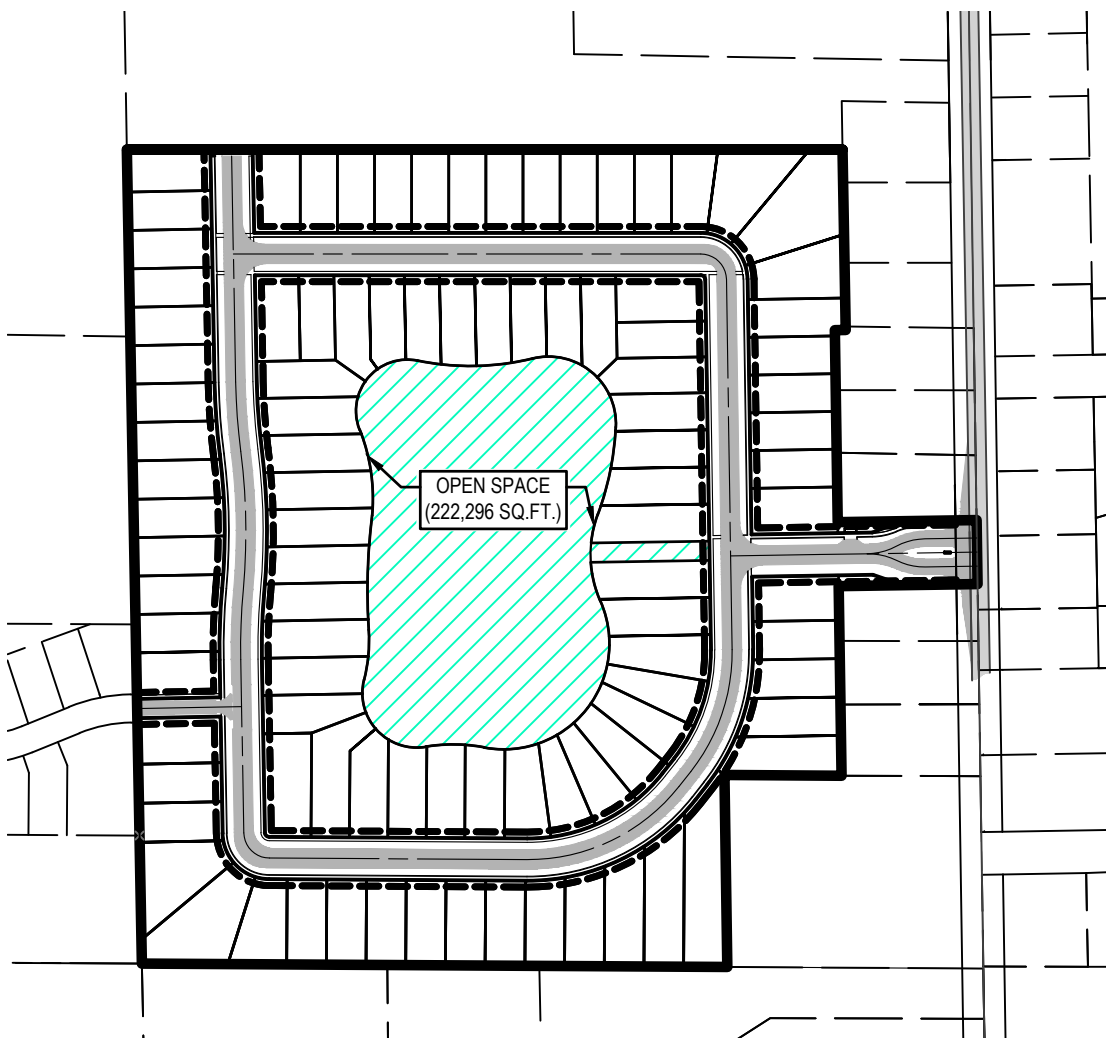
NOT TO SCALE



0' 50' 100' 200'
SCALE: 1" = 100'

LEGEND

- EXISTING BITUMINOUS
- EXISTING CONCRETE
- PROPOSED BITUMINOUS (STANDARD DUTY)
- PROPOSED CONCRETE (STANDARD DUTY)
- PROPOSED STREET LIGHT



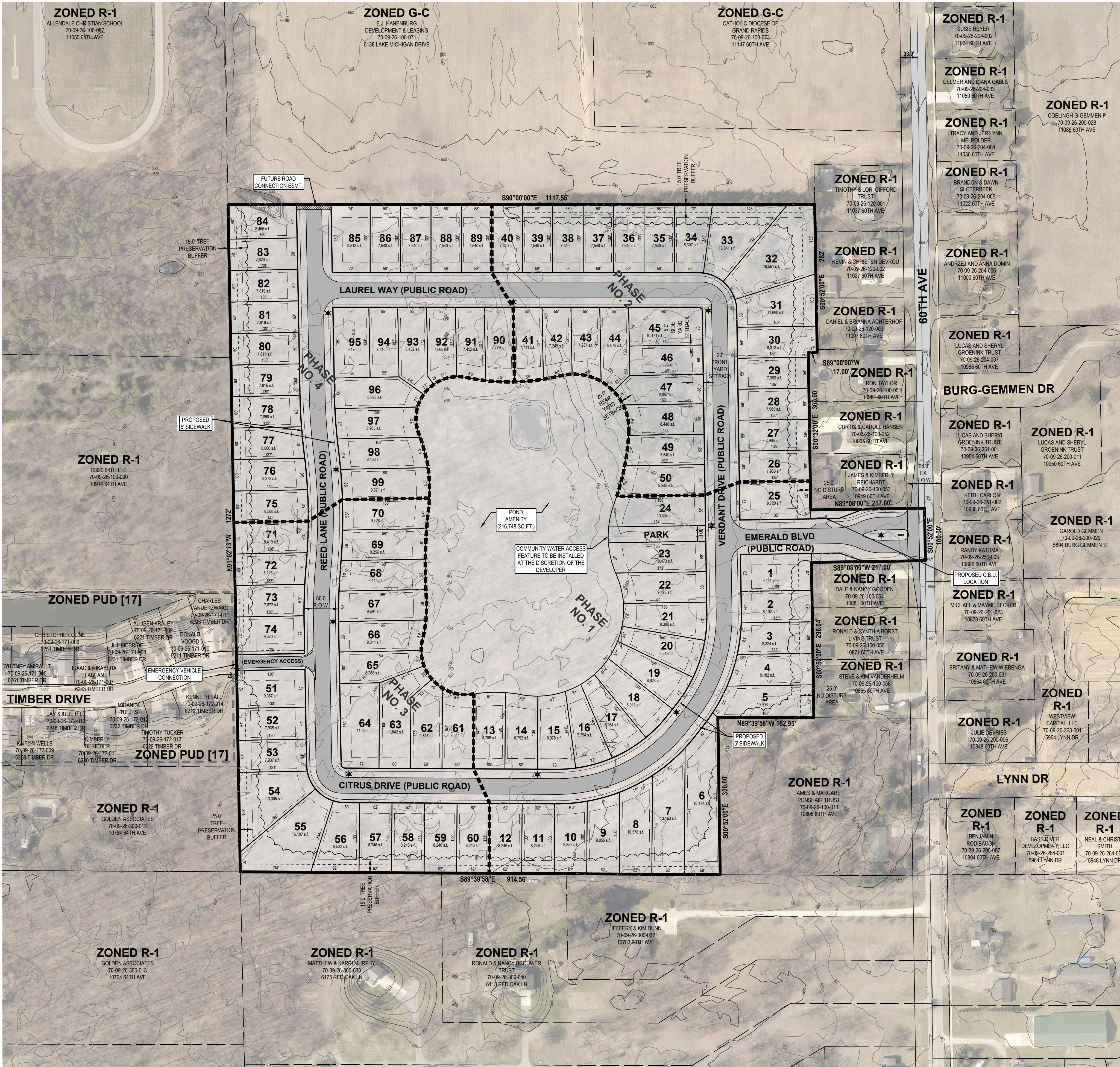
OPEN SPACE EXHIBIT

NO SCALE

DESCRIPTION OF PROPOSED PUD

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

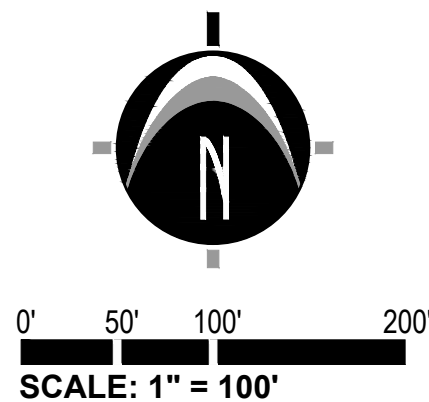
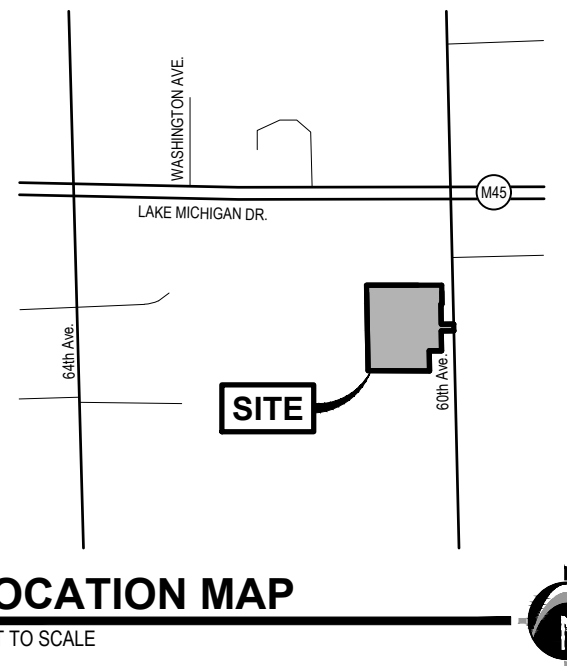
PREPARED FOR:

Eastbrook Homes
Michael McGraw

1188 East Paris Ave SE, Suite 100
Grand Rapids, MI
Phone: 616.455.0200

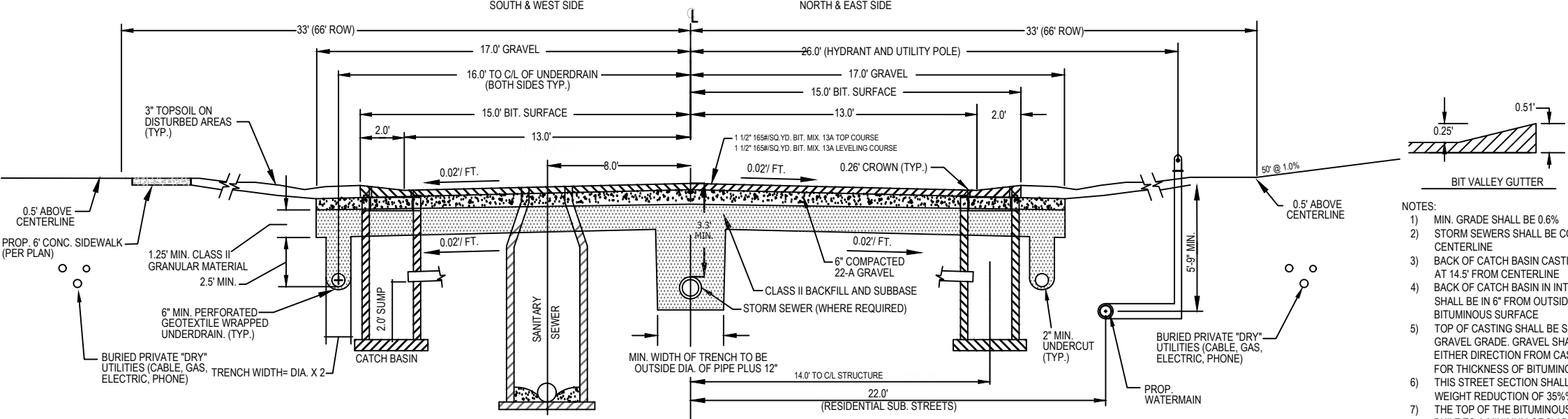
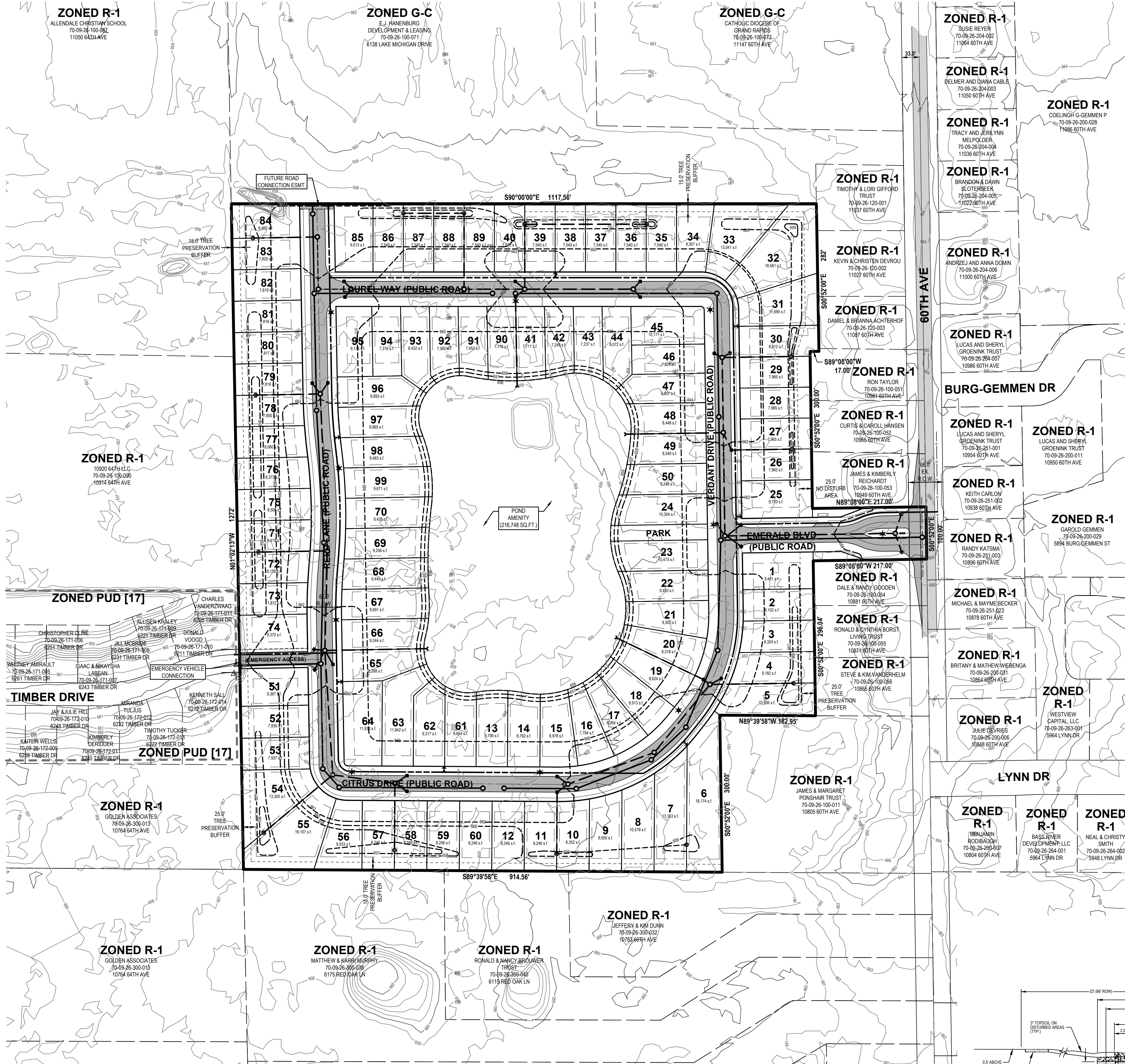
REVISIONS:

Title: Preliminary PUD Submission	Drawn: DC	Checked: RP	Date: 2021.01.29
Title: Revised Per Client Comments	Drawn: DC	Checked: RP	Date: 2021.02.12
Title: Revised Per Client Comments	Drawn: DC/JW	Checked: RP	Date: 2021.02.15
Title: Revised Per Client Comments	Drawn: JW	Checked: RP	Date: 2021.05.18
Title: Revised Per Client Comments	Drawn: JW	Checked: RP	Date: 2021.06.04
Title: Revised Per Client Comments	Drawn: JW	Checked: RP	Date: 2021.06.11
Title: Revised Per Client Comments	Drawn: JW	Checked: RP	Date: 2021.06.14
Title: Revised Preliminary PUD	Drawn: DC	Checked: RP	Date: 2021.07.22
Title: Revised Preliminary PUD Submission	Drawn: JW	Checked: RP/CH	Date: 2021.07.29
Title: Revised Preliminary PUD Submission	Drawn: JW	Checked: RP/CH	Date: 2021.08.19
Title: Revised Preliminary PUD Submission	Drawn: JW	Checked: RP/CH	Date: 2021.09.27



LEGEND

- EX. GRADE CONTOUR
- PROP. GRADE CONTOUR
- EX. BITUMINOUS
- PROPOSED BITUMINOUS (STANDARD DUTY)
- PROPOSED CONCRETE (STANDARD DUTY)
- PROP. 12" TO 30" STORM SEWER
- PROP. 8" SANITARY SEWER
- PROP. 8" WATERMAIN



OTTAWA COUNTY ROAD COMMISSION TYPICAL RESIDENTIAL SECTION WITH BITUMINOUS CURB & INFRASTRUCTURE LOCATION PROFILE

N.T.S.



UTILITY LOCATIONS ARE DERIVED FROM ACTUAL MEASUREMENTS OR AVAILABLE RECORDS. THEY SHOULD NOT BE INTERPRETED TO BE EXACT LOCATIONS NOR SHOULD IT BE ASSUMED THAT THEY ARE THE ONLY UTILITIES IN THIS AREA.
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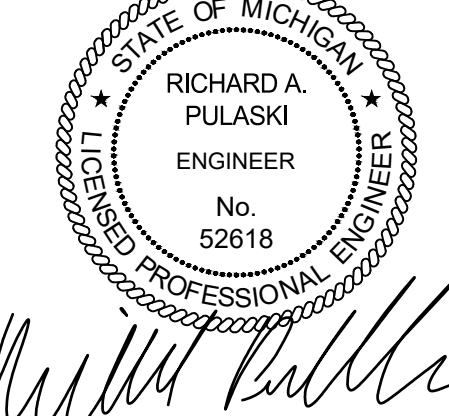
6138 LAKE MICHIGAN DR.

FINAL PUD

Grading & Utilities Plan

6138 LAKE MICHIGAN DRIVE
PART OF THE NORTHWEST 1/4 OF SECTION 26, T17N, R14W,
ALLENDALE TOWNSHIP, OTTAWA COUNTY, MICHIGAN

STAMP:



PROJECT NO:
18201950

SHEET NO:
C-300

PREPARED FOR:

Eastbrook Homes
Michael McGraw

1188 East Paris Ave SE, Suite 100
Grand Rapids, MI
Phone: 616.455.0200

REVISIONS:

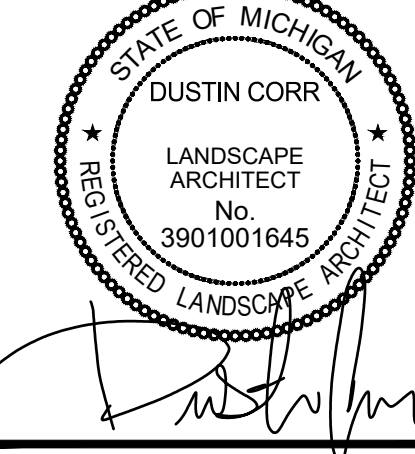
Title: Preliminary PUD Submission	Drawn: DC	Checked: RP	Date: 2021.01.29
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Title: Revised Per Client Comments	Drawn: JW	Checked: RP	Date: 2021.06.04
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Title: Revised Preliminary PUD Submission	Drawn: JW	Checked: RP/CH	Date: 2021.07.29
Title: Revised Preliminary PUD Submission	Drawn: JW	Checked: RP/CH	Date: 2021.08.19
Title: Revised Preliminary PUD Submission	Drawn: JW	Checked: RP/CH	Date: 2021.09.27

**6138 LAKE MICHIGAN DR.
FINAL PUD**

Site Layout Plan

6138 LAKE MICHIGAN DRIVE
PART OF THE NORTHWEST 1/4 OF SECTION 26, T7N, R14W,
ALLENDALE TOWNSHIP, OTTAWA COUNTY, MICHIGAN

STAMP:



PROJECT NO:
18201950

SHEET NO:
L-200

PLAN PROVIDED BY:

NAME: DUSTIN L. CORR
ADDRESS: 217 GRANDVILLE AVE SW STE. 302
GRAND RAPIDS, MI 49503
LICENSE #: 3901001645

LEGEND

	EXISTING BITUMINOUS
	EXISTING CONCRETE
	PROPOSED BITUMINOUS (STANDARD DUTY)
	PROPOSED CONCRETE (STANDARD DUTY)
	PROPOSED STREET LIGHT

PLANTING LEGEND

SYMBOL	TREE TYPE	SIZE	QTY
	Ornamental Tree	1.75" cal. min.	26
	Deciduous Tree	2.5" cal. min.	120

LANDSCAPE NOTES

PLANTING NOTES:

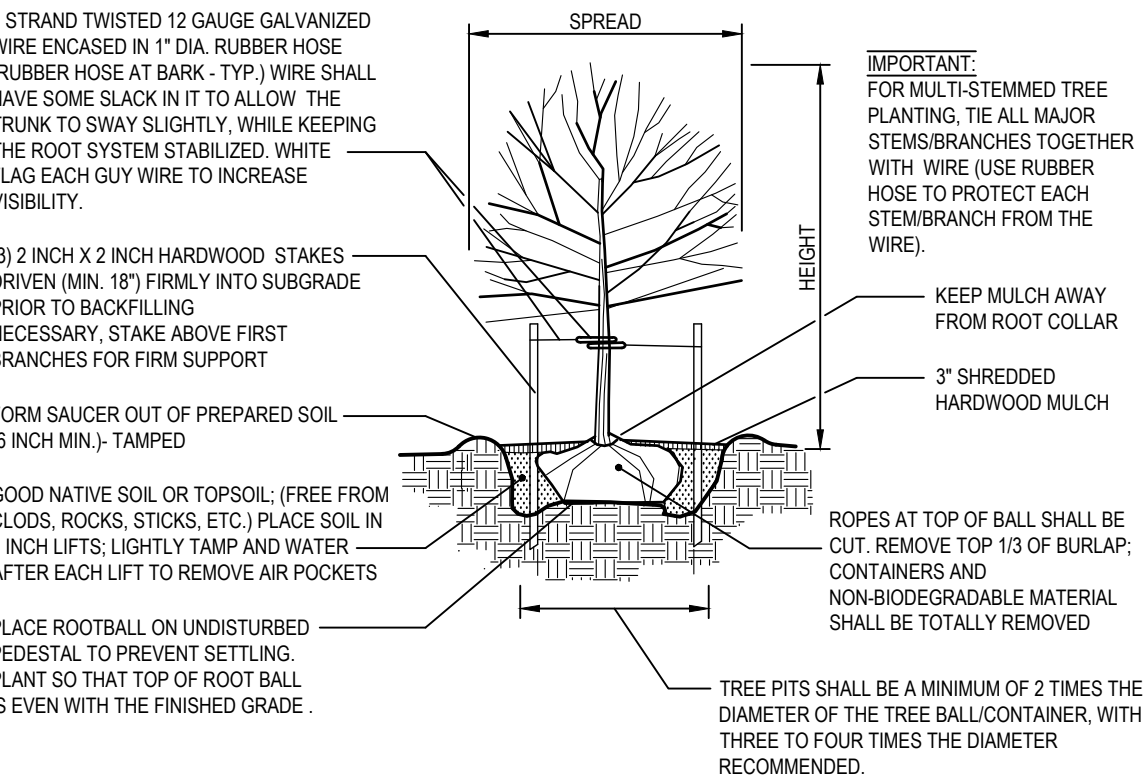
- ALL PLANT MATERIAL SHALL BE LOCALLY NURSERY GROWN NO.1 GRADE AND INSTALLED ACCORDING TO ACCEPTED PLANTING PROCEDURES. ALL PLANT MATERIALS SHALL MEET CURRENT AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS. DO NOT PLANT MATERIALS UNTIL DIRECTED BY OWNER, LANDSCAPE ARCHITECT, AND/OR CONSTRUCTION MANAGER. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL, FOR ANY REASON BEFORE OR AFTER IT IS INSTALLED.
- SIZES SPECIFIED ARE MINIMUM SIZES TO WHICH THE PLANTS ARE TO BE INSTALLED.
- ANY PLANT SUBSTITUTIONS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT.
- MAINTENANCE OF LANDSCAPING ITEMS, TREES, AND PLANTS SHALL BE PERFORMED BY THE PROPERTY OWNER OR A QUALIFIED PROFESSIONAL. ALL LANDSCAPING SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH APPLICABLE MUNICIPAL STANDARDS AND IN ACCORDANCE WITH CURRENT INDUSTRY STANDARDS IN A NEAT, HEALTHY AND WEED FREE CONDITION. ANY DEAD, DISEASED OR DAMAGED PLANT MATERIALS ARE TO BE REPLACED IMMEDIATELY AFTER NOTIFIED TO DO SO.
- PLANT TREES AND SHRUBS IN ACCORDANCE WITH PLANTING DETAILS. DIG TREE PITS PER DETAILS. PLANT TREES AND SHRUBS AT THE SAME GRADE LEVEL AT WHICH THEY WERE GROWN AT THE NURSERY. IF HEAVY CLAY SOILS ARE EVIDENT, PLANT TREES AND SHRUBS HIGHER, APPROX. 1/4 OF THE ROOT BALL ABOVE GRADE, AND BACKFILL TO TOP OF ROOT BALL.
- REMOVE ALL TWINE, WIRE, NURSERY TREE GUARDS, TAGS AND INORGANIC MATERIAL FROM ROOT BALLS. REMOVE THE TOP 1/3 OF BURLAP FROM EARTH BALLS AND REMOVE BURLAP FROM AROUND TRUNK.
- FINELY SHREDDED HARDWOOD BARK MULCH, NATURAL COLOR (NON-COLORED), IS REQUIRED FOR ALL PLANTINGS AND PLANTING BEDS. MULCH PER PLANTING DETAILS. MULCH IN PLANT BEDS SHALL BE 3" THICK AT TIME OF INSPECTION AND AFTER COMPACTED BY RAIN OR IRRIGATION. ALL PLANTING BEDS SHALL BE EDGED WITH 6" X 12 GAUGE STEEL LANDSCAPE EDGING.
- LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERIFICATION OF ALL UNDERGROUND AND OVERHEAD UTILITIES. IF A CONFLICT WITH UTILITIES EXIST, NOTIFY OWNER/CONSTRUCTION MANAGER PRIOR TO PLANTING.
- PLANT MATERIAL SHALL BE GUARANTEED FOR ONE YEAR AFTER PLANTING AND ACCEPTANCE.

TOPSOIL AND SEED NOTES:

- WHEREVER GROUND IN ITS NATURAL STATE HAS BEEN DISTURBED, APPROVED LANDSCAPING OR GRASS SHALL BE FULLY INSTALLED, AND ESTABLISHED WITHIN A REASONABLE PERIOD OF TIME, BUT NO LONGER THAN ONE GROWING SEASON (UNLESS OTHERWISE NOTED AND APPROVED).
- DURING EXCAVATION, GRADING, AND INSTALLATION OF REQUIRED LANDSCAPING, ALL SOIL EROSION AND SEDIMENTATION CONTROL REGULATIONS SHALL BE STRICTLY FOLLOWED AND COMPLIED WITH.
- ALL LAWN AREAS SHALL BE HYDROSEED. SEED SHALL BE INSTALLED ON TOPSOIL UNLESS APPROVED OTHERWISE. DO NOT SEED UNTIL ACCEPTANCE OF FINISH GRADE.
- SEED SHALL BE INSTALLED ON A MIN. OF 3"-4" OF LIGHTLY COMPACTED APPROVED TOPSOIL. TOPSOIL SHALL BE FERTILE, SCREENED, FRIABLE TOPSOIL FREE OF STONES 1/2" IN DIA. AND LARGER, ROOTS, STICKS, OR OTHER EXTRANEOUS MATERIAL, INCLUDING NOXIOUS PLANTS. PH BETWEEN 6.0 AND 6.5. SALTS 500 PARTS PPM. ORGANIC CONTENT 3% MIN. DO NOT INSTALL TOPSOIL UNTIL APPROVED BY OWNER/C.M.. TOPSOIL SHALL BE SIFTED TO A SMOOTH FINISH, FREE OF LUMPS AND DEPRESSIONS.

IRRIGATION NOTES:

- ALL PLANTING AREAS, LAWN AREAS AND LANDSCAPE ISLANDS SHOWN ARE TO HAVE A COMPLETE IRRIGATION SYSTEM.

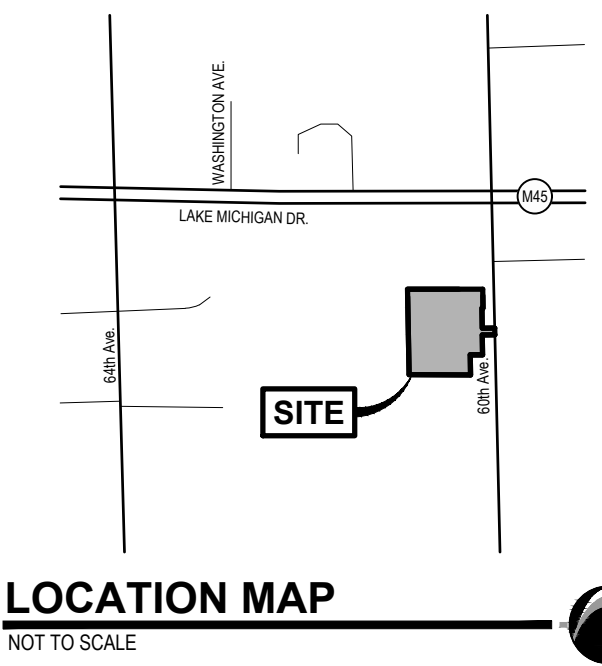


TYPICAL TREE PLANTING DETAIL

N.T.S.

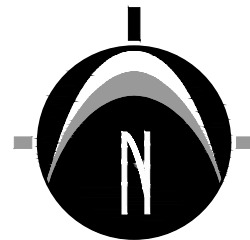
TYPICAL STREET LIGHT

N.T.S.

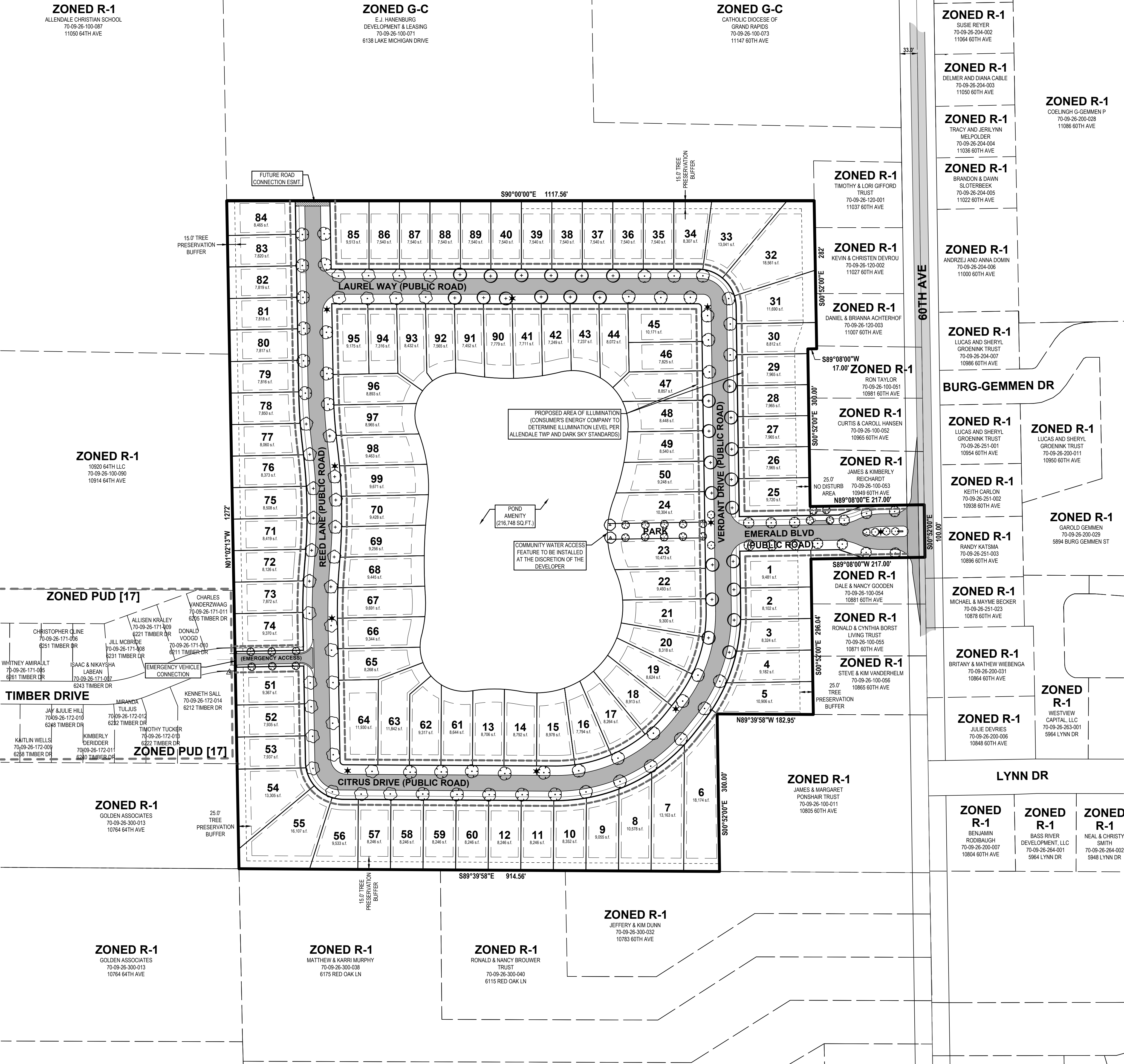


LOCATION MAP

NOT TO SCALE



0' 50' 100' 200'
SCALE: 1" = 100'



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

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Land Planning — Landscape Architecture — Civil Engineering — Land Surveying — High Definition Scanning — Forensic Engineering — Fire Investigation

DRAFT

DECLARATION OF RESTRICTIVE COVENANTS FOR OPEN SPACE

6138 LAKE MICHIGAN DRIVE

This instrument is exempt from County and State transfer taxes pursuant to MCL 207.505(a) and MCL 207.526(a), respectively

THIS DECLARATION OF RESTRICTIVE COVENANTS FOR OPEN SPACE (“**Declaration**”) is created this ____ day of _____, 2021, by Signature Development Corporation, a Michigan corporation, of 1188 East Paris Ave., Suite 100, Grand Rapids, Michigan 49546 (“**Developer**”).

The Developer is engaged in the construction of a single-family residential site condominium project located in Allendale Charter Township and the County of Ottawa, established as Allendale Place (“**Allendale Place**”) pursuant to the _____ recorded on _____, at Instrument No. _____, Ottawa County Records (“**Subdivision**”).

The Developer has received approval from Allendale Charter Township (“**Township**”) to develop the _____ (the “**Project**”) in accordance with Resolution 2021.

The Township’s approval of the Project was conditioned, in part, on the establishment of the perpetual building and use restrictions contained herein upon the below described portions of the Project, in accordance with the terms of this Declaration.

Those portions of the Project that are encumbered by this Declaration (the “**25’ No Disturb Area**”), noted on the Subdivision Plan No. _____ (“**Subdivision Plan**”), Tree Protection Area (“**Tree Area**”) noted on the Subdivision Plan and Pond Amenity (“**Pond Area**”), noted on the Subdivision Plan.

NOW, THEREFORE, the Developer does, upon the recording hereof, declare that the Project will be held, conveyed, hypothecated, encumbered, leased, rented, occupied, improved, or in any other manner utilized subject to the covenants, conditions, restrictions, uses, limitations, and affirmative obligations set forth in this Declaration, all of which will be deemed to run with the land and will be a burden and a benefit to the Developer, its successors and assigns, and to any persons acquiring or owning an interest in the Project, their grantees, successors, heirs, personal representatives, administrators and assigns. In furtherance of the establishment of the Project, the Developer declares as follows:

1. The purpose of this Declaration is to protect the natural features of the Preservation Area by restricting development activities and improvements within the Preservation Area, to assure that the Preservation Area will be perpetually preserved in its predominately natural and open space condition, and further to restrict development activities and improvements within the Park Area, in accordance with the provisions and limitations of this Declaration as well as the Master Deed.

2. The Open Space Area shall at all times be owned and maintained by the Homeowner's Association, a Michigan nonprofit corporation consisting of co-owners of units within _____ ("**Association**").

3. Except as specifically provided herein, or as authorized under the Allendale Charter Township Ordinance 2021 - _____ to Establish of the Allendale Place PUD Zoning District, or Resolution 2021 - _____:

(a) The 25' No Disturb Area shall be a no-disturb area and shall be maintained in its natural state in perpetuity. Unless otherwise approved in writing by the Township and also by the Association, no building, structure or other improvement shall be constructed within the Preservation Area, nor shall any clearing, mowing, tree removal, excavation, or other improvement be permitted in the Preservation Area except for periodic maintenance of the Preservation Area, including periodic removal of underbrush to reduce fire hazard and the necessary pruning and harvesting of trees and new plantings, as necessary to protect the health, safety and welfare of persons acquiring or owning an interest in the Project and their guests and invitees. Notwithstanding the forgoing, the Preservation Area may be disturbed by the Association, for the removal of trees smaller than six inches in diameter at chest height and removal of dead, diseased, unsafe, or fallen trees, and noxious plants and shrubs, including, but not limited to, poison ivy, poison sumac, and poison oak.

(b) The Tree Protective Area shall be maintained by the Unit Owner, subject to the limitations and restrictions contained in the rules and regulations which may be adopted by the Developer or the Association, if any.

(c) Pond Amenity shall be managed by the Homeowner's Association ("HOA") to maintain and control usage related to the pond. Rules and Regulations shall be developed by the HOA to provide effective water quality and safe usage by homeowners.

4. This Declaration does not grant or convey to the general public any right to possession or use of the Open Space Area.

5. If the Association fails to maintain the Open Space Area as described in Section 3 above, as deemed necessary in the discretion of the Township for a period of thirty (30) days after the Township has given written notice to the Association of such failure, then the Township may, but shall not be required to, reasonably perform such maintenance as detailed in the notice, and may assess the Association for the costs of such maintenance. The Township shall have authority to enforce the terms and conditions of this Declaration through all legal means, including the right to the remedy of specific performance. Further the Association shall have the right to enforce the

restrictions and provisions of this Declaration by all lawful means, including specific performance against the unit owners within the Project.

6. This Declaration shall be binding upon the successors and assigns of the Developer and shall run with the land in perpetuity unless modified or terminated by written agreement of the Association and the Township.

The Developer has duly executed this Declaration on the day and year first above written.

Developer:

SIGNATURE LAND DEVELOPMENT
CORPORATION, a Michigan corporation

By: _____
Michael R. McGraw
Its: Vice President

STATE OF MICHIGAN
COUNTY OF KENT

On this ____ day of _____, 2021, before me, a Notary Public in and for said County, personally appeared Michael R. McGraw, Vice President of Signature Land Development Corporation, a Michigan corporation, who is either personally known to me or who presented his driver's license for identification, and who appeared before me and acknowledged signing this document on behalf of the company.

Printed Name: _____
Notary Public, Kent County, Michigan
Acting in Kent County, Michigan
My commission expires: _____

Prepared by and Return to After Recording:

Kathleen M. Adams
Signature Land Development Corporation
1188 East Paris Ave., Ste. 100
Grand Rapids, MI 49546



October 7, 2021

Mr. Gregory Ransford, MPA
Fresh Coast Planning
950 Taylor Avenue, Suite 200
Grand Haven, Michigan 49417

RE: 6138 Lake Michigan Drive PUD – Traffic Impact Study Review

Dear Mr. Ransford:

Fleis & VandenBrink (F&V) received and reviewed the Traffic Impact Study (TIS) prepared by Progressive AE dated September 30, 2021, for the proposed 6138 Lake Michigan Drive Planned Unit Development (PUD). F&V staff have performed a review of this report and have the following comments:

1. Peak hour traffic volumes were collected along 60th Avenue in the vicinity of the proposed site driveway in August 2021. Due to the impacts of COVID-19, current traffic volume data is not representative of “typical” operations. Therefore, current recommended practice is to calculate and apply a COVID adjustment factor to determine “existing” COVID adjusted traffic volumes for use in the analysis.
2. The traffic distribution used in the analysis was “based on engineering judgment”. The recommended practice is to calculate the distribution for the site based on approved ITE methodologies. However, a review of the distribution used appears reasonable based upon our review of the adjacent roadway traffic volumes.
3. The intersection LOS analysis performed indicates LOS A for all movements at the proposed site driveway. However, the analysis was performed at the site driveway intersection without COVID adjustments applied on 60th Avenue. We reviewed the potential operations of this intersection with a COVID adjustment factor applied to determine if any mitigation measures would be needed when traffic volumes return to normal. The results of the evaluation indicate that the site driveway would be expected to operate acceptably, at LOS D or better during both peak periods, regardless of a COVID factor being applied.
4. The need for auxiliary turn lanes at the proposed site driveway was evaluated based on the MDOT *Geometric Design Guidance* manual and indicates that neither a left-turn lane nor a right-turn lane is warranted. However, 60th Avenue is under the jurisdiction of the Ottawa County Road Commission (OCRC).

2960 Lucerne Drive SE
Grand Rapids, MI 49546
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www.fveng.com

Therefore, the OCRC criteria were reviewed as summarized below and number of daily left-turns exceeds the threshold, however the total number on 60th Avenue is below the volume threshold for a left-turn lane. Therefore, a left-turn lane is not required for this site.

- *Improvements at the site access may be identified in a TIS or warranted based on traffic volumes and turning movements as follows:*
 - *Left turns of 150 ADT from a public roadway into proposed development*
Yes, and
 - *Adjacent public roadway volume exceeds 3,000 ADT and development has 15 or more lots/living units.* **No**

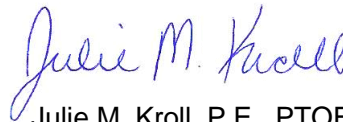
Summary

The overall impact from the proposed development site-generated traffic can be accommodated within the existing roadway network. F&V does not have any remaining concerns related to the traffic impact of the proposed 6138 Lake Michigan Drive Planned Unit Development.

FLEIS & VANDENBRINK



Bruce Pindzia, P.E.
Sr. Project Manager



Julie M. Kroll, P.E., PTOE
Traffic Engineering Services Manager

cc: Kelli McGovern, Allendale Charter Twp.



**Traffic Impact Study
Eastbrook Homes
6138 Lake Michigan Drive PUD
Allendale Township, Michigan**

Prepared for:

Eastbrook Homes
1188 East Paris Avenue SE, Suite 100
Grand Rapids, MI

Prepared by:

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

September 2021
Project No. 81270002

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CHAPTER 1

INTRODUCTION

A Planned Unit Development (PUD) is being proposed at 6138 Lake Michigan Drive on a parcel of land located on the west side of 60th Avenue near Lynn Drive in Allendale Township, Michigan. The site is currently wooded vacant land. Figure 1 shows the location of the proposed site. The Planned Unit Development is proposing to have 99 single family homes with a primary drive connection to 60th Avenue. The project is anticipated to be fully built out by 2025.

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

1. **Data Collection:** Applicable information regarding the existing operating conditions of the adjacent roadways was obtained in August 2021. Morning and afternoon peak hour turning movement counts were completed near the proposed site driveway on 60th Avenue. Information regarding lane configurations, speed limits, traffic controls and other related data for the study area roadways was also collected.
2. **Background Growth:** Based on local experience and consistent recommendations from the Grand Valley Metropolitan council, an annual background traffic growth rate of 1.00 percent was applied to existing volumes to help reflect anticipated non-development traffic increases by the 2025 horizon year.

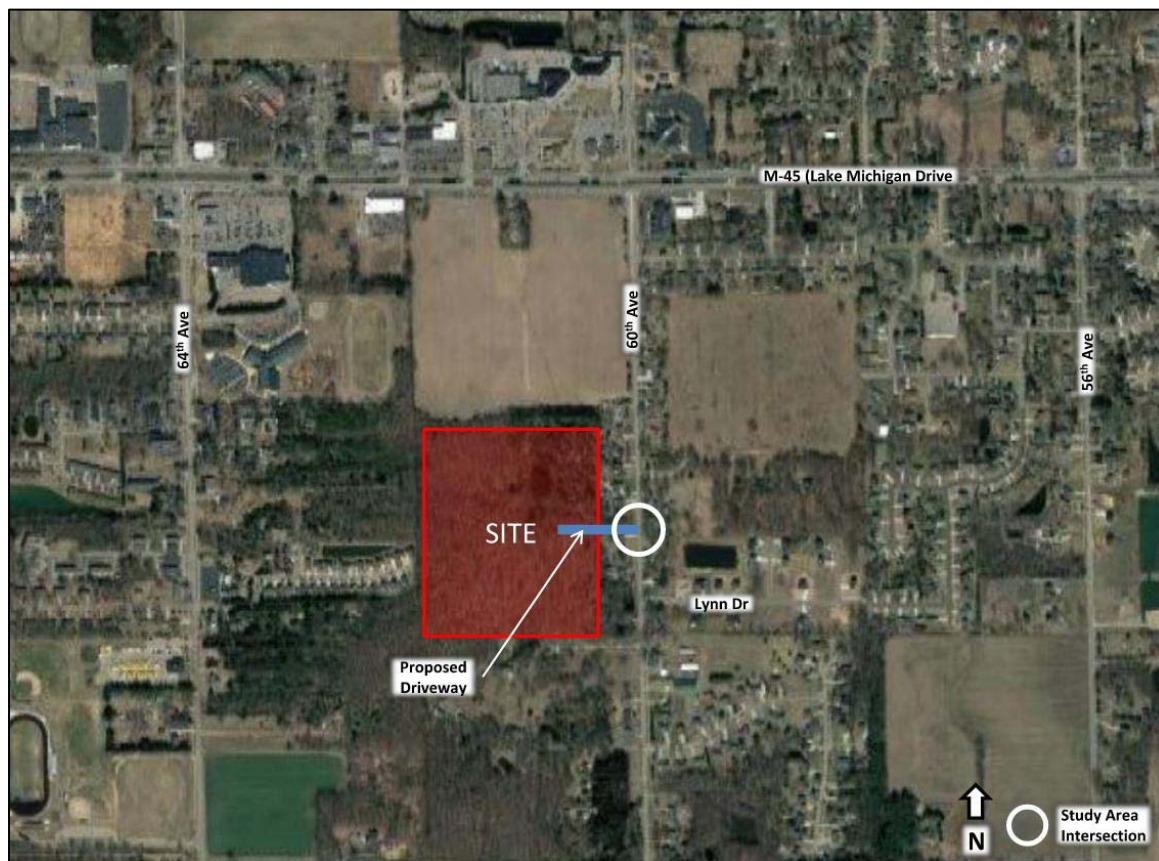


Figure 1. Location Map and Study Area

3. **Trip Generation/Distribution:** The number of trips the proposed development is expected to generate during peak hours was identified. These trips were then assigned to the adjacent street system based upon the patterns followed by existing traffic and engineering judgement.
4. **Levels of Service:** Capacity calculations were completed at the site access point to identify existing and anticipated future peak hour operational characteristics.
5. **Mitigation:** Roadway/intersection improvements were identified, when applicable, that will enable the adjacent roadways and study area intersections to maintain equal and/or acceptable levels of operation under future conditions upon the addition of background traffic growth and/or due to development traffic.

Pre-study coordination included reaching out to Ottawa County Road Commission (OCRC), MDOT, and Allendale Township staff to help identify the required study area, study parameters and any specific areas of concern. The following chapters outline the results of analyses completed during the study process.

CHAPTER 2

EXISTING CONDITIONS

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

Key Study Area Roadways

60th Avenue

60th Avenue is a two-lane roadway under the jurisdiction of the OCRC. The existing speed limit is 55 miles per hour. Weekday 24-hour traffic volumes along 60th Avenue in the vicinity of the site average approximately 1,500 vehicles per day.

Data Collection

An existing turning movement count at the study area intersection was collected in August 2021. Turning movement counts were performed from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m. Detailed printouts of the count reports are included in the appendix.

These counts indicated that the weekday peak hours generally occur between 7:00–8:00 a.m. and 4:45–5:45 p.m. Figure 2 shows the adjusted existing peak hour volumes at the study area intersection.

Existing Conditions Capacity Analysis

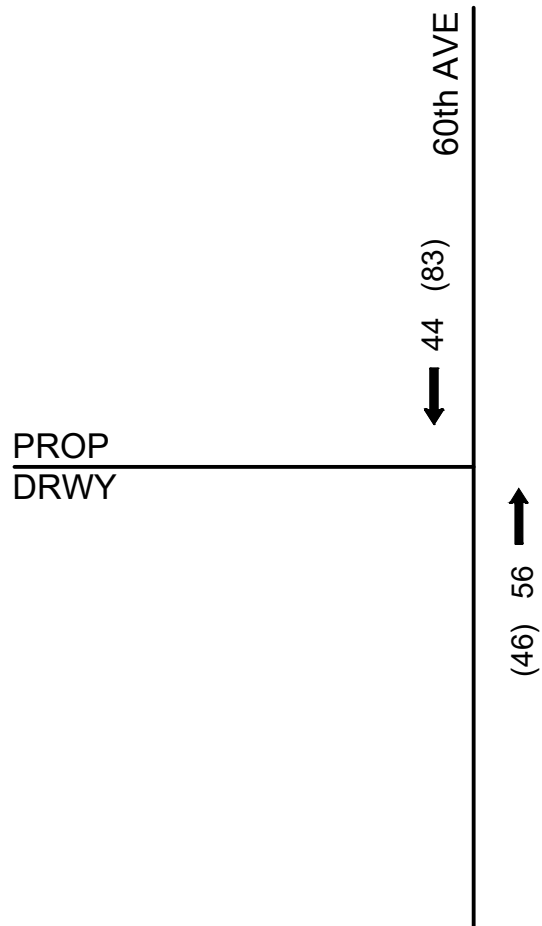
Figure 2 shows the existing traffic volumes along 60th Avenue at the proposed driveway location. No capacity analyses were completed for the existing conditions.



Northbound 60th Ave at Proposed Driveway



Southbound 60th Ave at Proposed Driveway



6138 LAKE MICHIGAN DRIVE PUD TRAFFIC IMPACT STUDY

LEGEND

XX (XX) = AM (PM)
 A = LEVEL-OF-SERVICE
 (S) = SIGNALIZED INTERSECTION
 —P— = STOP-CONTROLLED

EXISTING PEAK-HOUR VOLUMES
 + LEVELS-OF-SERVICE



FIGURE
 2

CHAPTER 3

FUTURE (2025) CONDITIONS

The purpose of this chapter is to summarize the anticipated future (2025) traffic conditions within the study area with background traffic growth and the proposed development traffic in place. These analyses provide the before/after comparison of projected conditions and helps define the timing and applicability of any potential roadway improvements necessary to mitigate the impact of the proposed development.

Background Traffic Volumes

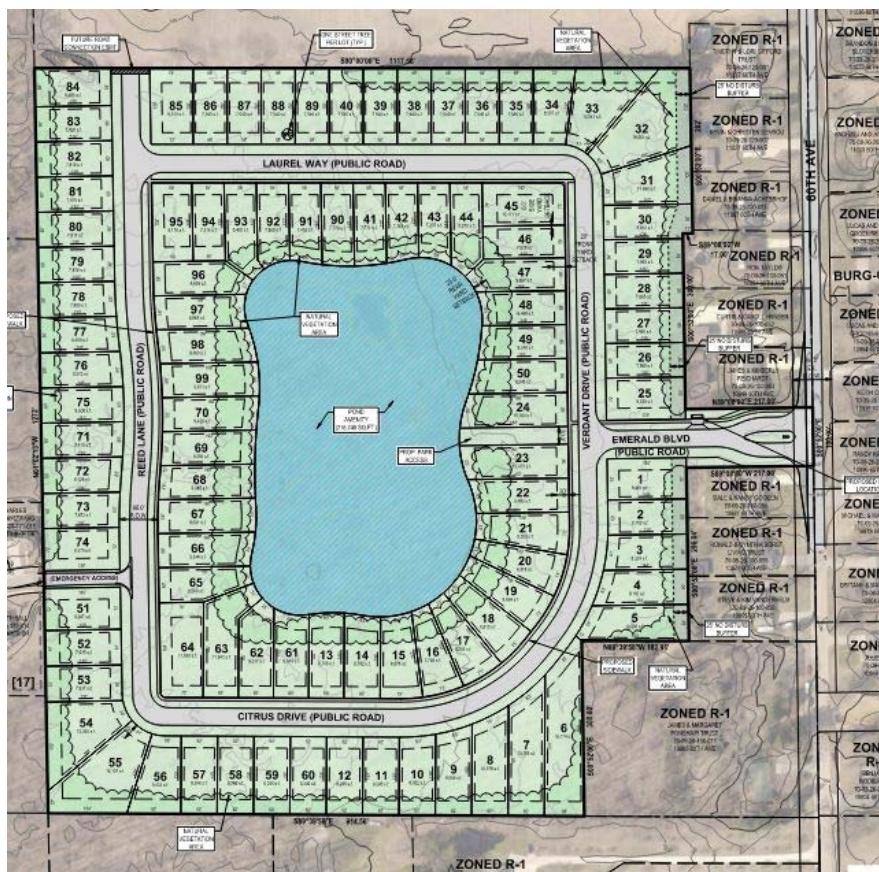
An annual growth rate of 1.00 percent was applied to the existing peak hour volumes along 60th Avenue to determine the background (2025) peak hour traffic volumes.

Proposed Development Access

A Planned Unit Development (PUD) is being proposed at 6138 Lake Michigan Drive on a parcel of land located on the west side of 60th Avenue near Lynn Drive in Allendale Township, Michigan. The site is currently wooded vacant land. Figure 1 shows the location of the proposed site. The Planned Unit Development is proposing to have 99 single family homes with a primary drive connection to 60th Avenue. The project is anticipated to be fully built out by 2025.

Site Access

The proposed site plan shows one access driveway (Emerald Boulevard) to the site, one potential future roadway connection to the north (Reed Lane) and one emergency access connecting to Timber Drive on the west. The driveway approach to 60th Avenue will be stop-controlled.



Trip Generation

The Trip Generation Manual, Tenth Edition, by the Institute of Transportation Engineers (ITE) was used to calculate the anticipated traffic that may be generated by the proposed site. Trips are measured individually for inbound and outbound movements; therefore, a visit to the site by an employee or visitor, for instance, generates two trips—one inbound and one outbound.

Based on the land use descriptions provided within the ITE Trip Generation Manual, the most applicable land use for the proposed site would be the Single Family Detached Housing (Land Use Code 210). Table 2 shows the anticipated trip generation for the proposed site.

Table 2. Proposed Trip Generation Summary

Land Use	ITE Code	Units	AM Peak			PM Peak			Daily Trips
			Total	Enter	Exit	Total	Enter	Exit	
Single-Family Detached Housing	210	99	75	19	56	101	63	38	1030

Source: ITE Trip Generation Manual, Tenth Edition

The site is anticipated to generate approximately 1,030 total vehicular trips (total entering and exiting) during the typical weekday, 75 vehicular trips (19 entering, 56 exiting) during the morning peak hour and 101 vehicular trips (63 entering, 38 exiting) during the afternoon peak hour.

Trip Distribution

The directional distribution of the project generated new trips was based upon existing travel patterns along 60th Avenue and engineering judgement. Directional distribution to/from the proposed development for site-generated new trips is expected to be approximately as follows:

To/from 60th Avenue north	65%	To/from 60th Avenue south	35%
---------------------------	-----	---------------------------	-----

Based upon the above distribution patterns for new trips, the anticipated peak hour project traffic was assigned to the proposed site driveway. Figure 3 shows the total anticipated morning and afternoon peak hour trips for site-generated traffic upon full completion of the site.

The anticipated site trips were added to the background (2025) peak hour volumes to depict the anticipated total future (2025) volumes during the morning and afternoon peak hours. Figure 4 shows the total anticipated future (2025) volumes.

Future (2025) Capacity Analysis

Intersection level-of-service calculations were completed to evaluate the future (2025) morning and afternoon peak hour conditions at the site access driveways and study area intersection. These calculations were completed using techniques outlined in the Highway Capacity Manual, published by the Transportation Research Board. Per MDOT standards, *Synchro*® traffic analysis software, version 11, based on the Highway Capacity Manual methodologies, was used in the analysis.

Levels-of-service at signalized and unsignalized intersections relates to the delay, traffic volumes, and intersection geometry. Levels-of-service are expressed in a range from "A" to "F", with "A" denoting the highest, or best, operating conditions. Generally, a LoS "D" rating is considered the minimum acceptable service level for signalized and unsignalized intersections in most areas, although a LoS "E" can be deemed as acceptable during the peak hours. The criteria for determining the LoS at signalized and unsignalized intersections are outlined in the appendix of this report.

Table 2 shows the controlled movement levels-of-service for the proposed 60th Avenue intersection with the proposed driveway. Figure 4 shows the levels-of-service for all individual movements at the intersection. Copies of the *Synchro*® analyses are included in the appendix.

As shown in Table 2, all controlled movements at the 60th Avenue intersection with the proposed driveway are anticipated to operate acceptably at LoS "A", with little to no impact, during the morning and afternoon peak hours.

Table 2. Future (2025) Levels-of-Service and Delay

Intersection/ Movement	Future (2025) Conditions			
	AM		PM	
	LoS	Delay (s)	LoS	Delay (s)
60th Avenue / Proposed Driveway (Emerald Drive)				
<i>NBL</i>	A	7.4	A	7.5
<i>EB</i>	A	9.5	A	9.8

Source: Progressive AE, September 2021

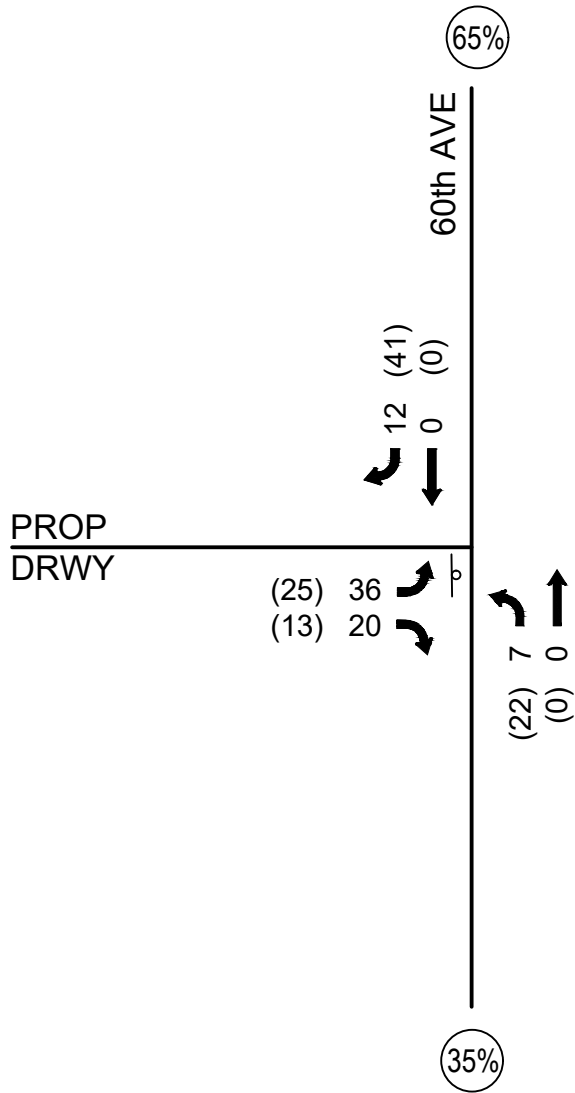
Turn-Lane Warrants

The future (2025) turning movement volumes at the proposed site driveway to 60th Avenue were utilized to apply the Michigan Department of Transportation (MDOT) guidelines for turn lanes contained within the “*Geometric Design Guidance*” manual. Table 3 shows a summary of the turn lane analysis results based on these guidelines and the anticipated future (2025) volume. Detailed charts for these analyses are included in the appendix.

Table 3. Future (2025) Turn Lane Warrant Analysis Summary

Intersection / Movement	Guideline Met
60th Avenue / Proposed Driveway	
<i>SBR</i>	No
<i>NBL</i>	No

Source: Progressive AE, September 2021



6138 LAKE MICHIGAN DRIVE PUD TRAFFIC IMPACT STUDY

LEGEND

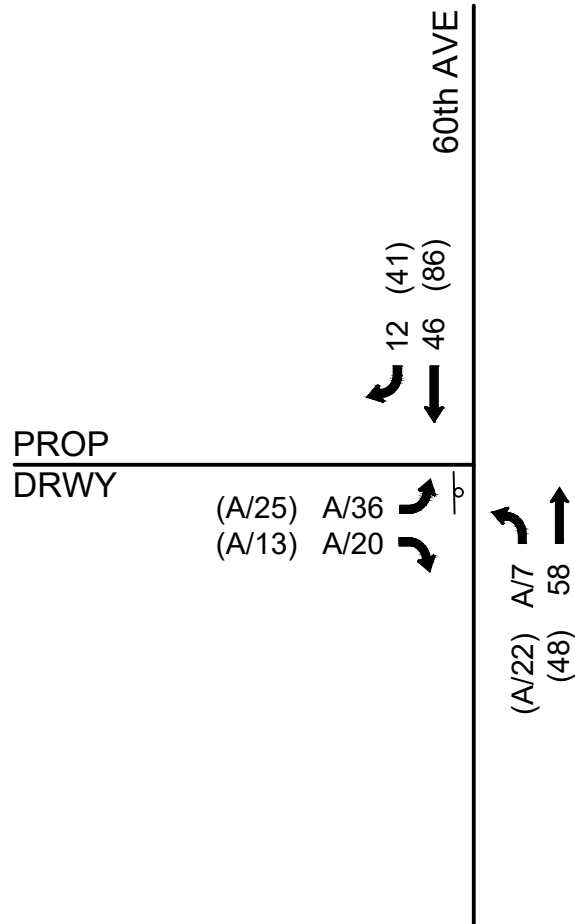
XX (XX) = AM (PM) GENERATED TRIPS

(X%) = DISTRIBUTION FOR NEW TRIPS

FUTURE (2025) TRIP DISTRIBUTION
+ TRAFFIC ASSIGNMENT



FIGURE
3



6138 LAKE MICHIGAN DRIVE PUD TRAFFIC IMPACT STUDY

LEGEND

XX (XX) = AM (PM)
 A = LEVEL-OF-SERVICE
 (S) = SIGNALIZED INTERSECTION
 —P— = STOP-CONTROLLED

FUTURE (2025) PEAK-HOUR VOLUMES
 + LEVELS-OF-SERVICE



FIGURE
 4

CHAPTER 4

CONCLUSIONS AND RECOMMENDATIONS

This chapter summarizes the results of the analyses performed as part of the study. Recommendations to improve the surrounding roadway network are also presented.

Conclusions

Based on the analyses performed as part of this study, the 6138 Lake Michigan Drive Planned Unit Development site will have little to no traffic impact to the surrounding roadway network. The findings of this study are as follows:

Future (2025) Conditions

The site is anticipated to generate approximately 1,030 total vehicular trips (total entering and exiting) during the typical weekday, 75 vehicular trips (19 entering, 56 exiting) during the morning peak hour and 101 vehicular trips (63 entering, 38 exiting) during the afternoon peak hour.

The future (2025) conditions analyses show all controlled movements at the 60th Avenue intersection with the proposed driveway is anticipated to operate acceptably at LoS "A", with little to no impact, during the morning and afternoon peak hours.

The application of MDOT's turn lane warrant guidelines show right and left-turn lanes would not be recommended at the proposed driveway to 60th Avenue.

Recommendations

There are no improvements that would be recommended to mitigate the traffic impacts of the proposed development for the 6138 Lake Michigan Drive Planned Unit Development.

Technical Appendix

Eastbrook Homes Allendale TIS

- **Level of Service Definitions**
- **Glossary**
- **Site Plan**
- **Traffic Count Data**
- **Turn Lane Warrants**
- **Synchro Analyses Results**

Level of Service Definitions

Signalized Intersections

Level of Service A:	Describes operations with very low average stopped delay, i.e., less than 10.0 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
Level of Service B:	Describes operations with an average stopped delay in the range of 10.0 to 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
Level of Service C:	Describes operations with an average stopped delay in the range of 20.1 to 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
Level of Service D:	Describes operations with an average stopped delay in the range of 35.1 to 55.0 seconds per vehicle. At Level of Service D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c (volume/capacity) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
Level of Service E:	Describes operations with an average stopped delay in the range of 55.1 to 80.0 seconds per vehicle. This is considered to be the limit of acceptable delay in many cases. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are a frequent occurrence.
Level of Service F:	Describes operations with an average stopped delay in excess of 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Level of Service Definitions

Unsignalized Intersections

Level of Service A:	Average delay per vehicles for impeded movements is less than 10 seconds. There is little or no delay with typically low side street and/or main street traffic.
Level of Service B:	Average stopped delays from 10.1 seconds to 15.0 seconds. Short delays, many acceptable gaps in main street traffic stream.
Level of Service C:	Average delay per vehicle ranges from 15.1 to 25.0 seconds. Average traffic delays with frequent gaps in main street traffic.
Level of Service D:	Average delays from 25.1 to 35.0 seconds for impeded movements. Long traffic delays for impeded movements due in part to a limited number of acceptable gaps.
Level of Service E:	Average delays in the 35.1 to 50.0 second range. May experience very long delays for impeded movements with a very small number of acceptable gaps in the traffic stream.
Level of Service F:	Average vehicle delays of over 50.0 seconds. Extreme traffic delays with virtually no acceptable gaps in main street traffic.

Glossary

Approach: A set of lanes accommodating all left-turn, through, and right-turn movements arriving at an intersection from a given direction.

Arterial: Signalized streets that serve primarily through traffic and provide access to abutting properties as a secondary function.

Average Stopped Delay: The total time vehicles are stopped in an intersection approach or lane group during a specified time interval divided by the volume departing from the approach or lane group during the same time period, in seconds per vehicle.

Background Traffic: Traffic volumes that will be on the roadway network without the presence of the proposed development.

Bypass Lane: A one-lane widening on a two-lane roadway that allows through traffic to pass by waiting left-turn traffic.

Capacity: The maximum rate of flow at which persons or vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour or persons per hour.

Conflicting Traffic Volume: The volume of traffic which conflicts with a specific movement at an intersection.

Corridor: A lineal study area aligned with a roadway facility in which traffic, land use, right-of-way, environmental, and other factors are evaluated to determine future transportation facility needs.

Cycle: Any complete sequence of traffic signal indications.

Cycle Length: The total time for a traffic signal to complete one cycle.

Design Hour Volume: The traffic volume for the design hour, usually a forecast of the relevant peak hour volume, in vehicles per hour.

Diverted Linked Trips: Trips from the traffic volume on roadways within the vicinity of the generator but which requires a diversion from that roadway to another roadway to gain access to the site.

Driveway Offset: Distance between driveways on opposite sides of a roadway, measured parallel to roadway.

Freeway: A multi-lane divided highway having a minimum of two lanes for exclusive use of traffic in each direction and full control of access and egress.

Gaps (Critical Gap): The median time headway between vehicles in a major traffic stream which will permit side-street vehicles to cross through or merge with the major traffic stream.

Green Time: The actual length of the "green" indication for a given movement at a signalized intersection.

Level of Service: A qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, delay, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

Operational Analysis: A use of capacity analysis to determine the prevailing level of service on an existing or projected facility, with known or projected traffic, roadway, and control conditions. This analysis can involve a particular location, such as an intersection or a corridor.

Pass-by Trips: Trips made as intermediate stops on the way from an origin to a primary trip destination.

Peak Hour (AM): The one hour period in the morning representing the highest hourly volume of traffic flow on the adjacent public street system.

Peak Hour (PM): The one hour period in the afternoon or evening representing the highest hourly volume of traffic flow on the adjacent public street system.

Peak Hour Factor: The hourly volume during the maximum volume hour of the day divided by four times the peak 15-minute flow within the peak hour; a measure of traffic demand fluctuation within the peak hour.

Phase: The part of the signal cycle allocated to any combination of traffic movements receiving the right-of-way simultaneously during one or more intervals.

Roadway Conditions: Geometric characteristics of a street or highway, including the type of facility, number and width of lanes (by direction), shoulder widths and lateral clearances, design speed, etc.

Service Drive: A roadway (usually private) that provides internal access to two or more uses.

Site Traffic: Existing or projected vehicular traffic generated by the development.

Study Area: The geographic area containing site access points and critical intersections (and connecting highway segments) which are impacted by the site-traffic generated by the development, and should be evaluated.

System Improvements: Added lanes, signal improvements, and other roadway improvements not considered site-related improvements.

Traffic Impact: The adverse impact on intersection Level of Service and/or street and highway safety and operations as determined by the criteria and procedures set forth in this handbook.

Trip (Directional Trip): A single or one-direction vehicle movement with either the origin or the destination (exiting or entering) inside a study site.

Trip Distribution: The distribution or assignment of site traffic into site driveways and study area roadways/intersections based upon expected direction of approach and departure.

Unsignalized Intersection: Any intersection not controlled by traffic signals.

Volume: The number of persons or vehicles passing a point on a lane or roadway during some time interval, such as one hour or during an average day.

Volume-to-Capacity Ratio (V/C): The ratio of demand flow rate to capacity for a traffic facility.

Site Plan

1188 East Paris Ave SE, Suite 100
Grand Rapids, MI
Phone: 616.455.0200

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SHEET: 1 OF 2

Traffic Count Data



Progressive AE
1811 4 Mile Rd NE

Grand Rapids, Michigan, United States 49525
(616) 361-2664 hendrickt@progressiveae.com

Count Name: 60th Ave South of
M-45
Site Code:
Start Date: 09/14/2021
Page No: 1

Direction (Southbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
4:00 PM	11	0	1	12
4:15 PM	14	0	0	14
4:30 PM	11	0	0	11
4:45 PM	22	0	0	22
5:00 PM	23	0	0	23
5:15 PM	20	0	0	20
5:30 PM	18	0	0	18
5:45 PM	8	0	0	8
7:00 AM	10	0	0	10
7:15 AM	20	0	0	20
7:30 AM	9	0	0	9
7:45 AM	5	0	0	5
8:00 AM	5	0	1	6
8:15 AM	14	0	0	14
8:30 AM	3	0	0	3
8:45 AM	9	0	0	9
Total	202	0	2	204
Total %	99.0	0.0	1.0	100.0
AM Times	7:00 AM	7:00 AM	7:15 AM	7:00 AM
AM Peaks	44	0	1	44
PM Times	4:45 PM	4:00 PM	4:00 PM	4:45 PM
PM Peaks	83	0	1	83



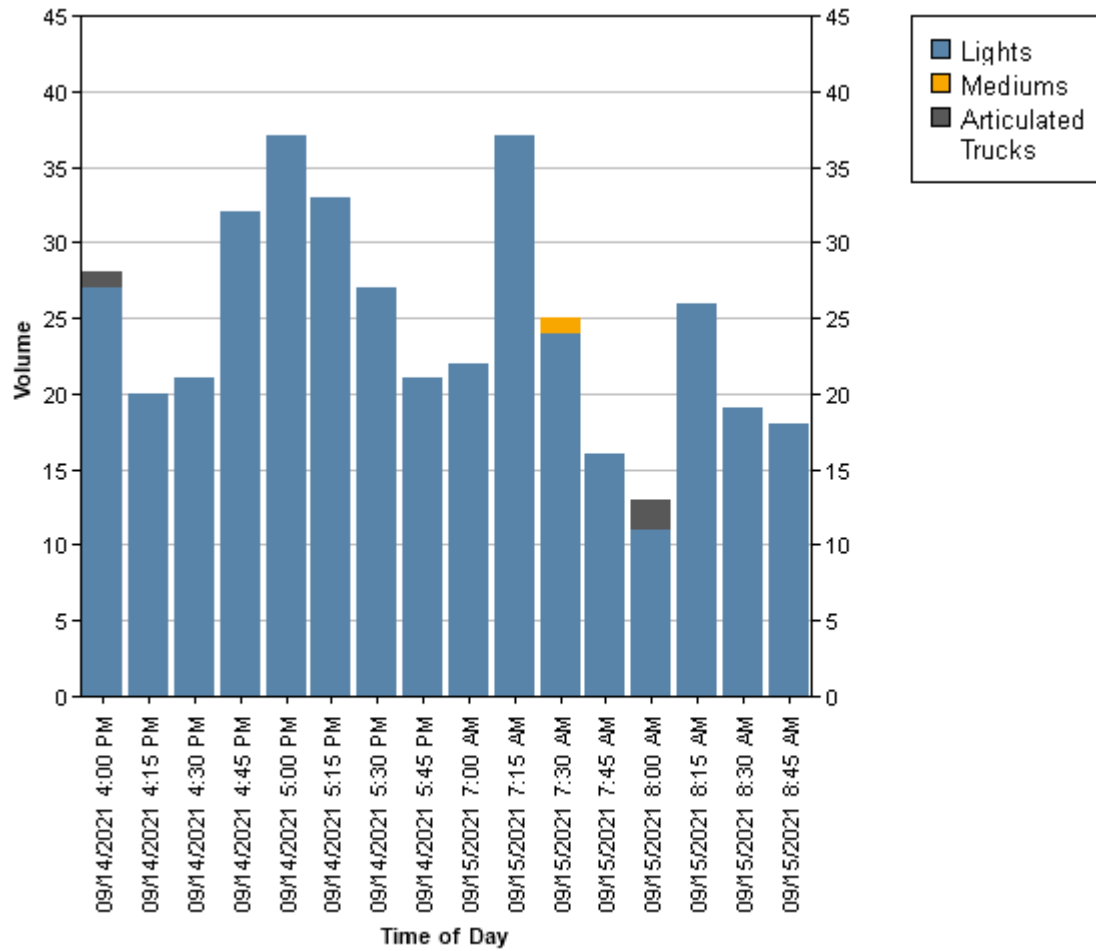
Progressive AE
1811 4 Mile Rd NE

Grand Rapids, Michigan, United States 49525
(616) 361-2664 hendrickt@progressiveae.com

Count Name: 60th Ave South of
M-45
Site Code:
Start Date: 09/14/2021
Page No: 2

Direction (Northbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
4:00 PM	16	0	0	16
4:15 PM	6	0	0	6
4:30 PM	10	0	0	10
4:45 PM	10	0	0	10
5:00 PM	14	0	0	14
5:15 PM	13	0	0	13
5:30 PM	9	0	0	9
5:45 PM	13	0	0	13
7:00 AM	12	0	0	12
7:15 AM	17	0	0	17
7:30 AM	15	1	0	16
7:45 AM	11	0	0	11
8:00 AM	6	0	1	7
8:15 AM	12	0	0	12
8:30 AM	16	0	0	16
8:45 AM	9	0	0	9
Total	189	1	1	191
Total %	99.0	0.5	0.5	100.0
AM Times	7:00 AM	7:00 AM	7:15 AM	7:00 AM
AM Peaks	55	1	1	56
PM Times	4:45 PM	4:00 PM	4:00 PM	4:45 PM
PM Peaks	46	0	0	46



Turn Lane Warrants

Right-Turn Lane on 2-lane Highway

Project: Eastbrook Homes Allendale
Scenario: Future (2025) Conditions

Major Road: 60th Avenue
Minor Road: Proposed Access Driveway
Direction: SB

	AM	PM
Right-Turn Volume During DHV (Vehicles per Hour)	12	41
Total DHV (Vehicles per Hour)	58	127

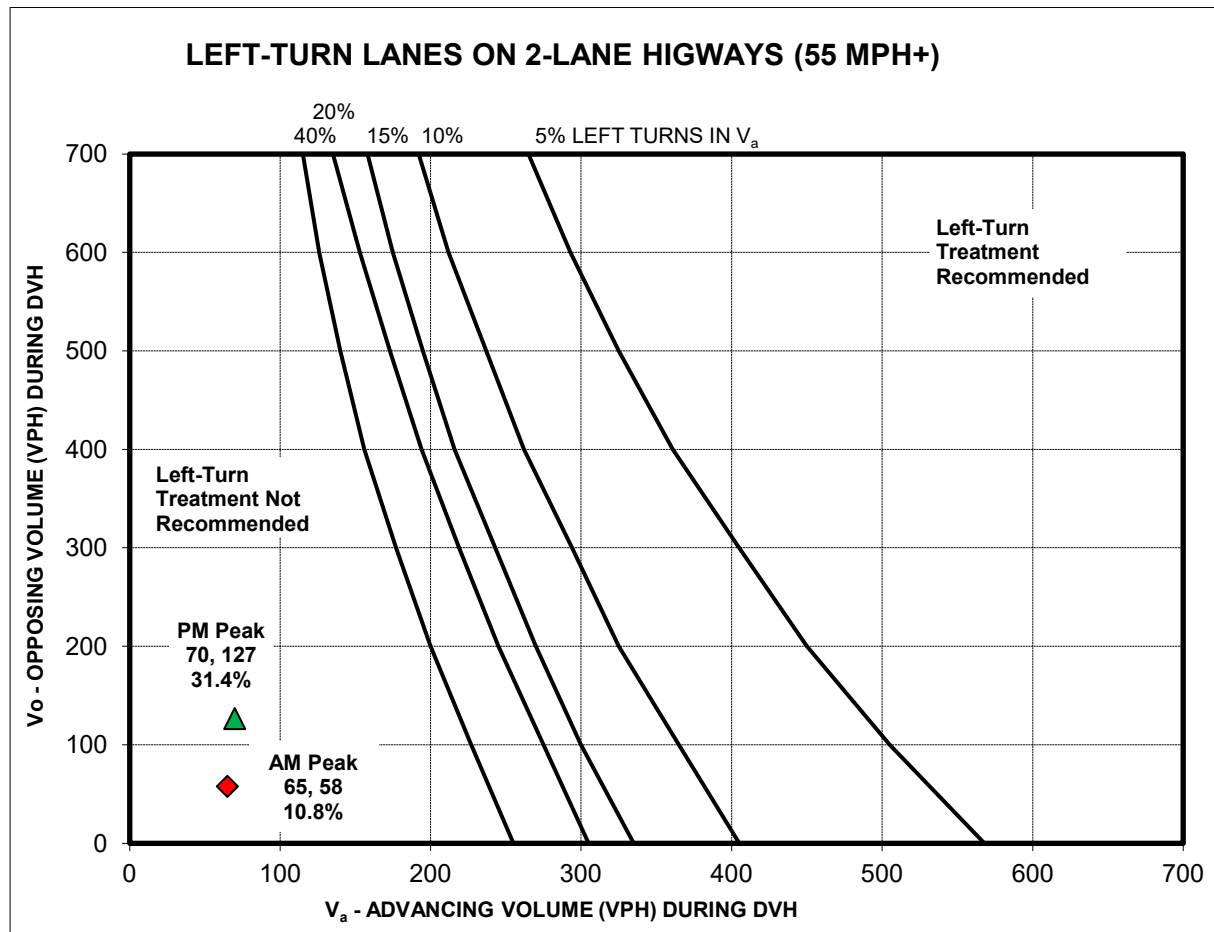


Left-Turn Lane on 2-lane Highway (55 mph or Greater)

Project: Eastbrook Homes Allendale
 Scenario: Future (2025) Conditions

Major Road: 60th Avenue
 Minor Road: Proposed Access Driveway
 Direction: NB

	AM	PM
V_a - Advancing Volume During Design Hour (VPH)	65	70
V_o - Opposing Volume During Design Hour (VPH)	58	127
Volume of Left-Turns	7	22
Percent of Left -Turns in V_a	10.8%	31.4%






Synchro Analysis Results

HCM 6th TWSC
1: 60th Ave & Proposed Driveway

Eastbrook Homes Allendale
Future (2025) AM Peak

Intersection

Int Delay, s/veh 3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	20	7	58	46	12
Future Vol, veh/h	36	20	7	58	46	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	82	82	60	60
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	45	25	9	71	77	20




Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	176	87	97
Stage 1	87	-	-
Stage 2	89	-	-
Critical Hdwy	6.41	6.21	4.12
Critical Hdwy Stg 1	5.41	-	-
Critical Hdwy Stg 2	5.41	-	-
Follow-up Hdwy	3.509	3.309	2.218
Pot Cap-1 Maneuver	816	974	1496
Stage 1	939	-	-
Stage 2	937	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	811	974	1496
Mov Cap-2 Maneuver	811	-	-
Stage 1	933	-	-
Stage 2	937	-	-

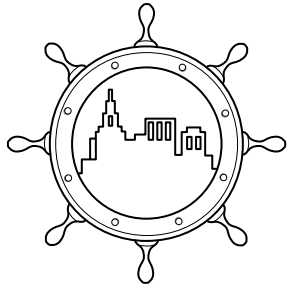
Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1496	-	863	-	-
HCM Lane V/C Ratio	0.006	-	0.081	-	-
HCM Control Delay (s)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

HCM 6th TWSC
1: 60th Ave & Proposed Driveway

Eastbrook Homes Allendale
Future (2025) PM Peak

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	13	22	48	86	41
Future Vol, veh/h	25	13	22	48	86	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	82	82	90	90
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	31	16	27	59	96	46
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	232	119	142	0	-	0
Stage 1	119	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	758	935	1447	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	744	935	1447	-	-	-
Mov Cap-2 Maneuver	744	-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.8	2.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1447	-	800	-	-	
HCM Lane V/C Ratio	0.019	-	0.059	-	-	
HCM Control Delay (s)	7.5	0	9.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	



Fresh Coast Planning

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Brian Werschem
231-206-4821
bwerschem@gmail.com

MEMORANDUM

To: Allendale Charter Township Planning Commission
From: Gregory L. Ransford, MPA
Date: September 16, 2021
Re: Section 16.02A – Permitted Uses – Text Amendment

Pursuant to your direction at your September 7, 2021 meeting, attached is a Zoning Text Amendment Ordinance to revise Section 16.02A – Permitted Uses of the Allendale Charter Township Zoning Ordinance to allow commercial uses within the Industrial Zoning District. The proposed Zoning Text Amendment Ordinance is scheduled for a public hearing at your October 18, 2021 meeting.

If you have any questions, please let us know.

GLR
Planner

Attachment

cc: Adam Elenbaas, Supervisor

ORDINANCE NO. _____

ZONING TEXT AMENDMENT ORDINANCE

AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF ALLENDALE CHARTER TOWNSHIP, OTTAWA COUNTY, MICHIGAN BY AMENDING SECTION 16.02A – PERMITTED USES AND PROVIDING FOR REPEAL AND SEVERABILITY PROVISIONS AND THE EFFECTIVE DATE OF THIS ORDINANCE.

THE CHARTER TOWNSHIP OF ALLENDALE, COUNTY OF OTTAWA, AND STATE OF MICHIGAN ORDAINS:

Section 1. Permitted Uses. Section 16.02A of the Allendale Charter Township Zoning Ordinance shall be amended to state in its entirety as follows.

16.02A – Permitted Uses

Any use permitted in the C-3 zone.

Section 2. Repeal. All ordinances or parts of ordinances in conflict with this Ordinance are hereby expressly repealed.

Section 3. Severable Provisions. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions thereof.

Section 4. Effective Date. This amendment to the Allendale Charter Township Zoning Ordinance was approved and adopted by the Township Board of Allendale Charter Township, Ottawa County, Michigan on _____, 20____, after a public hearing as required pursuant to Michigan Act 110 of 2006, as amended; after introduction and a first reading on _____, 20____, and after posting and publication following such first reading as required by Michigan Act 359 of 1947, as amended. This Ordinance shall be effective on _____, 20____, which date is the eighth day after publication of a Notice of Adoption and Posting of the Zoning Text Amendment Ordinance in the _____ as required by Section 401 of Act 110, as amended. However, this effective date shall be extended as necessary to comply with the requirements of Section 402 of Act 110, as amended.

Adam Elenbaas, Township Supervisor

Jody Hansen, Township Clerk



Ottawa County
Groundwater Board

September 30, 2021

Board of Trustees of Allendale Charter Township
6676 Lake Michigan Drive
Allendale, MI 49401

Dear Board Members,

As you are aware, Ottawa County is facing issues with groundwater quantity and quality – most severely in the central townships. I am addressing you as the Chair of the Ottawa County Groundwater Board – a newly formed body composed of local stakeholders and professionals dedicated to addressing these groundwater issues.

Rapid, well-dependent residential development has been identified through extensive scientific study to be the primary force behind the issues. If current development trends continue across central Ottawa County, groundwater conditions will continue to decline, potentially pushing the bedrock aquifer into an unusable and unrecoverable state in many areas. Fortunately, a state of aquifer stabilization and recovery has been determined to be attainable if we more effectively manage new groundwater withdrawals.

The Groundwater Board fully understands the difficult nature of trying to limit new bedrock well withdrawals and is currently devoting a great deal of time and resources to finding an equitable solution to that problem. However, the growth of new well-dependent homes and subsequently, new wells, is something that can be managed. Local jurisdictions can manage this growth through coordinated zoning ordinances and other practices and regulations. Accordingly, you currently hold more power and ability to manage and mitigate this *water* crisis than the Groundwater Board, the County itself, or even the State of Michigan.

The Groundwater Board is formally requesting the assistance of Allendale Charter Township's Board of Trustees and Planning Commission to partner with the Ottawa County Department of Strategic Impact (formerly the Department of Planning & Performance Improvement) to review current ordinances, policies, and practices relating to the development of land for well-dependent uses. The same request is being asked of other townships in critical areas. The Department of Strategic Impact has made itself fully available to the Township to aid in the drafting and codification of any regulatory or procedural modifications, so please do not let a lack of time or resources be a deterrent to this partnership.

A representative from the Department of Strategic Impact will contact you within the coming weeks to schedule a time to discuss this proposal and potential partnership. In the meantime, please feel free to contact myself or Paul Sachs, the Director of the Department of Strategic Impact, with any questions you may have.

Sincerely,

Greg DeJong, Chair

cc: Ottawa County Groundwater Board
John Shay, Interim County Administrator
Paul Sachs, Director of Strategic Impact
Greg Ransford, Fresh Coast Planning

Greg DeJong | Matthew Fenske | Adam Elenbaas | Kevin Peters | Alan Steinman | John Yellich
Steve Hecksel | Megan Boos | Dale Buist | Travis Williams | Angela Brown | Dale Zahn
Patrick Staskiewicz | John Truscott | Dave Kraker | Joe Bush | Jerry Geertman

12220 Fillmore Street | West Olive, Michigan 49460 | 616-738-4852 | miOttawa.org