



## **ADA TOWNSHIP MASTER PLAN, 2016 AMENDMENTS**

**ADOPTED NOVEMBER 14, 2016**

The attached amendments to the Ada Township Master Plan revise Chapters VI, VII and VIII of the Master Plan document originally adopted in 2007.

The scope of the proposed amendments is limited to the following:

1. incorporating outcomes from the 2013 Envision Ada planning process for the Ada Village area concerning community goals and objectives, land use and public facility needs into the Master Plan.
2. planned future land use for land along Spaulding Avenue, between Ada Drive and Cascade Road.

## **CHAPTER VI A VISION FOR ADA TOWNSHIP**

The Ada Township Master Plan sets forth the desires of the Township regarding its future character and development pattern. The Master Plan is intended to guide local government growth and development decisions as well as private sector decisions regarding land use and development. This chapter of the Master Plan is a statement of the future vision for Ada Township. It identifies the key components of the community's desired future, based on consideration of public opinion and through the consideration and application of sound planning principles.

Public opinion for use in shaping the general vision for Ada Township was first measured in the citizen opinion survey conducted in 2004 when views were expressed in public forums held during that planning process. A More focused vision for Ada Village has since evolved as a result of the public forums held during the Ada Village Design Charrette conducted in 2007 and more recently as an outcome of the 2013 Envision Ada Planning process.

In a universal sense, the Township wide vision statements and those specifically assigned to the Village, coupled with the various related policy statements and implementing strategies included herein, all seek to carry out the following "smart growth tenets" that are set forth in "Michigan's Land, Michigan's Future," the final report (August 2003) of the gubernatorial-appointed Michigan Land Use Leadership Council:

- "1. Create a range of housing opportunities and choices.
2. Create walkable neighborhoods.
3. Encourage community and stakeholder collaboration.
4. Foster distinctive, attractive communities with a strong sense of place.
5. Make development decisions predictable, fair, and cost-effective.
6. Mix land uses.
7. Preserve open space, farmland, natural beauty and critical environmental areas.
8. Provide a variety of transportation choices.
9. Strengthen and direct development towards existing communities.
10. Take advantage of compact development design."

### **I. COMMUNITY CHARACTER:**

- Ada Township will maintain and strengthen its identity as a distinctive community within the Grand Rapids Metropolitan Area, known and valued for its attractive residential neighborhoods, opportunities for rural living in a natural setting, its compact traditional Village neighborhood and business district, its high quality recreational facilities, its accessible and high quality natural features, its scenic Grand River Valley, its limited but economically viable agricultural lands and its generous open spaces.
- Ada Township will grow in a compact form, with the majority of the Township's new development occurring in areas served by the Township's public water and sewer systems. There will be a distinct difference in character between areas of the Township that are more suburban in character (largely south of M-21 and west of the Grand River), and areas that are rural in character (largely north of M-21 and east of the Grand River).
- The Fulton Street corridor through the Township will retain its distinct natural, scenic, and uncluttered appearance.
- Rural areas of the township will retain their character, comprised of many elements, including the following:

- views along major public road corridors that are largely natural in appearance and free from development.
  - gravel roads, including many miles of gravel road that are designated as “Natural Beauty Roads” by the Kent County Road Commission.
  - less emphasis on use of manicured lawns, in favor of homes sites in a natural setting that are set back a considerable distance from the road.
  - scattered farmsteads with modest, historic homes and agricultural barns.
  - large expanses of open land in the Grand River valley.
  - prominent wooded ridgelines along the edges of the Grand River valley.
  - scattered agricultural uses throughout the northern two-thirds of the Township, with a concentration of agricultural lands in the northeastern quadrant of the township.
- Ada Township will retain a sense of its history. New development will be visually compatible and consistent with existing historically significant structures in the Township, which will be preserved and enhanced.

### **Supporting Policies:**

Ada Township will:

1. Manage growth in the Township with regulations that ensure the preservation of the Township's outstanding natural features and character.
2. Support measures to encourage continued viability of agricultural land use in the Township, particularly in the northeast quadrant of the Township, where the majority of the Township's agricultural lands are located.
3. Acquire land or easements on high priority open space lands, in accordance with the priorities established in the Ada Township Parks, Recreation, and Open Space Protection Plan.
4. Maintain low development densities in the rural portions of the Township, which are not likely to be serviced by public water and sewer facilities, and where the road network and limited road crossings of the Grand River do not support high traffic volumes.
5. Ensure that new development design incorporates landscape features that screen objectionable site features from view, enhance the overall appearance of the development site, preserve existing natural features, and contribute to the natural character of the Township.
6. Discourage creation of residential parcels in a linear, shallow-depth pattern along public roads, in order to retain a natural appearance along road frontages.
7. Discourage paving and/or widening of the gravel roads in the Township, in the absence of a demonstrated safety hazard.

## **II. NATURAL FEATURES AND ENVIRONMENT:**

- Ada Township will continue to be a community noted for its outstanding natural surroundings, including its striking wooded hillsides, its expansive Grand River floodplain corridor, its clear-flowing creeks and its high quality wetlands.

- Long-term sustainability of the area's natural systems will be a primary consideration in all development proposals and public investment decisions.

Ada Township will:

1. Encourage provision of undisturbed natural vegetation adjacent to riparian features in the Township, including rivers, streams, and wetlands.
2. Monitor the administration and effectiveness of recently-enacted riparian protection regulations, to evaluate whether the exemptions contained within the regulations should be more narrowly drawn.
3. Develop regulations to discourage development on steep slopes in proximity to riparian features.
4. Maintain low development densities in areas not served or expected to be served by public sewer and water, to discourage over-concentration of on-site disposal systems and resulting pollution of groundwater supplies, and depletion of groundwater.
5. Prohibit commercial and industrial uses which are likely to involve use or production of hazardous materials, in areas not served by public sewer service.
6. Develop site plan review standards to require groundwater protection measures in new development design, such as secondary containment of hazardous materials and prohibition on floor drains not connected to sanitary sewers.
7. Through landscaping standards for new development, enhance the natural surroundings in the Township. Through tree protection regulations applicable to all lands in the Township, ensure that the green infrastructure in the developed portions of the Township is maintained over the long term.
8. Encourage placement of sensitive environmental areas into common open space and appropriate clustering of home sites in new development, to provide long-term protection of these areas and greater accessibility of natural areas to residents.
9. Permanently protect high-priority sensitive environmental areas through acquisition of land or development rights by the Township or a non-profit land trust.
10. Discourage filling and development within the 100-year floodplain.

### **III. AGRICULTURAL LAND USE:**

- Agricultural land use, particularly in the northeastern quadrant of Ada Township and extending into the adjacent townships, will continue to be an economically viable use of land, and will be largely free of scattered residential land uses that potentially hinder agricultural operations.

Ada Township will:

1. Support measures to encourage continued viability of agricultural land use in the Township, particularly in the northeast quadrant of the Township, where the majority of the Township's agricultural lands are located.

2. Consider the enactment of agricultural protection zoning standards, to limit the fragmentation of agricultural lands.
3. Use “park and land preservation” millage revenues as matching funds with other funding sources, to acquire development rights on agricultural land through the Kent County Purchase of Development Rights (PDR) program.

#### **IV. RESIDENTIAL LAND USE:**

- Ada Township will have a variety of housing styles and levels of affordability, to accommodate the needs of varying incomes, stages in life and housing preferences, in neighborhoods that are aesthetically pleasing, safe, pedestrian-friendly and conducive to neighborliness and social interaction.
- Expansion of housing opportunities within Ada Village will be diverse and will include traditional single family detached homes, attached row house condominiums and apartments, upper level apartments within mixed use buildings and units intended specifically for the live work lifestyle in association with lower level retail uses.
- The compact residential neighborhood along the Cascade Rd. corridor, within walking distance of potential transit service along the corridor, will be enhanced through new private investment in the area that reinforces efficient design, affordability and alternative mobility.
- Former mining and resource processing sites along the Pettis Ave. corridor will be redeveloped for other uses compatible with the rural character of the area.
- Rural portions of the Township located north and east of the Grand River will retain a very low density of residential development, consistent with the existing rural character of this area and compatible with the limited infrastructure capacity that is expected to be available to this area in the future. Infrastructure limitations that currently affect the area include the absence of public water and sewer services and only two road crossings over the Grand River.

#### **Supporting Policies:**

Ada Township will:

1. Encourage inclusion of elements of Traditional Neighborhood Design (TND) in new development, including a greater emphasis on compactness, orientation of homes toward the street, pedestrian accessibility and linkages, continuity of the local street network and less segregation of uses.
2. Consider development of a new residential zoning district classification which allows single-family residential lots smaller and narrower than current standards allow, for application in selected areas of the Township where public utilities and other supporting infrastructure are provided.
3. Encourage compact residential development along and near potential public transit corridors, such as Cascade Rd. and Fulton St.
4. Provide land in appropriate locations for high density residential uses, such as multiple-family apartments and attached condominiums, in locations which are adequately served by public utilities, roads and other infrastructure, and where such uses are compatible with the surrounding area.

5. Encourage compact residential development in and near the Ada Village neighborhood, including upper floor residential units within mixed use buildings and attached residential units.
6. Adopt appropriate growth management regulations to ensure that residential neighborhoods are free of adverse influences from incompatible land uses and high traffic volumes.
7. Encourage redevelopment of lands along the Pettis Ave. corridor currently used for resource processing and manufacturing, for other uses compatible with a rural area.
8. Encourage inclusion of open space, mini-parks and natural areas within residential neighborhoods.
9. Provide non-motorized trail connections between residential neighborhoods and parks, schools, churches, shopping and other activity centers.

**V. ADA VILLAGE AREA:**

- The Ada Village area will be recognized as the hub of the community, with attractive residences providing housing for a diverse range of residents, a vibrant business community providing goods and services for residents as well as visitors, and a variety of civic uses providing cultural amenities to residents.
- The Ada Village area will provide an inviting and pleasant environment for pedestrians, by means of outdoor spaces, both public and private, for relaxation, and a sidewalk network to separate pedestrians from vehicles.
- The Ada Village area will be accessible to all residents of the community by a network of non-motorized trails.
- “Streetscape” improvements including sidewalks, landscaped parkway, street trees and period lighting, will extend to those portions of the Ada Village area where they have not already been completed.
- The Ada Village area will retain a sense of history in its mix of the old and new, with new buildings that complement the old through use of traditional architectural design elements and avoidance of nondescript “franchise” architectural designs.
- Existing buildings of historic significance in the Village will be preserved and enhanced.
- Development of major remaining vacant commercially-zoned lands in the Village will incorporate a mix of commercial and residential use, to provide opportunities for new housing within the Village area, to encourage a compact development pattern within the community, and to encourage the maintenance of a Village residential population that supports and sustains Village businesses and services.
- Development and redevelopment in the Village commercial area will capitalize on the adjacent Thornapple River, through the creation of a riverfront pedestrian plaza.

**Supporting Policies:**

Ada Township will:

1. Take full advantage of Ada Village's natural assets—specifically the Thornapple River—by pursuing a river walk and potential trail connections. Ways for nearby commercial areas to engage the riverbank environment will be identified.
2. Create a focal point in the heart of the Village that can serve as a community hub and gathering place, and expand opportunities for civic buildings.
3. Ensure roadway corridors complement Ada's distinctive, intimate village feeling, resulting in slower traffic and improved safety.
4. Improve walkability throughout the Village, and create attractive, safe, contiguous pedestrian connections between the Village core and surrounding areas.
5. Encourage building types that preserve the quaint, historic, small-scale feeling of the village.
6. Reconfigure the Thornapple Village shopping center in order to reduce the prominence of parking, provide for more trees and green spaces, reconnect to the river, and encourage pedestrian access and activity.
7. Strike a balance between residential and commercial uses within the Village, and encourage pedestrian access and activity.
8. Encourage shared parking and provide appropriate village-scale parking options.
9. Expand outdoor recreation opportunities and enhance existing parks and green spaces, connecting them with a regional network of trails and open spaces.
10. Through implementation and necessary refinements of Townships PVM form based zoning provisions, ensure the implementation of the community's vision for Ada Village.
11. Encourage the majority of the Township's retail and personal service businesses to be located within or adjacent to the existing Ada Village area.

*Note:* A comprehensive community visioning process for the Ada Village was completed in 2007. The above principles and policy statements were outgrowths of the Charrette Plan and they serve as a basis for the Envision Ada Plan completed in 2013. The Envision Ada Plan is incorporated into the Township Master Plan by reference.

## **VI. COMMERCIAL AND OFFICE/SERVICE LAND USE:**

- Ada Township's commercial land use base will provide local residents with a variety of "convenience-type" goods and services, in convenient locations which minimize driving distances, and which are accessible via the Township's non-motorized trail system. Ada Township will not be home to large-scale regional shopping facilities.
- The Ada Village area will provide convenience goods and services serving local residents as well as specialty goods and services tailored to "destination visitors."
- Retail businesses, restaurants and other high traffic generating commercial uses will not be located along Fulton St. (M-21) beyond those areas which are already located in the C-1 or C-2 commercial zoning districts.

### **Supporting Policies:**

Ada Township will:

1. Discourage retail uses, restaurant uses and other high traffic-generating uses along the Cascade Rd. and Spaulding Ave. corridors, in order to preserve the important traffic-movement function of these arterial roads, and to concentrate these uses in the Forest

Hills business district near the intersection of Cascade Rd. and Forest Hills Ave.

2. Encourage professional office, business service, and personal service uses in the Spaulding Ave. corridor south of Ada Drive, and along Cascade Rd. Multiple family residential use based on a Medium Density Residential land use designation may also be an appropriate use of land on the east side of Spaulding Ave., between the existing office development at the northeast corner of Spaulding Ave. and Cascade Rd., extending north to the permanent open space area and storm water management area that is located at the south edge of the Ada Meadows subdivision.
3. Ensure that development along the Cascade Rd. corridor is carefully designed to be compatible with adjoining residential neighborhoods located to the north and south of the properties fronting Cascade Rd.
4. Discourage expansion of commercial land use east of the Grand River beyond the limits of existing commercial uses.
5. Discourage development of commercial uses in the M-21 corridor in a "strip" pattern. Commercial development will be encouraged to occur in planned centers, characterized by unified architectural character, coordinated driveways, circulation and parking, signage and landscaping.

## **VII. INDUSTRIAL LAND USE:**

- Ada Township will retain its existing base of both large and small manufacturing, distribution and construction businesses.
- New industrial development that is non-polluting and consistent with the long-term sustainability of the community will be located in areas which are free of potential conflicts with adjoining residential land uses, and which are easily accessible from Fulton Street (M-21).
- The existing industrially-zoned corridor on the south side of Fulton Street from Kulross Ave. west to Alta Dale Ave. will be free of uses that are likely to generate objectionable noise, odors, vibration or other negative impacts on adjoining residential neighborhoods. The corridor will evolve to favor a variety of non-retail, low-traffic generating service uses, office uses, and low impact industrial uses.

### **Supporting Policies:**

Ada Township will:

1. Through strict performance standards for industrial uses and through appropriate review procedures for new uses, prohibit land uses which are likely to generate adverse noise, odor, dust and other objectionable impacts on the adjoining residential neighborhood from locating within the Fulton St. corridor from Kulross Ave. west to Alta Dale Ave.

## **VIII. MOTORIZED AND NON-MOTORIZED TRANSPORTATION:**

- Ada Township will be served by some form of mass transit, most likely along the Fulton St. (M-21) and/or Cascade Road corridors, or light rail service on the existing rail corridor.



- A Township-wide system of non-motorized trails will provide safe, convenient and pleasant facilities for non-motorized travel and recreation in the Township. Trails will link neighborhoods to major activity centers in the Township, including the Ada Village, schools, churches, parks and other major recreation facilities.
- The Township's road network will provide for safe and efficient movement of vehicular traffic, while protecting residential neighborhoods from the negative impacts of high traffic volumes and speeds.

### **Supporting Policies:**

Ada Township will:

1. Encourage a development pattern that will be conducive to the feasibility and usage of public transit between population centers in the Township and employment, shopping and entertainment centers in other parts of the Metropolitan Area.
2. Encourage compact residential development to occur along likely future public transit corridors.
3. Consider permitting higher residential densities than currently are permitted in the residential areas west of Spaulding Ave. and south of Ada Drive, to provide for possible re-development of large blocks of land in this area for attached condominiums or town homes.
4. Complete the planned expansion of the Township's non-motorized trail system.
5. Encourage provision of publicly-accessible non-motorized trails as part of new development, when development is proposed adjacent to planned routes on the Township's non-motorized trail network.
6. Maintain low development densities in the portion of the Township north and east of the Grand River, in acknowledgement of the capacity limitations of the existing transportation infrastructure serving this area, particularly the limited number (2) of road crossings of the Grand River in the Township.
7. Encourage use of "context sensitive design" principles in the design of new and improved roads in the Township. Context sensitive design takes into consideration the neighborhood context of the street, including such factors as the building types along the street, their spacing, their proximity and orientation to the street, and the extent of pedestrian and bicyclist use of the street corridor, in addition to considering the intended function of the street in the overall street network. The use of such an approach in many cases calls for a narrower pavement width than required by typical traffic engineering standards, and a design that better meets the goals of all parties concerned, including the neighborhood that would be served by the street.
8. Develop access management standards for application to major roads in the Township, to control the number, spacing, design and location of driveway accesses, in order to maintain the traffic-carrying capacity and safety of major roads in the Township.
9. Implement measures to limit and control the proliferation of parcel splits and individual driveway accesses along major rural roads in the Township, through land division and access control regulations.
10. In cooperation with the Kent County Road Commission, encourage the design and

layout of the street network in the Township to be based on the following principles:

- a. Excessive through traffic on local streets should be discouraged by appropriate design measures, to maximize pedestrian safety and protect the residential living environment.
- b. The layout of local streets should contribute to and enhance the quality of the residential living environment.
- c. The design of streets in the Township should take into consideration the context of the adjoining properties that the street passes by.
- d. Local street systems should provide for a degree of interconnectedness in the street network that distributes traffic over multiple routes, avoids concentration of traffic on only one or a few routes, and provides drivers with multiple route choices.
- e. The layout of local streets should not result in excessive travel distances and times. To provide for efficient service by school buses, delivery and maintenance/service vehicles, excessively long dead-end local street systems should be avoided.
- f. Street system design should provide for adequate emergency access. To the extent practicable, areas of concentrated development should be accessible by more than one route, due to the possibility of blockage of a single access point.

#### **IX. PUBLIC UTILITIES AND COMMUNITY FACILITIES:**

- Ada Township will provide high quality, efficient public water and sewer services to areas that are planned for land uses of an urban intensity.

#### **Supporting Policies:**

Ada Township will:

1. Coordinate provision of public utility services with land use policies, so that utility service availability supports and reinforces the desired land use pattern in the Township.
2. Encourage infill development of areas already serviceable by existing utility infrastructure, prior to extension of utility infrastructure to new areas.
3. Ensure that if public utility service is extended beyond current service area boundaries, the costs of extending services are borne by the properties receiving the new services, and not by existing utility users or Township residents at-large, unless there are overriding benefits to the general public.
4. Study the feasibility of extending public sewer service to the east side of the Grand River at Fulton St., to provide service to the existing concentration of business uses on Pettis Ave. and Fulton St.
5. Coordinate its planning and community development activities with facility planning activities of the school districts serving the community.

## CHAPTER VII

### PROJECTED POPULATION AND FUTURE LAND USE

#### **Projected Population Growth to the Year 2020**

An important factor which will affect the future physical development of Ada Township is the future population growth of the Township and West Michigan in general. Past population growth in the Township and the region is an indicator, but not an absolute determinant, of future population growth. Future population growth will be determined by many factors, including the rate of economic growth and job creation in the metropolitan area, trends in family sizes and the availability of land suitable for development.

A range of projected population for the Township in the years 2010 and 2020 is depicted on the graph shown in Figure 3. Three alternative projection methods result in a projected 2020 population ranging from 15,962 to 19,849. Projected year 2010 population ranges from 13,162 to 14,003. The methods used in preparing these projections were as follows:

- The method yielding the lowest projected population growth is based on a continuation of the average annual increase of 280 persons per year experienced between 1990 and 2005.
- The middle range of projections is based on assumed annual growth of 376 persons per year, which is the average annual increased experienced in the more recent 2000 to 2005 period.
- The highest projected population for 2010 and 2020 is based on a geometric growth rate of 3.55% per year, which is the growth rate from 2000-2005.

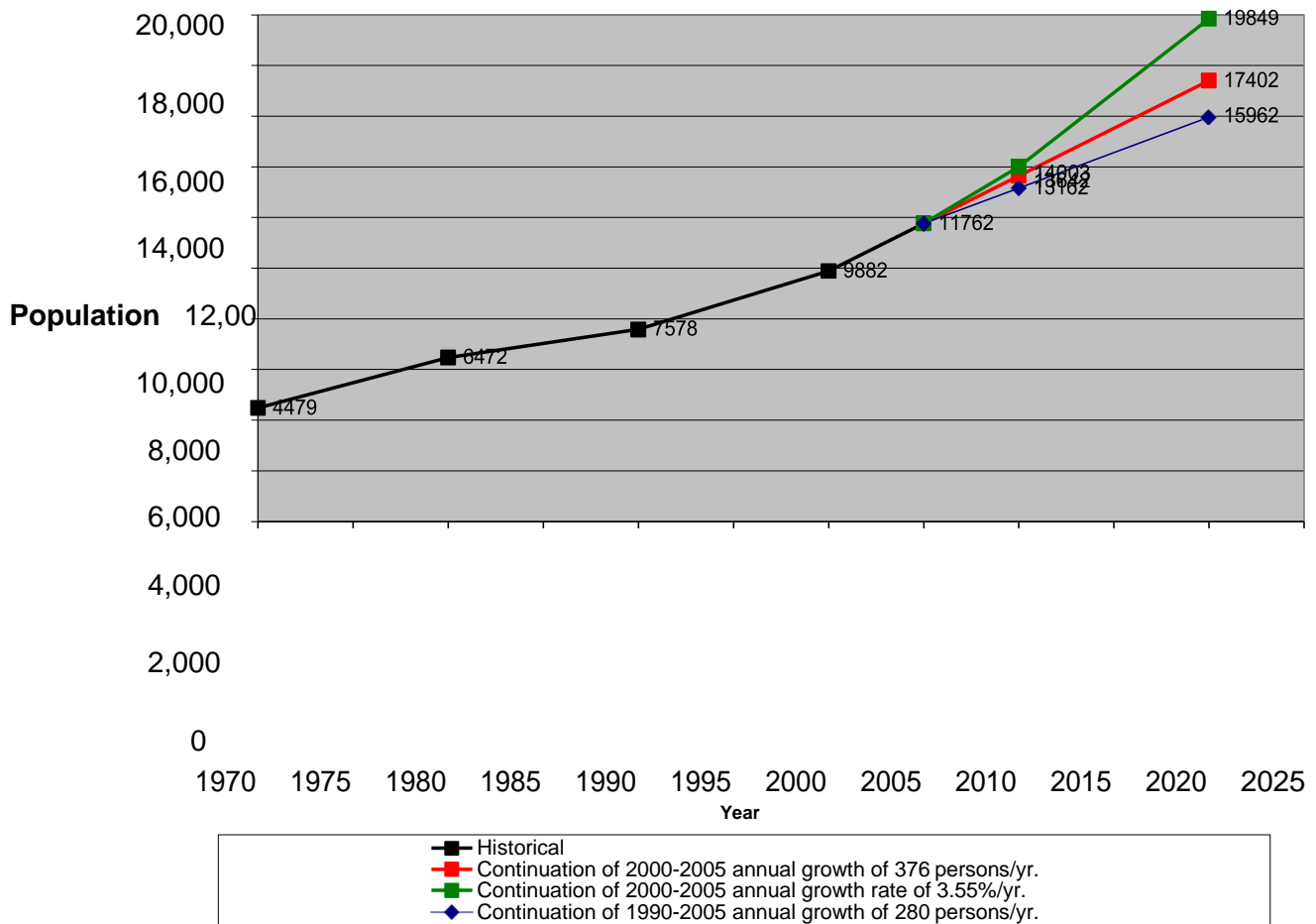
While efforts to project future population growth for relatively small areas are notorious for being inexact, circumstances exist to suggest that the growth rate experienced in Ada Township since 2000 may not continue in the next few years. The high rate of growth in the last 7 years took place while 3 relatively large residential developments were being built out simultaneously:

- Ada Moorings/Ada Moorings North, with over 180 single family homes.
- Clements Mill, with approximately 280 single family homes and 100 attached condominiums.
- West Village, with 150 single family homes. These 3 developments account for a large percentage of the Township's total population growth in the last 10 years.

Although there remain to be developed approximately 280 multiple family dwelling units in the final phase of Clements Mill, at the time of preparation of this plan there are no other approved and un-built developments of such a scale in the Township, and there is not a large inventory of un-built, vacant lots in recorded subdivision plats or condominium subdivisions.

This circumstance, when considered along with the current economic downturn being experienced in Michigan, suggest that the low end of the population projections shown in Figure 4 may be more likely to occur than the upper end. Analysis of future land needs contained in this Plan are based on a 2020 population projection of 15,962 persons.

**Figure 6 -  
Historical and Projected Population  
in Ada Township, 1970-2020**



It should be noted that no single method of those presented above can be concluded to be the most likely projection. These methods also do not take into consideration the impact of Township planning goals and policies on its future population. Planning efforts of the Township should recognize the uncertainty inherent in projecting future conditions.

### **Residential Land Needs**

The amount of residential land needed in Ada Township between now and the year 2020 can be approximated by apportioning the projected growth in population to three residential land use categories, each with an assumed average dwelling unit density. Based on assumptions concerning the proportion of total housing unit growth in each density range, land area needs for rural, low and medium density residential land uses can be developed.

First, the projected population increase is converted to a projected number of households. Based on an estimated 2005 population of 11,762, the Township's population is projected to grow by about 4,200 persons, to 15,962 in 2020. The following assumptions concerning the mix of future new housing types, densities and household size are also made:

<u>Category:</u>	<u>Assumed Density:</u>	<u>Assumed Household Size</u>	<u>% of New Homes:</u>
Rural Density:	1 home per 3 acres	3.2 persons	32%
Urban Low Density:	2.5 homes per acre	2.8 persons	48%
Urban Medium Density:	6 units per acre	2.25 persons	20%

Based on the above assumptions, the number of new homes constructed, number of new residents and acres of land consumed by the year 2020 in each density category would be as follows:

Rural Density:	477 units on 1,431 acres, housing 1,525 people
Urban Low Density:	715 units on 286 acres, housing 2,000 persons
Urban Medium Density:	298 units on 50 acres, housing 670 persons.

Total New Dwelling Units: 1,489 units on 1,767 acres, housing 4,195 persons.

***(Note: The density categories used in the above analysis are defined solely for use in approximating future land needs, and do not correspond to the Master Plan future land use categories used in the Future Land Use Map.)***

The average household size of new households in the Township, based on the above assumptions, would be 2.8 persons/unit, which is only slightly less than the overall average household size of 3.03 estimated in the Township in the 2000 Census.

The housing style and location choices of future entrants into the Ada Township housing market will have a major impact on the land consumed by development in the future. Of particular note is the very high amount of land consumed in relation to housing units provided, for rural-character development, in relation to the other land use categories.

The above analysis assumes that a relatively high proportion (20%) of new housing units will be in the urban medium density category, which includes attached condominiums, apartments or town homes. It also assumes that over 65% of future new home construction will occur in the urban-character portion of the Township, where public utilities are available. Growth and development policies which encourage more urban-character development in the Township, in locations served by the Township's utility system, would be desirable, in the interest of minimizing a sprawling development pattern, encouraging more efficient provision of public services, and minimizing the amount of land consumed for new development.

### **Planned Future Land Use Pattern**

The Future Land Use map, included in the Appendix, depicts the desired future pattern of development in the Township. The planned land use pattern largely reflects a continuation of the goals expressed in the 1995 Master Plan, with minor modifications made to the Future Land Use Map. It is also a response to the preferences expressed by residents of the Township in the survey conducted in 2004. A description of the planned future land use pattern and its rationale is presented below, organized by major geographic subsections of the Township. Significant changes from the 1995 Master Plan are also highlighted. Residential densities are expressed on a net basis, after exclusion of land devoted to public or private road rights-of-way.

The following land use categories are used to depict the desired future growth pattern of the Township:

### Agricultural Preservation Area:

The area designated on the 1995 Master Plan as “Rural/Agricultural Preservation” area in the 1995 Master Plan has been divided into two different categories in this updated plan – separate “Agricultural Preservation” and “Rural Preservation” areas, with planned densities for each that are reduced from the planned density in the 1995 Plan.

Land in the far northeast quadrant of the Township, generally north of 2 Mile Rd. and east of the Cannonsburg State Game Area, is designated in the Agricultural Preservation category. Land included in this category is discouraged from being converted to more intensive uses, due to one or more of the following factors: 1) remoteness from employment and service centers, 2) status as prime agricultural land, 3) proximity to land being actively farmed, 4) soil characteristics that are poorly-suited for development and 5) lack of public utilities. The Township's intent within this area is to maintain a predominantly rural environment, and protect agricultural lands from encroachment by residential uses. Low development densities, no greater than 1 dwelling unit per 10 acres of land, are encouraged in this area, as a means of accomplishing this protection. In addition, use of home site "clustering" and open space development design techniques using the Township's PUD regulations or a newly-developed zoning classification described below are encouraged, to limit fragmentation of large agricultural parcels and minimize conflict between residential use and nearby agricultural lands. It is anticipated that land in this use category will be placed in the Agricultural (AG) Zoning District, with new zoning rules developed for this district that establish both a minimum and maximum lot size for new parcel divisions in this area, subject to an overall density limit of 1 dwelling per 10 acres, for existing parcels of record. It is also contemplated that this area would be a priority area for use of any Township funds as local match toward the acquisition of development rights on agricultural land through the Kent County Purchase of Development Rights Program.

### Rural Preservation Area (with Subareas 1 and 2):

The boundary of this land use category is largely unchanged from the boundary of the Rural/Agricultural Preservation area shown on the 1995 Master Plan. It includes most of the northern half and far eastern portion of the Township, with the exception of the removal of the area in the far northeast portion of the Township that is now designated in the “Agricultural Preservation” category.

In the Rural Preservation Area, it is acknowledged that the existing pattern of very low density residential development, on either large lots of 3-5 acres or more, or on smaller lots within planned “open space” developments, is likely to continue. With the exception of the existing service area of the Grand Valley Estates water service area, there are no plans for provision of public water and sewer services to this area.

With respect to planned density of residential development, this area is further subdivided into two subareas. The land located west of the Grand River (designated Rural Preservation—1 on the Future Land Use Map) is planned for a maximum density of 1 unit per 3 acres. This low density target takes into consideration the development limitations of the steep, wooded terrain located west of Grand River Dr., and the constraints of the Grand River floodplain between Grand River Dr. and the river.

On the east side of the Grand River, a large area of the northern and eastern portion of the Township is designated Rural Preservation Area – 2, and planned for residential development at a density no greater than 1 unit per 5 acres. As in the case of Subarea 1, this density target recognizes the current and planned future absence of public utility services in this area. It also is based on the limitations placed on the capacity of the area's road network by the Grand River; i.e. the limited number of existing bridges that connect this area to the employment and service centers located to

the west, and the Township's desire to discourage development that would result in the need for the expense and environmental disruption that construction of a new bridge would entail. This area also includes land situated between Pettis Ave. and the Grand River, much of which is located in the 100-year floodplain of the Grand River. An exception to this designation is an area located immediately south of the Grand Valley Estates Subdivision, which is designated Rural Preservation-1, with a planned maximum density of 1 unit per 3 acres. This designation recognizes the terms of a settlement agreement that resolved litigation concerning mining of this property. It also recognizes the adjacency of this land to existing residential development.

The Rural Preservation Area 2 includes land along the east side of Pettis Ave., south of Knapp St., that was designated in the Rural Development category in the 1995 Master Plan. Most of this land is currently in the Agricultural (AG) zoning district. The reduction in planned density that is provided in this Plan, to 1 unit per 5 acres maximum, is in recognition of this area's location on the east side of the river, with limited road crossings to metropolitan employment and service centers, and the absence of plans for public water and sanitary sewer service.

#### Rural Development Area:

The Rural Development Area is intended to accommodate new residential development and population growth in a rural setting. In this area, a premium is placed on designing new development to minimize impacts on site natural features, and be harmonious with a rural environment. Development density designated for this area is a maximum of 1 unit per 2 acres of land, as provided in both the Rural Residential (RR) Zoning District and the Planned Development (P-1A) District. The boundaries delimited on the Future Land Use Map for this category coincide in most respects with the boundaries of the RR and P-1A zoning districts on the zoning map. As discussed above, land on the east side of Pettis Ave., south of Knapp St. that was designated in this category in the 1995 Plan has been changed to the Rural Preservation 2 category in the current Plan.

#### Low Density Residential:

The Low Density Residential development category accommodates residential development of an urban character, in areas which are served by public water and sewer services, and which are conveniently located with respect to metropolitan area employment centers, commercial services, schools and other services. Single-family residences are the predominant form of housing in this land use category. However, attached residential development designs may also be appropriate in areas with this land use designation, in order to meet needs for greater diversity in the Township's housing mix, and a lesser emphasis on strict segregation and wide separation between different styles of housing.

Development density in this category is up to 2 units per acre under the conventional zoning provisions of the R-2 and R-3 districts. Attached housing and compact detached single-family development designs of slightly higher density, up to 4 units per acre, could be considered under the Township's Planned Unit Development regulations.

Other uses which are compatible with residential surroundings, such as schools, churches, day care homes and utility facilities may also be located in this area.

All of the land located in this land use category is located south of M-21 and west of the Grand River.

It should be noted that in the course of developing this plan, consideration was given to accommodating in the Plan the possible major redevelopment of the residential neighborhood on Patterson Ave., Argo Ave. and Sarasota Ave., between Cascade Rd. and Ada Dr. Potential

redevelopment of the area could include new housing of multiple types based on “Traditional Neighborhood Development,” or “TND” principles. This was considered in part based on the proposed Grand Rapids Township Master Plan’s anticipation of redevelopment on adjoining land west of Patterson Ave., which is the Township boundary.

Accommodating such redevelopment east of Patterson Ave. is not provided in the Master Plan at this time, however, based on the fact that, at the time of preparation of this Plan, the homes in the neighborhood had a very high (over 90%) owner-occupancy rate. In addition, the homes in this neighborhood provide a needed supply of moderately-priced housing in the area. The quality and stability of the neighborhood should continue to be monitored. If changed conditions warrant, modification of the Plan could occur in the future.

In the event redevelopment were to be proposed for this area, it should take place within the following general framework:

1. Redevelopment should not occur on a parcel-by-parcel, piecemeal basis. Redevelopment plans should only be considered for a significant assemblage of land, consisting of all of the lots fronting on both sides of one or more of the north-south streets in this area. It would also be preferable for any redevelopment in this area to occur concurrently with or after similar redevelopment of adjoining land in Grand Rapids Township.
2. Redevelopment should produce a walkable neighborhood, with strong pedestrian facility connections to the Cascade Rd. corridor, the Ada Drive non-motorized trail, the civic uses located north of Ada Dr. and to the Forest Hills Ave. business district.
3. Redevelopment should include a mix of housing styles and prices, to meet the needs of a broad spectrum of the housing market. Residential density in the area is targeted to be no greater than 6 dwelling units per acre.
4. The scale and form of new residential development in the area should be urban in character. Both Townships should establish form-based zoning regulations that would apply to any redevelopment efforts.
5. It would be desirable for Ada Township and Grand Rapids Charter Township to jointly sponsor a professionally-facilitated design charrette for the area in the future, prior to any redevelopment being undertaken.

#### Medium Density Residential:

This category is intended to provide land for multiple-family residential use, compact single family development designs, or mixed single- and multiple-family development at higher densities up to a maximum of 9 units per acre. Land is provided for this use category in areas of transition between low density residential use and more intense office or commercial uses, and where natural features or unique land use features, such as wide utility corridors or rail line corridor, provide appropriate transitions between uses of significantly different intensities. In all cases, this use category should have access to public utility services. It is anticipated that most development in areas designated Medium Density Residential will occur under the PUD provisions of the Zoning Ordinance.

Most of the land designated on the Future Land Use Map for medium density residential use is already developed. An exception is land along the east side of Spaulding Ave., south of Ada Dr., extending from the permanent open space in the Ada Meadows subdivision on the north to the existing office development at the corner of Spaulding Ave. and Cascade Rd. This 9-acre area is currently occupied



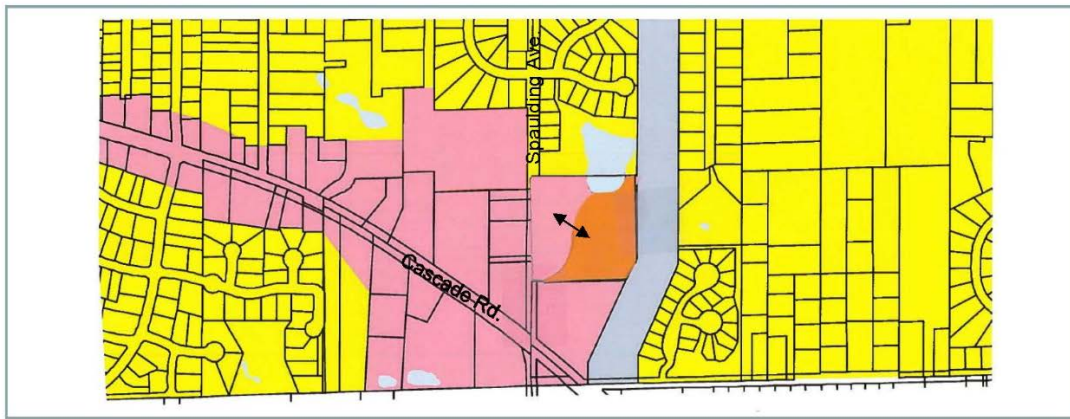
by 3 or 4 single family homes, which are now out-of-character with their surroundings. The area is isolated from existing residential neighborhoods to the north and east by the wide power line corridor to the east, and the permanently-preserved wetland/open space area to the north. This area is suitable for either medium density residential use or office-service use, and is designated for either use on the Future Land Use map.

#### Office-Service:

This category designates areas allocated for professional and business offices, business service uses, and other non-retail uses which do not have high traffic generation rates. This land use category often serves as a transitional use between residential areas and major thoroughfares. It is also intended to permit conversion of residences along major thoroughfares to non-residential use, in areas which are no longer well-suited for residential use due to high traffic volumes on the adjacent street. The Cascade Rd. corridor has all of these characteristics, and is the primary location of land designated for office-service use in the Township. Land along the east side of Spaulding Ave., south of Ada Dr., is also designated for future office-service use as an alternative to medium density residential use. Appropriate zoning for this land use category is the Professional Office (PO) Zoning District.

Future development in the office-service planned area along Cascade Rd. and Spaulding Ave. is likely to be in the form of redevelopment of existing built sites, since there are few vacant sites along the corridor, but many sites with small former homes that have been converted to office uses. The existing Professional Office (PO) district regulations require a minimum 75-foot front building setback and minimum 40 foot rear yard setback. Because of the proximity of residential neighborhoods behind the PO-zoned frontage on both sides of Cascade Rd., consideration should be given to modifying the building setback provisions, to provide for greater building separation from the adjacent residential district, while allowing buildings to be set closer to Cascade Rd. This would also be consistent with the preferred site design approach of placing parking to the side or rear of buildings instead of in front of buildings adjacent to the road. Requirements for appropriate screening between the office frontage and adjacent home sites should also be examined to ensure that office development along the corridor is compatible with the adjacent neighborhood.

Development and redevelopment of property in this land use category should be carried out under PUD zoning provisions, to give the Township a greater degree of discretion regarding appropriate building form and character, in relation to the surrounding area.



ADA TOWNSHIP MASTER PLAN, 2016 AMENDMENT  
FUTURE LAND USE IN SPAULDING AVENUE CORRIDOR



- Low Density Residential
- Medium Density Residential
- Office-Service
- Public/Semi-Public

### General Commercial:

Ada Township does not currently serve as a regional retail center, and is not expected to do so in the future. General commercial uses in the Township will continue to meet the retail and service needs of the local population and those traveling on M-21. The intent of the Master Plan is to provide a very limited amount of land for general commercial uses in the Township, to maintain the primary focus of the Township's commercial activity on the Village area and land adjacent to the Village core. In particular, uses which generate high customer turnover rates with high vehicle trip generation rates are discouraged on M-21, to aid in maintaining a safe travel environment on this major roadway. The General Business (C-2) District is the anticipated zoning classification of land designated in this land use category.

The lands designated in this category are changed very little from the 1995 Master Plan. One area of change that should be noted, however, is land on the Pettis Ave. corridor, from Honey Creek Ave. east to Vergennes St. The proposed plan designates land on both sides of Pettis Ave. in this area for commercial use. The 1995 Plan designated existing commercially-used land on the north side of the street for Office use, while designating land on the south side of the street in the park/recreation category, as part of a planned Grand River corridor greenbelt. Since that time, two new commercial sites have been developed on the south side of the street. Some efforts have also been made to re-develop a former industrial facility on the north side of the street for commercial use, though without being brought to successful completion.

This Plan accommodates the likely continuation of existing commercial uses along Pettis Ave., and modest expansion of commercial uses to include two existing residential sites on the north side of the street, just west of Vergennes St. If either or both of these sites were to change to commercial use, it should be carried out under Planned Unit Development (PUD) zoning provisions. Commercial use of the corner site in a way that re-uses the existing residence and garage building should be encouraged, given the unique architectural character of both the residence and the accessory building on the property.

## Ada Village Area:

Land use and appropriate development scale and form within the Ada Village area was first addressed in detail by the Ada Village Design Charrette process completed in 2007 and more recently by the completion of the Village Master plan as part of the Envision Ada planning process completed in 2013. The outcomes of the design charrette are documented in the Ada Village Design Charrette Final Report, dated January, 2007. That report was previously adopted by reference as a component of the Ada Township Master Plan. Based on that effort, the Planned Village Mixed-Use (PVM) Overlay district and “Regulating Plan” for the Village area was developed and adopted as part of the Township’s Zoning Ordinance.

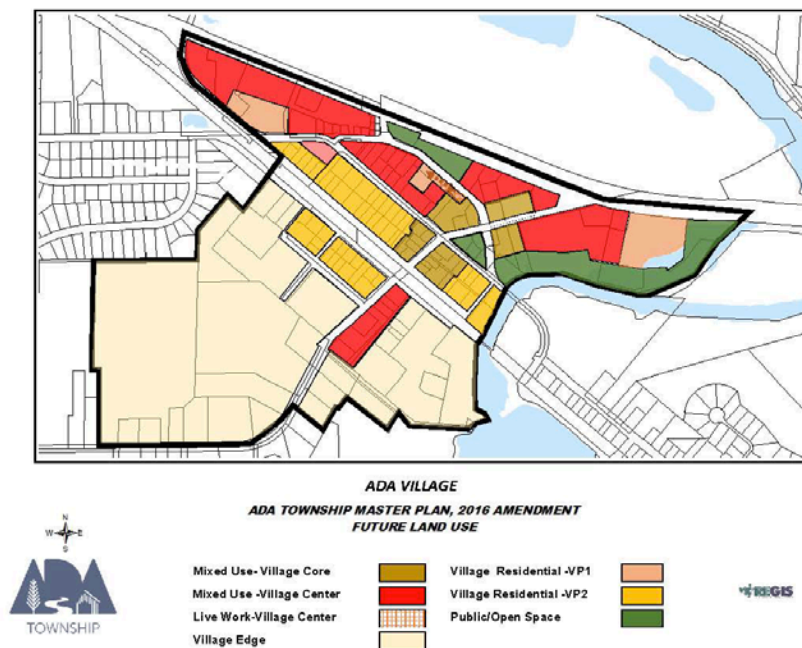
The (PVM) district provides development standards and review and approval procedures to encourage development and redevelopment within the Ada Village area while placing emphasis urban form and design. The design principles include the following:

- (1) The creation of an interconnected street network that disperses traffic among multiple route choices and a network of sidewalks and non-motorized trails that provides for safe and convenient non-motorized travel within the village.
- (2) Development and redevelopment of high-quality public spaces, with building facades having windows and doors facing tree-lined streets, plazas, squares, and neighborhood parks.
- (3) Compactness of development, enabling the creation of a walkable environment and conserving land and energy through reduced automobile usage.
- (4) Inclusion of variety of building types, land uses and open spaces providing for people of all ages and every form of mobility.
- (5) A mix of land uses and buildings enabled and supported by flexible standards and review procedures, which over time results in a resilient and sustainable neighborhood.

In 2013, the “Envision Ada” planning process was undertaken to further refine the desired development path and vision for the Ada Village area. The Envision Ada 2013 plan contains specific preferred and alternative village design recommendations that detail new street alignments and streetscapes, public spaces, building form and land use arrangements. It is in essence, a detailed, yet flexible redevelopment strategy for the Village and calls for the demolition and redevelopment of strategic areas in the village proper. The Envision Ada 2013 Plan is included by reference in Ada Township Master Plan and is intended to serve as the official sub-area plan for the Ada Village area. As visionary policy document, and not an engineering or regulatory tool, it must be recognized that a practical degree of flexibility is needed in its application to specific sites, land uses and street arrangements



The illustration above is the excerpted “Village Master Plan” as contained in the Envision Ada 2013 Plan. It represents the selected plan alternative or the “ideal build-out of Ada Village.” The Ada Village Future Land Use map and the descriptive narrative that follow are a melding of the recommendations of the Envision Ada Plan and the PVM overlay District and its regulating plan.



**Mixed Use-Village Core Transect.** The Village Core is intended to be the most intensely occupied area, with predominately attached buildings that create a continuous street façade. The core is within walking distance of surrounding, primarily residential areas. As embodied in the Envision Ada Plan and the PVM District zoning provisions the Village Core is planned to consist of the following:

- **Mixed Use buildings.** Within this transect, the majority of buildings fronting Ada Drive, Thornapple River Drive and Headley Street (relocated) are envisioned to be two to three stories in height and designed to accommodate offices or dwellings on upper stories and various commercial uses on the ground story. Ground floors will contain retail uses and internal access to the upper floors, with commercial, office or residential uses on upper floors. Building facades will have ample window space on the ground and upper floors. Little or no side yard and minimal front yard setbacks, will combine to create a continuous street wall. Short term parking is expected to be available on the street but because individual lots are not large enough large enough to accommodate on-site parking for each use, shared parking arrangements may be necessary. Lots sizes in support of mixed use buildings will range from between 5,000 and 25,000 square feet.
- **Village shops.** Village shops resemble a residential building but house commercial uses. Village shop buildings are one or two stories in height, slightly set back from the sidewalk. Parking is expected to be located in the rear and can be accessed from an alley or a front drive. Short term parking is available on the street but centrally located shared parking will also be needed to serve long term parking needs of these businesses. Sidewalk pedestrian access will be universal and block design may or may not have an alley system for vehicle access. The typical lot size for the village

shop type of building will range between 4,000 to 8,400 square feet.

- Civic buildings containing or public or civic uses such as community services, education, government, places of worship, and social services are vital components to the Village Core as are open spaces such as a village green, central square, private plazas, and parks.

**Mixed Use Village Center Transect.** The Village Center transect zone will have the broadest mixture of land uses and a wide variety of building types. Buildings may be attached or detached and are separated from the street with small street yards. Included are the following:

- Mixed Use buildings. Buildings fronting main streets are envisioned to be two to three stories in height and will accommodate offices or dwellings on upper stories and various commercial uses on the ground story. Ground floors will contain retail uses and internal access to the upper floors, with commercial, office or residential uses on upper floors. Building facades will have ample window space on the ground and upper floors. Little or no side yard and minimal front yard setbacks, will combine to create a continuous street wall. Short term parking is expected to be available on the street but because individual lots are not large enough large enough to accommodate on-site parking for each use, shared parking arrangements may be necessary.
- Village shops. As described above and also assigned to the Village Core.
- Village houses. The village house is a single family residential building developed in compact and walkable blocks on narrow lots. The village house building can be up to three stories if the third story is located within the roof structure. The base of the building may be slightly elevated above grade. The buildings are also slightly set back from the property line and street. These buildings often have a pitched roof or a pitched roof with dormers. Parking is located in the rear of the lot. Private garages and accessory dwelling units are located so they cannot be visible from the street. Access is from an alley or a shared driveway from the street. On-street parking can serve as visitor parking. The intended lot size range for village houses is from 4,000 square feet to as high as 8,400 square feet.
- Rowhouses. Rowhouses are residential buildings with common walls on both side lot lines and a private garden to the rear. The lot sizes used to accommodate rowhouses range from 1,800 square feet to just approximately 4,000 square feet.
- Apartment houses and lots designed to accommodate a detached building which resembles a large house but which contains multiple dwellings above and beside each other. Apartment house lots range from 4,800 square feet to as large as 18,000 square feet.
- Duplexes. Detached building with small side yards and a large front yard and containing two dwellings. Duplex lots range from 5,000 square feet to approximately 11,000 square feet.
- Specifically assigned public open space along the Thornapple River and public use space between Headley and Fulton Streets are included in the transect zone.

**Live/Work- Village Center Transect.** The live-work land use designation along the west side Headley Street is a subcomponent of the Village center transect. Architecturally speaking, the a

“rowhouse” building form intended for the area can be occupied interchangeably as single family residences or live-work units. The Live/Work area will however, function better when not interspersed with strictly residential units. The plan therefore recommends that live/work units commence from the east and standard residential row houses commence from the west. The relative popularity of each building type is to determine extent of each area along Headley Street.

**Village Residential 1- Village Proper (VP1) Transect.** This land use category is comprised of 3 new development areas - one at the west end of Headley Street, west of the Post Office, one on the south side of Fulton Street at the east end of the Village, designated in the Envision Ada Plan as the east “residential hamlet” and land along the south side of re-located Headley Street.

The land use category is intended to support the full range of residential building types, including rowhouses, upper and lower level apartments and attached multi-family apartment homes, duplexes and detached single family “village houses”. With the exception of live/work situations that could be permitted with a special use permit in certain transitional locations, the Village Proper 1 planning area is not intended for business activity.

The land designated in this category on the south side of Headley Street is intended to transition from exclusively residential use at its west end, to mixed use commercial/residential use at its east end, depending upon market demand, as shown by the irregular boundary between the Village Proper 1 land use category and the Village Core designation located at the east end of Headley Street. Multiple story buildings are anticipated on this stretch of Headley Street frontage, with ground floor commercial space at the east end, and multi-story residential buildings at the west end, and a zone of mixed-use “live-work” type buildings serving as a transition between these areas.

**Village Residential 2- Village Proper 2 (VP2) Transect Zone.** Areas designated Village Proper 2 are intended to be exclusively single-family residential use. Land designated in this category includes the single family residential areas south of Thornapple River Dr. and north of Bronson St., extending from the Thornapple River at the easterly end, and extending to the corner of Bronson Street and Headley Street at the westerly end.

**Village Edge Planning area and transect.** The Village Edge transect zone is intended for detached single family homes that are similar in scale to adjoining neighborhoods with suburban character.

**Public/open space.** As a category of land use **civic space in one form or another** can be incorporated in all transects. Civic space may include buildings which contain public or civic uses such as community services, education, government, places of worship, or social services.

Open spaces may include a green, square, plaza, neighborhood park, playground, community garden, above-ground stormwater management area, or natural areas worthy of preservation. The Envision Ada 2013 plan identifies several strategic public/open space elements including a central green in the area created by the extension of Headley street, east of Ada Drive, a riverfront park along the Thornapple river from Thornapple River Drive, and commons areas associated with the Farmers Market, north of Headley and within the East Residential Hamlet

The following images have been conceptualized and prepared to illustrate how selected portions of the Ada Village area might be developed in accord with the Envision Ada 2013 plan. As specific development proposals emerge and are presented for zoning approval, changes are almost certain to be made, but the images, nonetheless are illustrative of the type, style and scale of development that the Ada Village Master Plan is intended to achieve.





Figure 1 - Potential development of "Village Shop Lots" on north side of Headley Street, west of intersection with "new" Headley Street.



Figure 2 - Potential development of "Townhome Lots" on south side of new Headley Street.



Figure 3 - Potential development of "Village Blockfront Lots" on planned River Street, across from planned park along Thornapple River.



Figure 4 - Potential development of "Village Blockfront Lots" along Ada Drive frontage, south of M-21 intersection.

### Office/Service/Light Warehouse:

This is a newly-created land use designation that is applied to the existing Industrially-zoned lands on the south side of Fulton St., from Kulross Ave. west to Alta Dale Ave. This area was designated Light Industrial in the 1995 Master Plan. This new land use designation is intended to recognize the increasingly non-industrial nature of the land uses that are located in this corridor, and the Township's desire to encourage uses that are least likely to create conflicts with the adjoining residential neighborhood located directly to the south, across the rail line. A transition to new zoning regulations for this area which classify manufacturing as a special land use is anticipated. In addition, the Township does not wish for this segment of the M-21 corridor to become a linear retail commercial strip.

Appropriate land uses in this area include professional and administrative offices, health care services, child care centers, small warehouse and distribution facilities, light fabrication, assembly and packaging operations, places of worship. Another potential use in this area, subject to consideration of site-specific factors such as location and adjacent uses, is animal boarding and day care. New or expanded light manufacturing may also be located in this area, subject to special use approval as discussed above.

### Light Industrial:

The Light Industrial land use category designates a large area of vacant land located west of Spaulding Ave., and south of M-21, in addition to the existing Alticor Catalog Distribution Facility on

Spaulding Ave., south of the railroad. This area is suited to light industrial uses by virtue of the open and moderately sloped land in the area, availability of public utilities, proximity to the State trunk line highway, and proximity to I-96 to the west.

The intent of the Light Industrial category is to provide for industrial uses that do not involve operations likely to create objectionable noise or odors or are visually objectionable. Given the large size of properties in this area and relatively large distance from surrounding residential uses, the area could also accommodate material re-processing and recycling uses, provided strict environmental performance standards are adhered to. This land use category corresponds to the Light Industrial (LI) Zoning District on the Zoning Map.

#### Industrial:

The Industrial land use category designates existing, large manufacturing facilities which are not in close proximity to residential areas. Amway Corp's manufacturing facilities between M-21 and the Grand River is the only property designated in the Industrial category. Appropriate zoning is the Industrial (I) District for this area.

#### Public/Semipublic:

Includes governmental facilities such as Post Office, Township offices and utility facilities, major overhead transmission lines, churches, schools, and cemeteries. Land in this category may be located in any Zoning District.

#### Park/Recreation:

The Recreation land use category designates public and private park and recreation facilities in the Township. These uses, particularly those in private ownership, are not necessarily committed permanently to the existing use.

#### Open Space:

Land that is permanently preserved in an undeveloped, open space use, through a legal means such as a conservation easement or designation as general common element in a condominium subdivision plan.



## **CHAPTER VIII COMMUNITY FACILITY NEEDS**

As the population of both Ada Township and the overall Metropolitan area grows in the future, the capacities and adequacy of existing community facilities are certain to be tested. To ensure that the public health, safety, convenience and quality of life of Township residents is not compromised by inadequate public facilities, it is important that the Township anticipate future community facility improvement needs, and put in place a program for developing and financing needed facilities. The Township has already conducted planning and has programmed specific facility improvements in certain areas. For example, the Township prepares and updates a Community Parks, Recreation and Open Space Protection Plan that identifies facility and financing needs for that specific program area. The Water System Reliability Study that is prepared every 5 years and submitted to the State of Michigan includes programming of needed utility system improvements. These related documents are drawn upon for the information contained in the following sections.

### **Road Improvement Needs**

In general, the Township's road network does not suffer from serious capacity, congestion or safety problems. However, as growth continues in Ada Township and in communities further east and north, current minor problems will grow more severe. Following is a description of planned and/or needed road system expansions, extensions and other improvements:

- Implementation of street network expansion and “traffic calming” measures recommended for streets in the Ada Village area, as set forth in the Envision Ada 2013 plan. The plan outlines the following modifications to the Villages street network:

#### **Headley Street**

The re-alignment (now completed) of Headley Street shifted the path of the street approximately 225 feet to the northeast and was originally conceived in the Village Master Plan. The shift creates a new signalized intersection with Ada Drive and, a new street segment which connects Headley to Fulton. The intersection is in alignment with the Amway main entrance, across Fulton Street. Once combined with future realignments of Thornapple River Drive, one at the north end at Headley and the other south of Ada Drive, a through street extending from Fulton Street to the Thornapple River will be created and Headley Street will be the principal east-west corridor through the Village. This shift also creates nearly new development sites for new row houses and live work units.

#### **Thornapple River Drive**

Just north of the River, Thornapple River Dr. will be diverted northeasterly, at an angle so that it aligns with the new relocated Headley Street/Ada Drive intersection. This change, coupled with a “T” intersection reconfiguration with Headley Street at the western end will configure Headley Street as the through street.

The short, existing section of Thornapple River Drive, south of Ada Drive will be reconfigured to function as a as a minor access street.

#### **Ada Drive**

Ada Drive will be reconstructed to elevate the street above the regulatory floodplain elevation, and to support parallel parking.

### Fulton Street

In its conceptual form, the Ada Village Plan includes a roundabout at the new Fulton St./Headley spur intersection. This type of intersection is not seen as being critical to the overall Village design and will nonetheless, require the cooperation and approval of MDOT.

With or without a roundabout, Fulton Street is envisioned to be transformed from its current 5- to 7- lane configuration to a 4-lane configuration. Ideally, the four lanes will be separated by a well landscaped central median creating two 2-lane drives.

### Riverside Drive

A new Riverside Drive is planned to open up the river's edge east of Thornapple River Drive to mixed-use development.

- Intersection signalization at selected locations.

There is a growing need for traffic signals at one or more locations on Fulton St. (M-21 in the western portion of the Township, in order to provide gaps in the flow of traffic during peak traffic hours. Potential locations for conducting signal studies to determine whether signal warrants are met include the Fulton St./Kulross Ave. intersection and the Fulton St./Carl Drive intersection.

Safety improvements involving grade changes to improve sight distance are needed at the intersection of Egypt Valley Ave. and Knapp St. Completion of this project is a priority of the Kent County Road Commission, and is planned for completion in 2008. Although not included in the scope of the planned project, this intersection should also be considered for traffic signals in the future.

Two road extension projects that were identified as priorities in the 1995 Master Plan have been eliminated from the Plan in the 2007 update – the planned extension of Kulross Ave. south to connect to Ada Dr., and construction of a new bridge over the Grand River, to extend Snow Ave. to M-21.

The first of these projects, extension of Kulross Ave. to Ada Dr., is eliminated from the Plan due to development having occurred along the route that precludes the extension. In addition, there are significant wetlands along the extension route that would be negatively impacted, and which would add to the cost of the project.

The second road extension project removed from the Plan is the recommendation for an extension of Snow Ave. across the Grand River to Fulton St., at the eastern edge of the Township. As an alternative, it is recommended that a broader study of regional traffic mobility needs be conducted in the future, to consider whether an additional bridge is needed, and if so, to include study of a broader range of possible locations for an additional Grand River bridge.

### **Water and Sewer Utility System Needs**

The intent of this Plan is to direct future urban-character growth to areas of the Township that are already within the water and sewer service contract areas, and in proximity to the existing water distribution and sewage collection systems. The Plan also identifies the need for both short- term and potential long-term expansion of the service area to meet existing and long-term service needs.

Within the existing service areas, water and sewer main extensions have been made as needed to accommodate new growth, and serve existing developed areas where the need for public service has been recognized. These extensions have been financed in a variety of ways, including by private developers for new subdivisions, by State grant funds to stimulate economic development, and through special assessment districts to serve existing developed areas.

In 2006, a Water System Reliability Study, as required by Part 12 of the Michigan Safe Drinking Water Act, was prepared by the Moore & Bruggink, the Township's engineering consultant. The Study included inventory of the current water distribution system, current usage, projections of future service area population and water usage, and evaluation of capability to meet future needs. The Study projects the service area population to grow from 5,658 in 2005 to about 9,340 by the year 2020. Average daily water use is projected to increase to approximately 2.14 million gallons per day, a 59% increase above current usage of 1.35 mgd.

The study identifies several water main interconnection needs, to provide more looped mains and fewer dead-end mains in the water distribution system, thereby increasing redundancy in the system and increasing service reliability.

With regard to the public sanitary sewer system, this Plan recommends that the Township consider extension of public sewer service across the Grand River at Fulton St., to provide service to the existing concentration of commercial uses and commercially-zoned land in the vicinity of the Pettis Ave. /Fulton St. intersection. Land uses in this area include two restaurant/liquor-licensed premises, a potential 3<sup>rd</sup> restaurant/bar, a day care center and other commercial buildings. There are at least two properties which do not have proper on-site waste disposal drain fields. They rely on use of sanitary waste holding tanks which require frequent pumping. The proximity of on-site waste disposal systems to the Grand River in this area creates an enhanced risk of discharge of pollutants to the river.

It is recommended that the Township conduct an engineering and feasibility study, to determine the costs of extending sewer service, and an analysis of whether it would be economically feasible and acceptable to finance the system expansion through a special assessment district. Expansion of the system east of the river would also require approval of the City of Grand Rapids, pursuant to the terms of the Service Agreement between the City and the Township.

The Water and Sewer System Master Plan maps contained in the Appendix depict the general potential layout of existing and future water and sewer mains if the entirety of the defined service area for these utilities was ever needed to be served. It should be noted that, aside from the water main looping and interconnection needs identified in the Water System Reliability Study referenced above, and the suggested feasibility study to extend sewer service to the immediate vicinity of the M-21/Pettis Ave. area, this Plan does not recommend or anticipate the extension of utility services to currently unserved areas that are not planned for a development intensity that would warrant public utility services, unless there are significant public health issues from widespread septic system failures or well contamination.

### **Park and Recreation Facility Needs**

Park and recreation facility needs of the Township are identified in the Ada Township Parks, Recreation and Open Space Plan, adopted by the Township Board in February, 2007. The Plan identifies the following major park and recreation improvement needs in the Township:

- Continued development of Roselle Park, as called for in the Roselle Park Master Plan.
- Ada Township Park improvements, to include a new sand volleyball court and replacement playground structures.
- Establish water trail map and signage on the Grand River

- Portable plastic ice sheet for Leonard Field Park
- Interpretive signs, Grand River Nature Trail/Preserve and Roselle Park
- Develop a neighborhood park in the Ada Drive corridor, between the Village and Spaulding Avenue.
- Re-develop Leonard Park with band shell/gazebo and ice rink/labyrinth surface.
- Acquire land to connect Grand River Nature Trail and Preserve to Leonard Field Park.
- Acquire Kent County Road Commission garage site for use as a community center / senior center.
- Develop a neighborhood park in the northern portion of the Township.
- Acquire other high priority open space properties, with funding from the Parks and Land Preservation millage.

The Parks, Recreation and Open Space Plan also identifies and prioritizes the types of land that the Township considers important for permanent preservation in a natural and/or undeveloped condition, and identifies implementing tools available for accomplishing permanent protection of open space lands.

### **Other Community Facility Needs**

#### **Fire Protection:**

As the population of the Township has grown, Ada Township has made investments in upgrading its fire protection facilities. In 1990 the Fire Department added its first full time employee who divided this time between the fire department and zoning enforcement. In 1995 the Department added a full time Fire Chief and in 1997 added a second full time employee who divides his time between the fire department and building and grounds duties. The Department continues to heavily rely on paid on call fire fighters.

The Department operates out of two stations; Station 1 at Fulton and Bronson is staffed Monday through Friday 8:00am to 5:00pm, and Station 2 on Knapp west of Honey Creek. The geographic location of the two stations provides effective coverage and prompt response times to the entire Township.

The Fire Department operates three pumpers, one tanker, two brush fire pickup trucks, and two rescue squads.

A study conducted for the Township by the Michigan Fire Chiefs Association recommended that the fire department have one fire fighter on shift 24 hours a day 7 days a week, in addition to the current staffing level during the day.

#### **Wireless Telecommunications Infrastructure:**

Based on the consultant-prepared analysis of existing and potential wireless antenna and tower sites that was completed in 2005, there is a need for additional wireless telecommunications signal coverage in two areas of the Township - in the Ada Village area, and in the vicinity of the Knapp St./Pettis Ave. intersection. Through either co-location on existing structures in these two areas, or through construction of new towers, the needs within the Township for “hub” wireless sites would be met, according to the 2005 Study Report. The study identified the jointly managed Ada Township/Forest Hills Public Schools elevated water tower located east on the Forest Hills Eastern school campus or the football field lighting poles on the campus as possible co-location opportunities.

**ADA TOWNSHIP RESOLUTION R-11-14-16-1**  
**A RESOLUTION TO ADOPT THE ADA TOWNSHIP MASTER PLAN, 2016 AMENDMENTS**

At a Regular Meeting of the Township Board of Ada, Kent County, Michigan, held in said Township on Monday, November 14, 2016, at 7:00 p.m., there were:

PRESENT: Supervisor Haga, Clerk Smith, Treasurer Rhoades, Trustees Hurwitz, Jacobs and LeBlanc

ABSENT: Trustee Proos

**WHEREAS**, the Michigan Zoning Enabling Act, P.A. 110 of 2006, as amended, states that the provisions of a municipal zoning ordinance shall be based upon a plan designed to promote the public health, safety, and general welfare, to encourage the use of lands in accordance with their character and adaptability, and limit the improper use of land; and

**WHEREAS**, Sec. 7(1) of the Michigan Planning Enabling Act, Act 33 of 2008 (the "Planning Act"), states that "a local unit of government may adopt, amend, and implement a master plan as provided in this act"; and

**WHEREAS**, the Ada Township Planning Commission has prepared such a plan to serve as a guide to the orderly growth and development of the Township and has approved the plan; and

**WHEREAS**, pursuant to Sec. 43(3) of the Planning Act, the Township Board, may assert the right to approve or reject the Master Plan,

**NOW, THEREFORE, BE IT RESOLVED,**

1. The Ada Township Board hereby asserts its right under Section 43(3) of the Planning Act to approve or reject the Master Plan.
2. The Ada Township Board hereby approves and adopts the document titled "Ada Township Master Plan, 2016 Amendments," dated October 20, 2016, consisting of revised Chapters VI, VII and VIII of the master plan originally adopted in 2007. The revised chapters include revised text and amendments to the Future Land Use Map contained in the plan originally adopted in 2007.
3. That the Secretary of the Planning Commission is hereby directed to submit copies of the adopted Plan to adjacent communities and other entities as required by the Planning Act.
4. That the Ada Township Board hereby expresses its appreciation for the efforts of the Planning Commission in preparing the Master Plan.

**The above resolution was offered by Member Jacobs, supported by Member LeBlanc.**

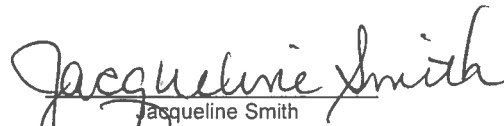
Upon a vote for the adoption of said resolution, the vote was:

AYES: 6

NAYS: 0

ABSENT: 1

Date: 11/14/2016

  
Jacqueline Smith  
Ada Township Clerk

CERTIFICATION

I, HEREBY CERTIFY that the foregoing is a true copy of a resolution adopted by the ADA TOWNSHIP BOARD of the TOWNSHIP OF ADA at a regular meeting held on November 14, 2016.

Signed   
Jacqueline Smith  
Ada Township Clerk

DATE: November 14, 2016