

**ADA TOWNSHIP
DOWNTOWN DEVELOPMENT AUTHORITY BOARD OF DIRECTORS
MINUTES OF THE NOVEMBER 18, 2013 MEETING**

The meeting was called to order at 8:00 A.M. by Chairperson Bob Kullgren, at the Ada Township office, 7330 Thornapple River Dr., Ada, MI.

BOARD MEMBERS PRESENT: Terry Bowersox, George Haga, Jim Ippel, Tom Korth, Bob Kullgren, Devin Norman, Walt VanderWulp, Ted Wright

BOARD MEMBERS ABSENT: Bryan Harrison

STAFF PRESENT: Jim Ferro, Planning Director

OTHERS PRESENT: Susan Burton, Township Clerk, Norm Rhoades, Township Treasurer, Pete Lazdins and Pete Lamourie, Progressive AE

PUBLIC PRESENT: Steve Dertz, Amway, Betty Jo Crosby, Ken Dixon

APPROVAL OF AGENDA

The agenda was approved by consent.

APPROVAL OF MINUTES OF OCTOBER 14 AND OCTOBER 22 MEETINGS

Norman commented that the October 14 minutes do not indicate the discussion that took place concerning the issue of businesses with drive-through service windows. He also noted that the minutes do not reflect that Pete Lazdins stated that parking analysis data would be provided at the next Board meeting.

It was moved by Bowersox, seconded by Korth, to approve the minutes of the October 14 and October 22 meetings, subject to addition of the following language at the end of the 3rd paragraph of the section titled "Review of Revisions to Draft Village Design Plan" in the minutes of the October 14 meeting:

"Lazdins stated that they have that information and will provide it to us at the next meeting.

The Board discussed at length the issue of whether the plan should accommodate fast food establishments with drive-through service windows."

Motion passed unanimously.

Note: Ippel arrived at the meeting at this time.

APPROVAL OF PROGRESS PAYMENT TO PROGRESSIVE AE

It was moved by Haga, seconded by Ippel, to approve payment of the invoice from Progressive AE dated October 31, 2013, in the amount of \$10,191.58.

Motion passed unanimously.

REVIEW OF REVISIONS TO DRAFT VILLAGE DESIGN PLAN

Kullgren stated that a lot of activity and interaction with the consultants has occurred since the last Board meeting, which has resulted in additional revisions to the proposed Plan. He stated much of the activity has concerned the issue of whether the Speedway gas station should be shown on the plan as being removed or remain in place. He stated that additional activity has taken place with respect to the roundabouts and new intersections on M-21, phasing of the various components of the plan, cost estimating and parking analysis. Kullgren stated that this activity will be evident in the draft Final Plan report that is expected to be delivered later today.

Kullgren stated he recognizes it is likely that there will be something in the Plan that not every member of the Board will like, but that he believes that the Plan has much that we will all like.

He stated it is his hope that all Board members will be willing to support the Plan on the basis of these positive elements.

Kullgren requested Lazdins to present the preferred Plan and the alternate plan that has been developed to address the scenario of Speedway staying in its current location.

Lazdins stated the primary or preferred plan shows the current Speedway gas station site becoming civic space in the future. He stated that the plan document will include an alternate plan, reflecting the uncertainty that exists as to whether an agreement can be reached with Speedway, which shows Speedway remaining in its current location. He stated that under this alternative, Headley St. would terminate at Ada Drive as at present, and would not be extended to Thornapple River Dr.

Lazdins stated that the consultant team believes that the Headley St. commercial corridor that is planned northwest of Ada Drive will be a strong enough destination that the loss of traffic volume that might result from Headley St. not being extended to Thornapple River Dr. would not be an issue.

Pete Lamourie stated that there are some drawbacks to the alternate plan that will be presented in the text of the Plan document. He stated the main concern is that without the Headley St. extension, it may be more difficult to convince the Road Commission and MDOT of the need for the Headley St. intersection with M-21, and it may be more difficult to meet warrants for a traffic signal at this intersection. He stated this could put our goal of facilitating pedestrian movement across the highway from Amway in jeopardy.

Ippel asked if there was a plan for keeping both Speedway at their current location and the extension of Headley St. to Thornapple River Dr.

Lazdins stated that there has been such a plan prepared, although it is not color-rendered for inclusion in the Plan. He stated that it's unfortunate that Jeff Speck is not here to present the rationale for his recommendation that Headley St. not be extended if Speedway remains in their current location. Lazdins added that if we have concerns with this alternate plan, we can respond to this issue in our review and comment on the draft Plan. He stated that ultimately the decision will be the DDA Board's to make as to what is shown on the alternate plan.

Board members discussed the 3 different plan options presented.

Ippel stated he supports the 1st plan, showing Speedway converted to civic space and Headley extended, with the alternate plan also showing Headley extended, with Speedway remaining in place.

VanderWulp stated there is a lot he doesn't like about the plan, particularly parking issues.

Korth stated he sees a lot of expense and cost in the plan, and he is not sure what benefit is gained with the shift in the location of Headley St. He stated that he agrees that the plan should show Headley St. being extended.

Bowersox stated he concurs with the view expressed by Jim Ippel.

Haga states he supports the plan as expressed by Ippel.

Norman stated he prefers the two options showing Headley St. extended to Thornapple River Dr.

Wright stated he also prefers the two options showing Headley St. extended. He stated he believes this extension is needed for the plan to work.

Following discussion, Kullgren stated it appears that the plan which shows the Speedway site becoming civic space is the preferred plan, with the alternative plan with Speedway remaining at its current site and with Headley St. also being extended to Thornapple River Dr. as the preferred alternative. It was further understood that the draft Plan will also include the third alternative of Speedway remaining in its current location, and Headley St. not being extended between Ada Dr. and Thornapple River Dr.

Kullgren stated that with this direction, he does not understand how the plan could be perceived as missing the mark completely.

Wright commented that it concerns him that there might not be consensus on the plan moving forward.

Korth stated that he has several problems with the plan, and that as Chair of the Planning Commission, he will have issues adding the Plan to the Township Master Plan. He stated among the issues he has with the plan are lack of flexibility regarding future parking needs, the location of townhomes on both sides of the river road near Fulton St., and eliminating the current private street connection between Headley St. and M-21 next to the Post Office.

PUBLIC COMMENT

Steve Dertz stated that ultimately the DDA Board is the customer of the consultant, and that we should ensure that the plan reflects what the community wants.

Ken Dixon, Dixon Architecture, stated he supports the extension of Headley St. to Thornapple River Dr. under either of the scenarios for the Speedway site.

ADJOURNMENT

The meeting was adjourned at approximately 9:28 a.m.

Respectfully submitted:

Tom Korth, Secretary