



ADA TOWNSHIP SPECIAL PLANNING COMMISSION MEETING

TUESDAY, MARCH 2, 2021, 3:00 P.M.

PURSUANT TO PUBLIC ACT 228 OF 2020, IN ORDER TO PROTECT THE PUBLIC HEALTH, THIS MEETING WILL BE CONDUCTED VIA ELECTRONIC COMMUNICATIONS. ANY MEMBER OF THE PUBLIC WISHING TO LISTEN AND/OR WATCH THE PROCEEDINGS OR PROVIDE PUBLIC COMMENT MAY DO SO BY USING THE FOLLOWING INTERNET LINK OR PHONE NUMBER, MEETING ID NUMBER AND PASSCODE:

Click internet link below to join meeting:

<https://us02web.zoom.us/j/89320657104>

Meeting ID: 893 2065 7104

Passcode: 656053

Dial-in audio:

1-301-715-8592 or

1-312-626-6799

Meeting ID: 893 2065 7104

Passcode: 656053

Members of the public with disabilities may utilize the Michigan Relay System (7-1-1) to participate in the meeting. If other aids or services are needed for individuals with disabilities please contact the Township Clerk, Jackie Smith, at jsmith@adatownshipmi.com or 616-676-9191 at least 24 hours prior to the meeting

AGENDA

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF AGENDA

IV. APPROVAL OF MINUTES OF FEBRUARY 18, 2021 MEETING

V. PUBLIC HEARINGS - None

VI. UNFINISHED BUSINESS

1. Preliminary PUD Plan for 16 Single-Family Home Sites on 4 Acre Site; Request for Rezoning from R-3 Zoning District to R-3/PUD Zoning District, 7699 Fase Street SE, Parcel No. 41-15- 34-402-008, Chuck Hoyt, on behalf of TPR 7699 Fase Street LLC

VII. NEW BUSINESS - None

VIII. COMMISSION MEMBER / STAFF REPORTS

IX. PUBLIC COMMENT

X. ADJOURNMENT

**ADA TOWNSHIP PLANNING COMMISSION
MINUTES OF THE FEBRUARY 18, 2021 MEETING**

DRAFT

A regular meeting of the Ada Township Planning Commission was held on Thursday, February 18, 2021, at 7:00 p.m., via video/audio-conferencing, in conformance with Public Act 228 of 2020 concerning temporary authorization of remote participation in public meetings.

I. CALL TO ORDER

II. ROLL CALL

Present: Burton, Butterfield, Carter, Easter, Heglund, Korth

Absent: Jacobs

Staff Present: Bajdek, Buckley, Ferro, Fitzpatrick, Murray, Suchy

Others Present: 31

III. APPROVAL OF AGENDA

Ferro presented a proposed revised agenda, adding to New Business a proposed amendment to the zoning regulations concerning uses permitted in a PUD in the VR district, and maximum permitted density in a PUD in the VR district.

Moved by Easter, supported by Burton, to approve the amended agenda as presented.

Motion passed by roll call vote 6-0, with 1 absent.

IV. APPROVAL OF MINUTES OF MEETING OF THE JANUARY 21, 2021 MEETING

Moved by Carter, supported by Butterfield, to approve the minutes as presented.

Motion passed by roll call vote 6-0, with 1 absent.

V. PUBLIC HEARINGS

1. Preliminary PUD Plan for 16 Single-Family Home Sites on 4 Acre Site; Request for Rezoning from R-3 Zoning District to R-3/PUD Zoning District, 7699 Fase Street SE, Parcel No. 41-15-34-402-008, Chuck Hoyt, on behalf of TPR 7699 Fase Street LLC

Applicant, Chuck Hoyt, stated he is seeking a PUD approval for the property on Fase Street because he believes the current zoning is not compatible with the rest of the character on Fase Street. Specifically, the R3 zoning requires a 90 ft. lot width and 13,000 sq. ft. of lot area which would support construction of homes of a scale and design out of step with the rest of Fase Street. Mr. Hoyt stated there is existing residential demand and noted the limited opportunities for residential developments in the Ada village area.

Mr. Hoyt stated the project on Fase Street represents an opportunity for the planning commission to fulfill its obligation to support the Master Plan by encouraging a development of moderate density near the village. Hoyt stated their more moderate approach is to develop homes that have a scale and design that is both compatible with the existing Fase Street character but also marketable to potential buyers. Mr. Hoyt stated they changed the original request from 24 units to 16 units.

Mr. Hoyt addressed items in the planning director's report, including traffic, visual & space relationship of Lot 9 to the home on the adjacent property, conformance with the PVM zoning district, and went over details of the proposed project. Mr. Hoyt asked the planning commission

to approve this request without condition.

Ferro presented his summary as provided in the staff memo. Ferro stated the Master Plan Amendments that were adopted in 2016 contain future vision statements for the township and state “Ada Township will have a variety of housing styles and levels of affordability, to accommodate the needs of varying income, stages in life and housing preferences ...” A supporting policy states the township should “encourage compact residential development in and near the Ada Village neighborhood...”

Ferro stated the property is a prime site for redevelopment and is one of the few available of this size. It is logical and appropriate to view the property as an extension of the “Village Proper” land use designation given in the Master Plan. The proposed lot sizes are consistent with both the Village Residential and the optional PVM zoning standard for single family homes in the village.

Ferro stated the only suggested change he recommended to the plan was on the proposed Lot/Unit 9 at the northeast corner of the site, where he believes the allowable building envelope should be reduced in size to make the front setback in line with the rest of the lots on lots to the west.

Korth asked Ferro for input on potential plans for proper pedestrian space along Fase Street.

Ferro stated in 2019-2020 the township engaged in a trail planning process to involve the public in identifying future trail and pedestrian mobility improvements in the Township overall and in the village area. A large number of potential trail projects for the future were identified and rated by importance and the number one rated project was better pedestrian connectivity from the Ada Moorings area into the village.

Ferro stated the Trail Committee and Township Board have expressed the desire to complete at least one significant trail project in the 2021 construction season, and the Township’s engineering consultant is currently preparing concept designs and cost estimates for several projects for consideration.

Chair Korth opened the public hearing at 7:33 p.m.

Korth briefly went over some of the shared concerns from the letters received by Fase Street residents, including vehicular traffic, comments on the unit sizes and lot frontages, the two developments at either end of the street, the duration of the project, and their request to reduce the number of units.

Del Ratzsch, 7635 Fase Street, expressed concerns with pedestrian safety, traffic flow, and the number of units proposed and referred to the letter submitted that suggests some compromises. Ratzsch stated there seems to be a conflict on different sets of wishes. The owner has the right to build 8, wishes to double that to 16 and residents on Fase Street would prefer to compromise with fewer number of 12 lots. Ratzsch said the letter from the residents also proposed a compromise on lot size.

Tim Pratt, 7690 Fase Street, stated his property is immediately adjacent to the proposed

southwest unit and he would very much support reducing the number of houses to 12 which would allow for the lots to be expanded and give more buffer between his property and the proposed new development.

Ben Rottschafer, 794 Dogwood Meadows, stated he lives back in the Ada Moorings Association and really appreciates the dynamics between Fase Street and Ada Moorings properties. He stated the proposed number of 16 units takes away from the unique style of properties and agrees with the compromise of 12 units.

Craig Smottlach, 7690 Thornapple Club Drive, lives next to the proposed Lot #9. He stated the distance between his house and the proposed house was too close together and he was in support of the 12 houses instead of the proposal of 16.

Chair Korth referred to the letter from Ada Moorings North Association, which addresses 3 items: the bus stop, Consumers Energy power lines, connection to existing water main, and those items should be considered during board discussion.

Betsy Ratzsch, 7653 Fase Street, stated that many people are looking for newer homes that are free standing and smaller and this is a good opportunity to add to some variety in Ada by making smaller homes.

Mark LaCroix, 7551 Fase Street, expressed concerns over pedestrian safety and stated on a typical summer day it is not unusual to see 30+ human beings in the street and more if there is a ballgame. He referred to Fase Street as a funnel for the flow of pedestrians and said they already have a serious public safety issue now and this is only going to add to it.

Dan Cobb, 7650 Thornapple Club Drive, shared concerns for the pedestrian safety on Fase Street. Mr. Cobb stated he would like to see a 3-way stop at Fase Street and Kamp Twins. He inquired on the natural gas lines and utilities between proposed lots and Ada Moorings, and asked if the water main could support additional homes.

Dawn Bebout, 826 Moorings Drive, expressed concerns over safety and aesthetics, and would also prefer to see 12 homes as opposed to 16.

There was no other public comment and the public hearing was closed at 8:05 p.m.

Korth asked Ferro about utilities; electrical, gas main and water, and what has been reviewed so far and where in the approval process it stands.

Ferro stated the township's consulting engineer has reviewed the proposed utility layout plan and does not see any issues with it. Ferro stated one item that is pointed out in the Ada Moorings letter is that the proposed water main plan provides a looped water main through the development by connecting to the existing water main system in Ada Moorings, which would require the developer to obtain an easement from Ada Moorings North to connect an existing water main.

Ferro stated he believes the water main through the proposed development could be looped by extending the main out to Fase St. instead of extending across Ada Moorings North property.

The board discussed items in the Association's letter as well as visual impact, density & size of the proposed homes. Mr. Hoyt followed up with more details on character of the homes; square footage options, and having daylight basements.

Carter asked about the average square footage of the living area and if the basements allow for additional bedrooms. Hoyt stated the main floor is about 1,600 square feet and the idea is to have the ability to have egress windows in the basement.

Korth inquired on the project time-line. Hoyt replied they would like to begin site work this spring, construction on homes for late summer/early fall and their projection would be 24-36 months.

Carter stated that he was fine with the density and that it is a good use of the land, but is still concerned with pedestrian traffic.

Kristen Nauss, 7575 Fase Street, asked for clarification on the math for a building envelope. Korth referred to the screen share and explained the drawing and what a building envelope was.

Easter stated that she feels this proposed plan fits the space very well and understands it is uncomfortable for the change, but this is a good solution. Easter added the pedestrian traffic is a huge concern.

Burton agreed with Easter and is also concerned with traffic too.

Ferro asked Hoyt why the sidewalk shown on the proposed plan during the PUD pre-application conference has been deleted from the Preliminary PUD plan.

Mr. Hoyt said there was a sidewalk on the original plan but the rest of Fase Street does not have a sidewalk and neither does Ada Moorings and they decided to pull the sidewalk off the plan.

Korth summarized the concerns from the board and community and due to the late time of evening, asked the board if they want to consider postponing the final decision.

Easter agreed a postponement was a good idea.

Moved by Burton, supported by Easter, to postpone action on the Preliminary PUD Plan until the next meeting, with direction for additional information to be provided on the following items:

- Information regarding trail project phasing.
- Investigating possibilities for relocating or burying power lines around the north and east perimeter of the site.
- More information on alternatives for water main routing.
- Whether the existing fencing will be retained, eliminated or replaced.
- The Township to look into the possibility of 3-way stop at Kamp Twins and Fase Street.
- The applicant to provide additional information on the ground floor square footage of homes and whether they would commit to a maximum ground floor square footage.
- Potential buffer landscaping around the perimeter of the project site.

Motion passed by roll call vote 6-0, with 1 absent.

VI. UNFINISHED BUSINESS - none

VII. NEW BUSINESS

1. Preliminary PUD Plan, 4 2-Family Dwellings on .6 Acre Site in Village Residential (VR) Zoning District, 7518 and 7524 Fase Street, Parcel No. 41-15-34-179-002 & 003, Ufuk Turan

Ferro stated the property is 198 feet wide, and under the existing Village Residential zoning the width is 2 feet short of having sufficient width for 4-50 ft. lots; 3-50 foot wide single family lots would be permitted without a variance.

Applicant, Ufuk Turan, presented his request for a Preliminary PUD. Turan stated at last month's meeting on December 17, he proposed a 14, 585 sq. ft. 14-unit, two story apartment building block with 30 surface parking stalls. He said after hearing the concerns from the meeting they decided to change the design and scale it down. Turan stated he is proposing 4 separate townhomes matching the scale and the appearance of the other homes on Fase Street. He is now proposing two-story townhomes with a main level of 1,200 sq. ft. and the second level about 1,400 to 1,600 sq. ft.

Turan said most site regulations/setback requirements have been met except that their proposed lot width is 49.5 ft., 6" shy of the minimum lot width of 50 ft. and their proposed lot area is 6,543 sq. ft., just shy of the required 7,000 sq. ft..

Korth suggested postponing further discussion regarding the proposal until the March 18 meeting, at which time the public hearing would be scheduled.

In further discussion, the Commission concurred with the Chair's proposal to schedule a special meeting for Tuesday, March 2, at 3:00 p.m. to consider the Preliminary PUD Plan for the 7699 Fase St. property.

2. Request for Extension of Special Use Permit Approval for the conversion of an existing 2,114 sq. ft. building, which contains a Caretaker Residential Unit, to a Preschool Building for Classroom Space, Parcel No. 41-15-28-100-021, 6555 Grand River Dr. NE, Riley Turchetti, on behalf of CCFPS Holdings, LLC

Bajdek summarized the request as provided in the staff memo. Bajdek stated a Special Use Permit was approved by the Planning Commission at the January, 2020, meeting to permit the conversion of an existing 2,114 sq. ft. two story building from its current caretaker residential unit use to a preschool building for classroom space. The student occupancy of the property was approved to be increased from 48 to 84; an increase of 36 students.

Bajdek stated the Zoning Ordinance states that Special Use Permit approval expires after one year if the use is not commenced. The Planning Commission is authorized to extend the approval for up to one year with no requirement for a new application or public hearing. The applicant has requested an extension of the approval, due to the COVID-19 pandemic.

No conditions have changed in the area which would merit a re-examination of the Special Use Permit approval.

Bajdek concluded, approval of a one-year extension is recommended, to extend the approval to January 16, 2022, subject to the original conditions of approval, as follows:

1. The maximum permitted licensed capacity of the facility shall be limited to 84 students.
2. The two preschool classroom building shall have start and stop times staggered to avoid onsite and offsite traffic congestion, as well as to minimize the traffic impact on the surrounding area.

Moved by Hedlund, supported by Carter, to approve the extension as presented.

Motion carried by roll call vote 6-0, with 1 absent.

4. Consideration of Proposed Capital Improvements Plan, 2021-2026

Korth stated that he and Easter are on a CIP committee which has a statutory requirement by the state each year to report on various capital projects in the township while considering revenue projections from various sources. Korth stated that it's quite a comprehensive exercise to show where our tax dollars could be spent in the next several years.

Korth expressed concerns over the parks department's busy schedule, fund balance, and operating expenses.

Ferro stated a part time staff position will be added in the coming budget year and also noted that the operating expenses were somewhat depressed in the past year because of COVID.

Easter stated that she thought the report was very well prepared. She feels there is not a need to budget more dollars to buy more land and create more parks in the village.

Burton and Korth discussed the need to plan for a new Township Hall.

Suchy stated the township board discussed the township offices at the recent Budget Work Session. Their goal this year is to research and finalize details around building new vs. renovating, and determine how those project(s) will be funded.

Moved by Heglund, supported by Carter, to approve the Capital Improvements Plan, 2021-2016, subject to modification of the text to identify the need to address needs for additional Township administrative office space in the next update of the CIP.

Motion passed by roll call vote 6-0, with 1 absent.

VIII. COMMISSION MEMBER / STAFF REPORTS

Bajdek stated he wished to bring up with regard to the Turan project the associated text amendment to the PUD regulations, and the possibility of setting a public hearing on the proposed amendment for the March meeting.

Korth apologized for overlooking this item. The consensus of the Commission was to schedule the hearing for the March 18, 2021, at 7:00 p.m.

Ferro stated there is funding proposed in the budget to start a Master Plan preparation process this year and he anticipates we will be going through a consultant selection process.

IX. PUBLIC COMMENT - none

X. ADJOURNMENT

Moved by Carter, supported by Easter, to adjourn meeting at 9:47 p.m. Motion passed unanimously.

Respectfully submitted,

Jacqueline Smith, Ada Township Clerk

rs:eb



MEMORANDUM

Date: 2/28/21

TO: Ada Township Planning Commission
FROM: Jim Ferro, Planning Director
RE: **Preliminary PUD Plan, 16 Single-Family Residential Home Sites on 4 Acres, Rezoning R-3 District to R-3/PUD District, 7699 Fase St., Parcel No. 41-15-34-402-008, TPR 7699 Fase Street, LLC**

After holding a public hearing at the February 18 meeting, the Commission postponed action on the Preliminary PUD Plan and rezoning request, and requested that additional information be provided by the applicant, and Planning Department staff, as appropriate, regarding the following items:

- Information regarding trail project phasing.
- Investigating possibilities for relocating or burying power lines around the north and east perimeter of the site.
- More information on alternatives for water main routing.
- Whether the existing fencing will be retained, eliminated or replaced.
- The Township to look into the possibility of a 3-way stop configuration at Kamp Twins and Fase Street.
- The applicant to provide additional information on the ground floor square footage of homes and whether they would commit to a maximum ground floor square footage.
- Potential buffer landscaping around the perimeter of the project site.

Updates on each of the above items are as follows:

1. Trail project priorities and schedule.

\$1 million has been budgeted for repairs to existing trails in the 2021 construction season. An additional \$1 million has been budgeted for 2021 completion of one or more new trail projects as well as wayfinding signage on the trail network and in the Village area. Specific new trail construction projects for implementation in 2021 and later years have not yet been selected. The candidate trail project identified in the Connect Ada Plan Final Report are listed in the attached table and shown on the attached map.

The Township's engineering consultant has been requested to develop conceptual plans and cost estimates for both 8-foot-wide trail and 5-foot-wide trail options on Fase St.

2. Possibilities for relocating or burying power lines around the north and east perimeter of the site.

The applicant contacted Consumers Energy regarding the possibility of placing the existing overhead power lines that border the north and east boundaries of the site. The attached email communication from Chuck Hoyt, TPR 7699 Headley LLC representative, documents the communication with Consumers Energy.

3. More information on alternatives for water main routing.

The applicant has submitted a revised utility layout plan that removes the originally-proposed extension of a water main onto Ada Moorings property. The revised layout completes a looped main through the development within the road right-of way, connecting to existing water mains in Fase St.

4. Whether the existing fencing will be retained, eliminated or replaced.

Specific plans for fencing around the site perimeter have not been provided. The applicant has indicated that the existing fencing along the rail line will definitely be retained.

5. Possibility of 3-way stop at Kamp Twins and Fase Street.

I recently spoke with Tim Haagsma, Traffic and Safety Director at the Kent County Road Commission regarding this matter. Attached is a file memo summarizing this communication. In summary, the Road Commission in all likelihood would not approve converting the intersection to 3-way stop configuration.

6. The applicant to provide additional information on the ground floor square footage of homes and whether they would commit to a maximum ground floor square footage.

No new information has been provided by the applicant. Additional information may be forthcoming prior to the March 2 meeting.

7. Potential buffer landscaping around the perimeter of the project site.

No new information has been provided by the applicant. The Commission should consider the following points pertaining to landscaping:

- A landscape plan is not a submittal requirement for a Preliminary PUD Plan application. It is a submittal requirement for a Final PUD Plan application.
- The landscape buffer standards contained in the zoning regulations do not require installation of landscape buffer plantings between adjacent properties in single family residential zoning districts. Commission members should consider whether the visual character of the proposed PUD is so dissimilar to the surrounding neighborhoods as to warrant any landscape screening along the PUD site boundaries. The fact that individual home owners within the proposed development may install site landscaping on their own initiative should also be considered.

Conformance with PUD Approval Standards:

The standards for PUD Plan approval contained in the zoning regulations, with accompanying staff comments in italics regarding compliance of the proposed plan with the standards, are as follows:

- a. The PUD conforms with the policies, goals, guidelines and recommendations contained in the master plan concerning land use, density, vehicular access and circulation, pedestrian circulation, building placement, character and design, landscaping, signage and amenities.

The proposed plan conforms with Master Plan goals encouraging compact development within and close to the Village area.

- b. The PUD is consistent with and promotes the intent of this article and this chapter.

I believe the above standard is met.

- c. If the PUD contains more than one type of use, the uses are arranged in a manner, and buffers are provided as necessary and appropriate, so as to prevent adverse impacts of one use upon another, and so as to create a logical relationship of one use to another.

Not applicable to the proposed PUD, which is a single-use development.

- d. The PUD is compatible with surrounding uses of land and the character of the surrounding area. The design and placement of buildings and other structures, parking, lighting, signs, refuse storage, landscaping and other elements of the proposed PUD ensures compatibility with surrounding properties and properties within the PUD, and ensures that the development, when viewed from public rights-of-way, contributes to the desired character of the surrounding area.

I believe this standard is met, subject to compliance with recommended conditions of approval.

- e. The PUD is designed to have minimal adverse effect on the environment and to preserve and maintain to the maximum extent feasible the quality of surface and groundwater resources and the natural topography, vegetation and other natural features of the site.

As the site of a former road maintenance vehicle garage, the site has no significant natural features. Suitability of the site for open basin storm water detention should be examined and verified to be compatible with the sub-surface environmental conditions on the property. This is addressed in recommended conditions of approval.

- f. The PUD will not place demands on public services and facilities in excess of their capacity.

I believe this standard is satisfied, based on the availability of public utilities, and the information contained in the staff report.

- g. Any approved community water or sewer facilities which are not connected to a public system at the time of construction shall be designed as a complete unit to serve the entire PUD project, with provision for connection to a public system if and when a public system is provided at a future date.

The above standard is not applicable to the proposed PUD Plan, which is to be served by public utilities.

- h. Safe and efficient ingress and egress has been provided to the property, especially with regard to pedestrian safety and convenience, traffic flow and control, and access in case of fire or other emergency. The amount and type of traffic generated by the PUD shall not exceed the capacity of existing and proposed streets. Curbs, gutters and sidewalks may be required if it is determined that such improvements are necessary for reasons of public safety.

It is recommended that the Preliminary PUD Plan be revised to provide a 5 foot-wide sidewalk at the inside edge of the road right-of-way through the development. The expected traffic generation from the development is well within the existing street system capacity.

- i. The PUD shall be designed so that the additional traffic generated by the PUD will not create a substantial detrimental effect on neighboring properties or on the health, safety and welfare of township residents, including the residents of the proposed PUD.

The above standard is satisfied, based on the analysis presented in this staff report.

- j. The PUD is otherwise consistent with the public health, safety and welfare of the township.

- k. Except to the extent that conformance with the standards of this chapter is explicitly waived in the proposed PUD as permitted in this article, the PUD shall conform with all other applicable standards and requirements of this chapter.

Recommendation:

Approval of the Preliminary PUD Plan is recommended, based upon a finding that the standards for Preliminary PUD Plan approval are satisfied, subject to the following conditions:

1. The approved PUD Plan shall be carried out in substantial conformance with the following documents submitted by the applicant, except as modified by these conditions of approval: Plan sheets C-101, 102, and 103, as revised 2/26/21, prepared by Nederveld, Inc.
2. A storm water permit application and accompanying construction plans for the storm water management system shall be submitted, subject to review and approval of a permit by the Planning Department, prior to initiation of site improvements.
3. Construction plans for public water and sewer main extensions shall be subject to issuance of required State permits and approval by the Utilities Director, prior to initiation of site improvements, and prior to issuance of building permits.
4. The condominium master deed, condominium subdivision plan and condominium bylaws shall be submitted to the Planning Director for review and determination that they are consistent with the approved plan and these conditions, prior to their being recorded with the Kent County Register of Deeds.
5. The Preliminary PUD Plan shall be modified to expand the open space area at the east end of the site, revise the boundary of Unit 9 to reduce its square footage and minimum front setback line to be aligned east-to-west with the front setback lines on Units 10-15.
6. In addition to compliance with zoning ordinance submittal requirements, the Final PUD Plan submittal shall address the following:
 - a. The environmental suitability of the site for an open basin stormwater detention system shall be documented, and subject to approval by the Township, prior to approval of a Final PUD Plan.
 - b. Landscape plans for the open space areas at the east and west ends of the site shall be provided.

The Commission should consider whether additional conditions of approval relating to any of the following items should be added:

1. Inclusion in the landscape plan of vegetative screening along the north and east property lines.
2. Inclusion of information in the Final PUD Plan submittal of site perimeter fencing details.
3. A limit on the square footage of finished floor area on the main floor of residences.
4. A limit on number of homes, if any, permitted to have 3-stall garages.

Mensa Capital
Chuck Hoyt

660 Ada Drive SE
Suite 301
Ada, MI 49301

Title: Prelim. PUD Review		
Drawn: JM	Checked: KK	Date: 06.18.20
Title: Prelim. PUD Submittal		
Drawn: JM	Checked: KK	Date: 12.14.20
Title: Prelim. PUD Submittal		
Drawn: JM	Checked: RP	Date: 02.26.21

[illegible]

7699 FASE ST. PUD

Existing Site Conditions Plan

7699 Fase Street SE, Ada, MI 49301

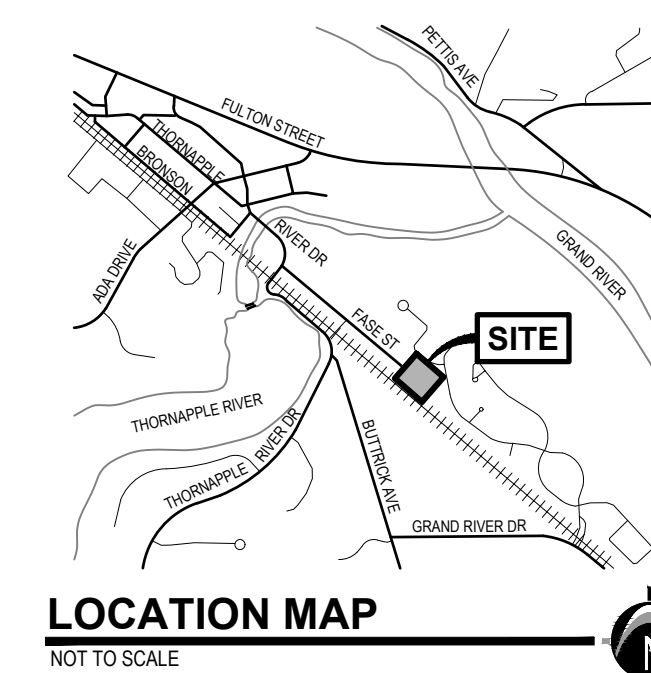
ART OF THE SOUTHEAST 1/4 OF SECTION 34, T7N, R10W,
ADA TOWNSHIP, KENT COUNTY, MICHIGAN

STAMP:

PROJECT NO:
18400482

SHEET NO:

C-101



0' 15' 30' 60'

SCALE: 1" = 30'

BENCHMARK "A" ELEV. = 638.38 (NGVD 29)
Flange bolt on Hydrant under "East", located 31'± NE of centerline of
Fase Street and 18'± SE of centerline of Emergency Access Drive.

BENCHMARK "B" ELEV. = 639.70 (NGVD 29)
Flange bolt on Hydrant under "East", located 13'± Easterly of Edge of
asphalt at curve in Moorings Drive

Part of the Southeast 1/4, Section 34, Town 7 North, Range 10 West, described as Commencing on the Southerly line of Block 2 of the Village of South Ada extended 1 00 feet Southerly from the Southerly corner of Lot 12 of said Block; thence Northeasterly at right angles 400 feet; thence Southerly at right angles 435 feet; thence Southerly at right angles 400 feet to Grand Rapids Eastern (formerly Central Michigan, formerly GT) Railroad right of way; thence Northwesterly along right of way 435 feet to the place of beginning.

Mensa Capital
Chuck Hoyt

660 Ada Drive SE
Suite 301
Ada, MI 49301

Title: Prelim. PUD Review		
Drawn: JM	Checked: KK	Date: 06.18.20
Title: Prelim. PUD Submittal		
Drawn: JM	Checked: KK	Date: 12.14.20
Title: Prelim. PUD Submittal		
Drawn: JM	Checked: RP	Date: 02.26.21

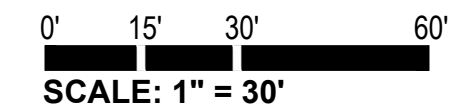
7699 FASE ST. PUD

Site Layout Plan
7699 Fase Street SE Ada, MI 49301

7699 Fase Street SE, Ada, MI 49301
PART OF THE SOUTHEAST 1/4 OF SECTION 34, T7N, R10W,
ADA TOWNSHIP, KENT COUNTY, MICHIGAN

PROJECT NO:
18400482

C-102



1) EXISTING ZONING OF PROPERTY: R-3, MEDIUM DENSITY SINGLE-FAMILY RESIDENTIAL, R-3 ZONING REQUIREMENTS

- A) MINIMUM LOT AREA = 13,500 SQ.FT.
- B) MINIMUM LOT WIDTH = 90 FT.
- C) MAXIMUM BUILDING HEIGHT = 35 FT

SETBACKS

- A) FRONT YARD = 30 FT.
- B) SIDE YARD = 10 FT.
- C) REAR YARD = 50 FT.

2) PROPOSED ZONING OF PROPERTY: PUD, PLANNED UNIT DEVELOPMENT PUD ZONING REQUIREMENTS

- A) MINIMUM LOT AREA = 7,500 SQ.FT.
- B) MINIMUM LOT WIDTH = 40 FT.
- C) MAXIMUM BUILDING HEIGHT = 35 FT

SETBACKS

- A) FRONT YARD = 15 FT. (GARAGE MUST BE 20 FT.)
- B) SIDE YARD = 7 FT.
- C) REAR YARD = 50 FT.

3) SUMMARY OF LAND USE:

- A) TOTAL ACREAGE = 3.99 ACRES (173,997 SQ.FT.)
- B) TOTAL UNITS = 16 UNITS (SITE CONDOMINIUM)
- C) TOTAL GREEN SPACE = 14,080 SQ.FT. OR 8%
- D) TOTAL R.O.W = 33,910 SQ.FT.

4) ZONING OF PARCELS TO NORTH = R-3 PUD & R-3 ZONING OF PARCELS TO WEST AND EAST = VR

4) THIS PROJECT IS LOCATED OUTSIDE OF THE 100 YEAR FLOOD PLAIN, BASED ON THE NATIONAL FLOOD INSURANCE RATE MAPS.

5) BEST MANAGEMENT PRACTICES WILL BE UTILIZED DURING AND AFTER CONSTRUCTION OF THE PROJECT. MEASURES WILL INCLUDE THE USE OF SEEDING AND MULCHING, SEDIMENT INLET FILTERS, COMPACTION, AND PAVING. THE DEVELOPER OF THE SUBJECT PARCEL SHALL HAVE THE RESPONSIBILITY TO MAINTAIN THE PERMANENT SOIL EROSION PROTECTION MEASURES.

6) UTILITIES SHOWN ARE APPROXIMATE LOCATIONS DERIVED FROM ACTUAL MEASUREMENTS OR AVAILABLE RECORDS.

7) THIS PROJECT WILL BE SERVED BY PUBLIC UTILITIES: SANITARY SEWER, STORM SEWER, WATERMAIN, AND BURIED FIBER OPTIC TELEPHONE, CABLE TV, AND NATURAL GAS.

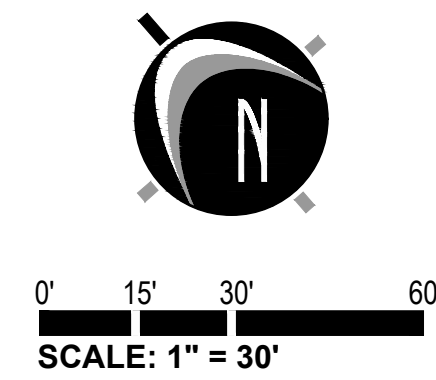
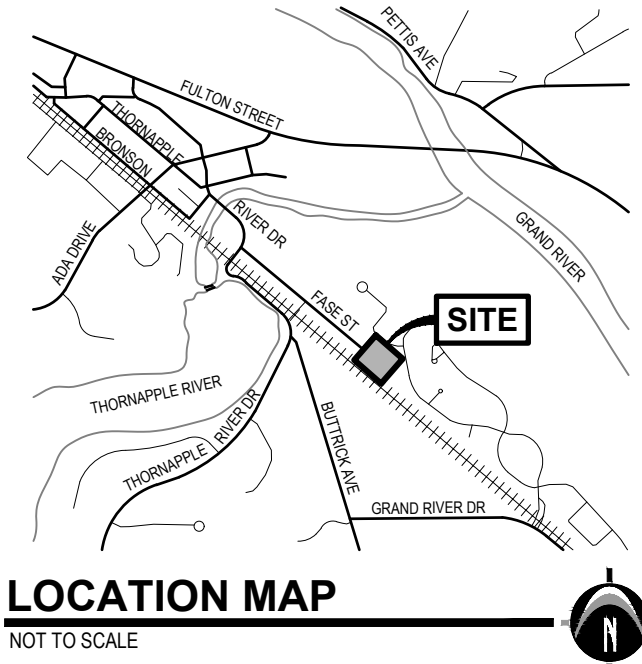
8) ALL LIGHTING WILL BE SHIELDED FROM ALL ADJACENT PROPERTIES. PROPOSED LIGHTING SHALL MEET ADA TOWNSHIP ORDINANCE REQUIREMENTS AND WILL BE INSTALLED AND MAINTAINED THROUGH THE APPROPRIATE LIGHTING AGENCY.

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:
Mensa Capital
Chuck Hoyt
660 Ada Drive SE
Suite 301
Ada, MI 49301

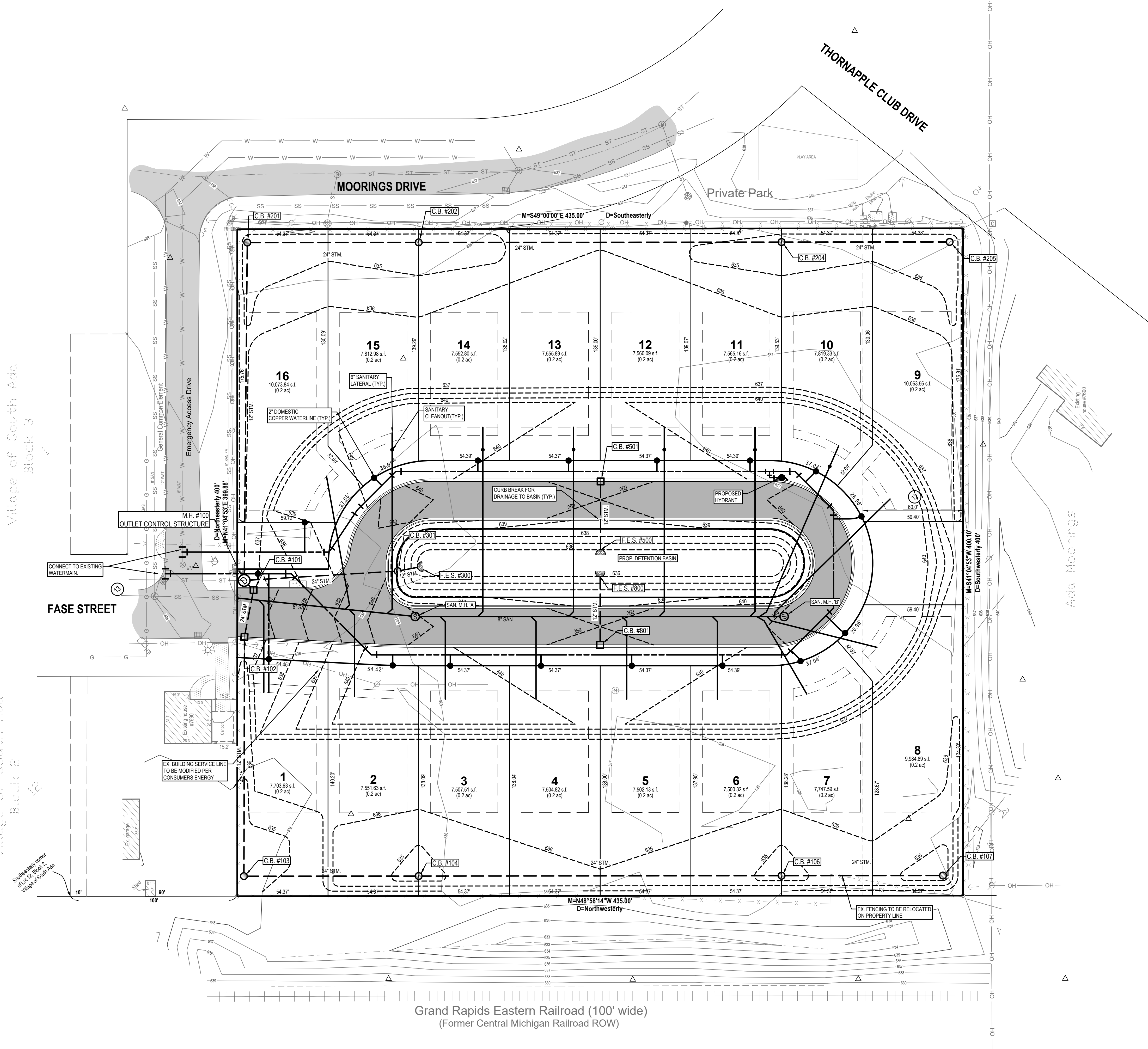
REVISIONS:

Title: Prelim. PUD Review	Drawn: JM	Checked: KK	Date: 06.18.20
Title: Prelim. PUD Submittal	Drawn: JM	Checked: KK	Date: 12.14.20
Title: Prelim. PUD Submittal	Drawn: JM	Checked: RP	Date: 02.26.21



LEGEND

	EX. GRADE CONTOUR
	PROP. GRADE CONTOUR
	EX. BITUMINOUS
	EX. CONCRETE
	PROPOSED BITUMINOUS (STANDARD DUTY)
	PROPOSED CONCRETE (STANDARD DUTY)
	PROP. STORM SEWER
	PROP. SANITARY SEWER
	PROP. WATERMAIN



7699 FASE ST. PUD
Preliminary Grading & Utilities Plan
7699 FASE Street SE, Ada, MI 49301
PART OF THE SOUTHEAST 1/4 OF SECTION 34, T7N, R10W,
ADA TOWNSHIP, KENT COUNTY, MICHIGAN

STAMP:

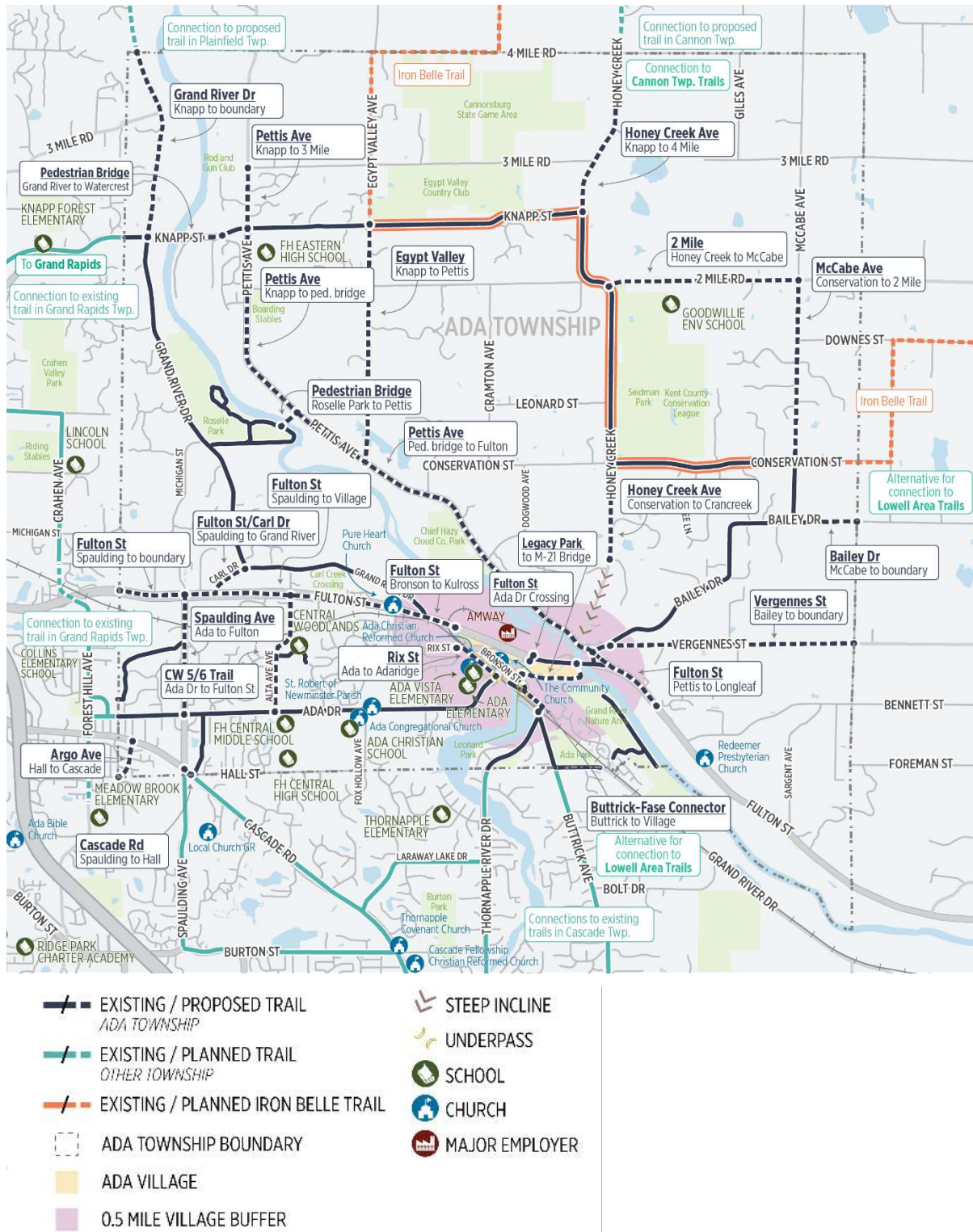
PROJECT NO:
18400482

SHEET NO:
C-103

CONNECT ADA PLAN, CANDIDATE PROJECTS AND RATING SCORES

Project Location	Project Type	Project Score	Estimated Cost
Southtown Connector Trail and Crossing: Buttrick to the Village, via Fase St	Path and Crossing	15	\$891,000
Legacy Park Trail: to M-21 Bridge	Path	12	\$1,584,000
Fulton St Crossing: Improved Crossing at Ada Drive	Crossing	12	\$34,000
Fulton St. Pedestrian Tunnel, near Headley St.	Tunnel	12	\$2,500,000
Fulton St. Pedestrian Bridge, near Headley St.	Bridge	12	\$3,500,000
Fulton St Trail: Bronson St. to Kulross Ave.	Path	10	\$382,000
Pedestrian Bridge: Grand River Dr to Watercrest Dr	Bridge	10	\$5,406,000
Pettis Ave Trail: Pedestrian Bridge to Fulton Street	Path	10	\$3,731,000
Pedestrian Bridge and Crossing: Roselle Park to Pettis Ave	Bridge and Crossing	9	\$5,177,000
Fulton St Trail: Spaulding to Village	Path	9	\$1,904,000
Pettis Ave Trail and Crossing: Knapp to River Pedestrian Bridge	Path and Crossing	8	\$1,935,000
Fulton St Trail: Pettis Ave to Longleaf	Path	8	\$1,910,000
Fulton St Trail: Spaulding Ave to Carl Dr; and Carl Dr: Fulton St to GR Dr.	Path	6	\$885,000
Rix St Trail: Ada Dr to Adaridge Dr	Path	5	\$580,000
Cascade Rd Trail: Spaulding Ave to Hall Street	Path	5	\$113,000
Vergennes St Trail: Bailey to boundary	Path	5	\$3,916,000
Spaulding Ave Trail: Ada Dr to Fulton St	Path and Crossing	4.5	\$1,485,000
Spaulding Ave Trail: West Village to Fulton St.	Path and Crossing	4.5	\$842,000
Fulton St Trail: Spaulding Ave to Twp Boundary	Path	4	\$554,000
Honey Creek Ave Trail: Conservation St to Crancreek Dr	Path	4	\$1,265,000
2 Mile Trail: Honeycreek to McCabe	Path	4	\$1,588,000
Grand River Dr Trail: Knapp to Twp Boundary	Path	3	\$2,382,000
Honey Creek Ave Trail: Knapp Street to 4 Mile Rd.	Path	3	\$2,008,000
Central Woodlands 5/6 Trail: Ada Dr to Fulton St	Path	2	\$1,502,000
Egypt Valley Trail: Knapp to Pettis	Path	2	\$2,388,000
Bailey Dr Trail: McCabe Ave to Twp Boundary	Path	1.5	\$1,322,000
Pettis Ave Trail: Knapp to 3 Mile Rd	Path	1	\$683,000
McCabe Ave Trail: Conservation St to 2 Mile Rd.	Path	1	\$1,791,000
Argo Ave Trail: Hall St. to Cascade Rd.	Path	1	\$249,000

Figure 4 **Map of Non-Motorized Candidate Projects**





MEMORANDUM

Date: 2/25/21

TO: Ada Township Planning Commission
FROM: Jim Ferro, Planning Director
RE: Potential for 3-Way Stop at Fase St./Kamp Twins Dr. Intersection

I spoke this week with Tim Haagsma, Safety Director at the Kent County Road Commission, regarding the possibility of having the Fase St./Kamp Twins intersection converted to a 3-way stop-signed intersection, based on the potential addition of 16 homes at the end of Fase St. on the former Road Commission garage property.

Tim indicated that installation of traffic control signs is governed by the Manual on Uniform Traffic Control Devices (MUTCD), which contains the following provisions regarding stop signs (attached):

1. There are minimum traffic volume and crash volume criteria for the intersection approaches that are required to be satisfied that are unlikely to be met on Fase St. or Kamp Twins Dr.
2. There is a specific provision in the MUTCD that states "Yield or Stop signs shall not be used for speed control."

Tim commented that the intent of the MUTCD is to apply the criteria for use of traffic control devices such as traffic signs and signals consistently. He also noted that stop signs perceived as unnecessary may encourage driver disregard for the signs, and may encourage higher speeds by drivers in between stop-controlled intersections.

In summary, it is very unlikely that Fase St./Kamp Twins would be approved for conversion to 3-way stop sign traffic control.

Manual on **Uniform Traffic Control Devices**

*2011 Michigan MUTCD
2009 Federal Edition*



U.S. Department of Transportation
**Federal Highway
Administration**

Revised September 2013

Table 2B-1. Regulatory Sign and Plaque Sizes (Sheet 4 of 4)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
SUNDAY (and times) (2 lines) (plaque)	R10-20aP	2B.53	24 x 18	24 x 18	—	—	—	—
Crosswalk, Stop on Red	R10-23	2B.53	24 x 30	24 x 30	—	—	—	—
Push Button To Turn On Warning Lights	R10-25	2B.52	9 x 12	9 x 12	—	—	—	—
Left Turn Yield on Flashing Red Arrow After Stop	R10-27	2B.53	30 x 36	30 x 36	—	—	—	—
XX Vehicles Per Green	R10-28	2B.56	24 x 30	24 x 30	—	—	—	—
XX Vehicles Per Green Each Lane	R10-29	2B.56	36 x 24	36 x 24	—	—	—	—
Right Turn on Red Must Yield to U-Turn	R10-30	2B.54	30 x 36	30 x 36	—	—	—	—
At Signal (plaque)	R10-31P	2B.53	24 x 9	24 x 9	—	—	—	—
Push Button for 2 Seconds for Extra Crossing Time	R10-32P	2B.52	9 x 12	9 x 12	—	—	—	—
Keep Off Median	R11-1	2B.57	24 x 30	24 x 30	—	—	—	—
Road Closed	R11-2	2B.58	48 x 30	48 x 30	—	—	—	—
Road Closed - Local Traffic Only	R11-3a,3b,4	2B.58	60 x 30	60 x 30	—	—	—	—
Weight Limit	R12-1,2	2B.59	24 x 30	24 x 30	36 x 48	—	—	36 x 48
Weight Limit	R12-3	2B.59	24 x 36	24 x 36	—	—	—	—
Weight Limit	R12-4	2B.59	36 x 24	36 x 24	—	—	—	—
Weight Limit	R12-5	2B.59	24 x 36	24 x 36	36 x 48	48 x 60	—	—
Weight Station	R13-1	2B.60	72 x 54	72 x 54	96 x 72	120 x 90	—	—
Truck Route	R14-1	2B.61	24 x 18	24 x 18	—	—	—	—
Hazardous Material	R14-2,3	2B.62	24 x 24	24 x 24	30 x 30	36 x 36	—	42 x 42
National Network	R14-4,5	2B.63	30 x 30	30 x 30	36 x 36	36 x 36	—	42 x 42
Fender Bender Move Vehicles	R16-4	2B.65	36 x 24	36 x 24	48 x 36	60 x 48	—	48 x 36
Lights On When Using Wipers or Raining	R16-5,6	2B.64	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
Turn On Headlights Next XX Miles	R16-7	2B.64	48 x 15	48 x 15	72 x 24	96 x 30	—	72 x 24
Turn On, Check Headlights	R16-8,9	2B.64	30 x 15	30 x 15	48 x 24	60 x 30	—	48 x 24
Begin, End Daytime Headlight Section	R16-10,11	2B.64	48 x 15	48 x 15	72 x 24	96 x 30	—	72 x 24

* See Table 9B-1 for minimum size required for signs on bicycle facilities

Notes: 1. Larger signs may be used when appropriate
2. Dimensions in inches are shown as width x height

- 07 **Where side roads intersect a multi-lane street or highway that has a speed limit of 45 mph or higher, the minimum size of the STOP signs facing the side road approaches, even if the side road only has one approach lane, shall be 36 x 36 inches.**
- 08 **Where side roads intersect a multi-lane street or highway that has a speed limit of 40 MPH or lower, the minimum size of the STOP signs facing the side road approaches shall be as shown in the Single Lane or Multi-lane columns of Table 2B-1 based on the number of approach lanes on the side street approach.**
Guidance:
- 09 *The minimum sizes for regulatory signs facing traffic on exit and entrance ramps should be as shown in the column of Table 2B-1 that corresponds to the mainline roadway classification (Expressway or Freeway). If a minimum size is not provided in the Freeway column, the minimum size in the Expressway column should be used. If a minimum size is not provided in the Freeway or Expressway Column, the size in the Oversized column should be used.*

Section 2B.04 Right-of-Way at Intersections

Support:

- 01 Section 257.649 of the "Michigan Vehicle Code" (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle already in the intersection. When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires

the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Guidance:

- 02 *Engineering judgment should be used to establish intersection control. The following factors should be considered:*

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;
- B. Number and angle of approaches;
- C. Approach speeds;
- D. Sight distance available on each approach; and
- E. Reported crash experience.

- 03 *YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:*

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B. A street entering a designated through highway or street; and/or
- C. An unsignalized intersection in a signalized area.

- 04 *In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:*

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.

Standard:

- 05 *YIELD or STOP signs shall not be used for speed control.*

Support:

- 06 Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection.

Guidance:

- 07 *Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.*

- 08 *A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.*

Support:

- 09 The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

Standard:

- 10 *Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:*

- A. If the signal indication for an approach is a flashing red at all times;
- B. If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or
- C. If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.

- 11 **Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.**
- 12 **Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.**
- 13 **A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.**
- Option:**
- 14 **A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.**
- Support:**
- 15 **Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/roadway intersection.**

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Standard:

- 01 **When it is determined that a full stop is always required on an approach to an intersection, a STOP (R1-1) sign (see Figure 2B-1) shall be used.**
- 02 **The STOP sign shall be an octagon with a white legend and border on a red background.**
- 03 **Secondary legends shall not be used on STOP sign faces.**
- 04 **At intersections where all approaches are controlled by STOP signs (see Section 2B.07), an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. The ALL WAY plaque (see Figure 2B-1) shall have a white legend and border on a red background.**
- 05 **The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs.**
- 06 **Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.**

Support:

- 07 **The use of the CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (and other plaques with variations of this word message) is described in Section 2C.59.**

Guidance:

- 08 *Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.*

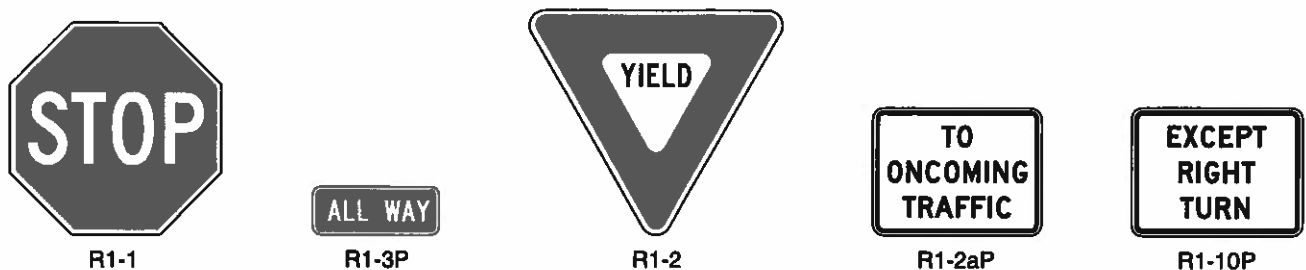
Option:

- 09 **An EXCEPT RIGHT TURN (R1-10P) plaque (see Figure 2B-1) may be mounted below the STOP sign if an engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.**

Support:

- 10 **The design and application of Stop Beacons are described in Section 4L.05.**

Figure 2B-1. STOP and YIELD Signs and Plaques



Section 2B.06 STOP Sign Applications

Guidance:

- 01 At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).
- 02 The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:
- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
 - B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
 - C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Support:

- 03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

- 01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
- 02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

- 03 The decision to install multi-way stop control should be based on an engineering study.
- 04 The following criteria should be considered in the engineering study for a multi-way STOP sign installation:
- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
 - B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
 - C. Minimum volumes:
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
 - 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
 - D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

- 05 Other criteria that may be considered in an engineering study include:
- A. The need to control left-turn conflicts;
 - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
 - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
 - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

From: [Chuck Hoyt](#)
To: [Jim Ferro](#)
Subject: FW: 7699 Fase St Overhead Lines
Date: Tuesday, February 23, 2021 3:05:15 PM
Attachments: [image001.png](#)
[image002.png](#)

Jim- please see below regarding the power lines at Fase.

From: DAMION D. WHITE <DAMION.WHITE@cmsenergy.com>
Sent: Tuesday, February 23, 2021 1:16 PM
To: Chuck Hoyt <choyt@activa.cc>
Subject: RE: 7699 Fase St Overhead Lines

Hello Chuck. The reasons you stated below are correct.

Damion White
Consumers Energy
4000 Clay Ave SW
Grand Rapids, MI 49548
Office Phone number (616) 530-4235

From: Chuck Hoyt <choyt@activa.cc>
Sent: Tuesday, February 23, 2021 12:29 PM
To: DAMION D. WHITE <DAMION.WHITE@cmsenergy.com>
Subject: 7699 Fase St Overhead Lines

##CAUTION##: This email originated from outside of CMS/CE.

Remember your security awareness training: Stop, think, and use caution before clicking links/attachments.

Damion- I would like to follow up on our conversation from earlier today. It is my understanding that it is not realistically feasible to bury the powerlines which line the perimeter of 7699 Fase St. I understand that this is due to the high powered transmission lines, which are located at the Eastern portion of the site, being nearly impossible to bury. The primary lines, which line the other sections of the site, would need to be buried to the very end of their service extension which appears to be at a minimum a mile away; much of it through the woods behind Ada Moorings. For these reasons I understand that it is not practical to bury any of these power lines.

Please verify that my summary of our discussion is correct. Thank you.