AGENDA
Grand Haven Charter Township Planning Commission
Monday, February 5, 2018 – 7:00 p.m.

I. Call to Order

II. Roll Call

III. Pledge to the Flag

IV. Approval of the January 16, 2018 Meeting Minutes

V. Correspondence

VI. Brief Public Comments & Questions (Limited to 3 minutes)

VII. New Business
   A. Platted Lot Division – Dwyer
   B. Presentation & Discussion – Robbins Centre Pointe PUD

VIII. Reports
   A. Attorney’s Report
   B. Staff Report
   C. Other

IX. Extended Public Comments & Questions (Limited to 4 minutes)

X. Adjournment

Note: Persons wishing to speak at public hearings, on agenda items, or extended comments, must fill out a “Speakers Form” located on the counter. Completed forms must be submitted to the Zoning Administrator prior to the meeting.
I. CALL TO ORDER
Wilson called the meeting of the Grand Haven Charter Township Planning Commission to order at 7:00 p.m.

II. ROLL CALL
Members present: LaMourie, Taylor, Kieft, Chalifoux, Reenders, Wilson, Hesselswee, and Wagenmaker
Members absent: Cousins
Also present: Community Development Director Fedewa, Attorney Bultje, and Assistant Zoning Administrator Hoisington

Without objection, Wilson instructed Fedewa to record the minutes.

III. PLEDGE TO THE FLAG

IV. APPROVAL OF MINUTES
Without objection, the minutes of the December 4, 2017 meeting were approved.

V. CORRESPONDENCE – None

VI. PUBLIC COMMENTS – None

VII. PUBLIC HEARING
A. Special Land Use – Outdoor Pond – Pushaw

Wilson opened the public hearing at 7:02pm.

Hoisington provided an overview through a memorandum dated January 8th.

The applicant, Tom Pushaw, was present and available to answer questions.

There being no comments, Wilson closed the hearing at 7:04pm.

VIII. OLD BUSINESS
A. Special Land Use – Outdoor Pond – Pushaw

The application was discussed by Commissioners and focused on:
• Inquired if a Soil Erosion and Sedimentation Control permit and/or floodplain permit was required.
  o Staff explained that two conditions have been included with the sample motion to approve. Applicant will have to provide a new Soil Erosion permit (*current permit has expired*), Additionally, the applicant will need to provide a DEQ permit or a Letter of No Authority stating a permit is not required.

• Questioned if a fence should be installed.
  o Barriers of some kind are required for pools under the state construction codes. However, ponds are not required to have the barriers because it has a 1:3 slope. It would be the discretion of the Planning Commission, but historically it has not required a fence around ponds.

**Motion** by Taylor, supported by LaMourie, to **conditionally approve** the Outdoor Pond Special Land Use application for 14766 Ammeraal Avenue, based on the application meeting applicable requirements and standards set forth by the Grand Haven Charter Township Zoning Ordinance. This motion is subject to, and incorporates, the following report and conditions:

1. Shall provide the Township with a copy of the Soil Erosion and Sedimentation Control permit prior to digging the pond.
2. Prior to construction the applicant must submit an MDEQ permit for the Outdoor Pond, or provide a Letter of No Authority if a permit is not required.

**Which motion carried unanimously.**

**REPORT – PUSHAW OUTDOOR POND**

1. This approval is based on the affirmative findings that each of the following Special Land Use standards has been fulfilled:

   A. The proposed use is consistent with, and promotes the intent and purpose of this Ordinance.
   B. The proposed use is of such location, size, density, and character as to be compatible with adjacent uses of land and the orderly development of the district in which situated and of adjacent districts.
   C. The proposed use does not have a substantially detrimental effect upon, nor substantially impair the value of, neighborhood property.
   D. The proposed use is reasonably compatible with the natural environment of the subject premises and adjacent premises.
   E. The proposed use does not unduly interfere with provision of adequate light or air, nor overconcentrate land or cause a severe concentration of population.
   F. The proposed use does not interfere or unduly burden water supply facilities, sewage collection and disposal systems, park and recreational facilities, and other public services.
G. The proposed use is such that traffic to, from, and on the premises and the assembly of persons relation to such use will not be hazardous, or inconvenient to the neighborhood, nor unduly conflict with the normal traffic of the neighborhood, considering, among other things: safe and convenient routes for pedestrian traffic, particularly of children, the relationship of the proposed use to main thoroughfares and to streets and intersections, and the general character and intensity of the existing and potential development of the neighborhood.

H. The proposed use is consistent with the health, safety, and welfare of the Township.

2. The application meets the site plan review standards of Section 23.06 of the Zoning Ordinance. Specifically, the Planning Commission finds as follows:

   A. The uses proposed will not adversely affect the public health, safety, or welfare. Uses and structures located on the site take into account topography, size of the property, the uses on adjoining property and the relationship and size of buildings to the site.

   B. The site will be developed so as not to impede the normal and orderly development or improvement of surrounding property for uses permitted in this ordinance.

   C. Safe, convenient, uncontested, and well defined vehicular and pedestrian circulation is provided for ingress/egress points and within the site. Drives, streets and other circulation routes are designed to promote safe and efficient traffic operations within the site and at ingress/egress points.

   D. The arrangement of public or private vehicular and pedestrian connections to existing or planned streets in the area are planned to provide a safe and efficient circulation system for traffic within the township.

   E. Removal or alterations of significant natural features are restricted to those areas which are reasonably necessary to develop the site in accordance with the requirements of this Ordinance. As appropriate, the Planning Commission has discretion to require that landscaping, buffers, and/or greenbelts be preserved and/or provided to ensure that proposed uses will be adequately buffered from one another and from surrounding public and private property.

   F. Areas of natural drainage such as swales, wetlands, ponds, or swamps are protected and preserved insofar as practical in their natural state to provide areas for natural habitat, preserve drainage patterns and maintain the natural characteristics of the land.

   G. The site plan provides reasonable visual and sound privacy for all dwelling units located therein and adjacent thereto. Landscaping shall be used, as appropriate, to accomplish these purposes.

   H. All buildings and groups of buildings are arranged so as to permit necessary emergency vehicle access as requested by the fire department.

   I. All streets and driveways are developed in accordance with the Ottawa County Road Commission specifications, as appropriate.

   J. Appropriate measures have been taken to ensure that removal of surface waters will not adversely affect neighboring properties or the public storm drainage system. Provisions have been made to accommodate storm water, prevent erosion and the formation of dust.

   K. Exterior lighting is arranged so that it is deflected away from adjacent properties and so it does not interfere with the vision of motorists along adjacent streets, and consists of sharp cut-off fixtures.

   L. All loading and unloading areas and outside storage areas, including areas for the storage of trash, which face or are visible from residential districts or public streets, are screened.

   M. Entrances and exits are provided at appropriate locations so as to maximize the convenience and safety for persons entering or leaving the site.
N. The site plans conforms to all applicable requirements of County, State, Federal, and Township statutes and ordinances.

O. The general purposes and spirit of this Ordinance and the Master Plan of the Township are maintained.

IX. NEW BUSINESS

A. Discussion – Future Land Use Map

Fedewa provided an overview through a memorandum dated January 11th.

Discussions by the Commissioners included:

- Requested an explanation of the rezoning process, and how that is impacted by the Future Land Use (FLU) Map.
  - Rezoning application relies upon the FLU Map to determine if the proposed rezoning is consistent with the goals and objectives of the master plan and zoning ordinance. Ignoring this Map and approving a rezoning that is not consistent will be problematic in the future if other rezoning applications should be denied.
  - Per Attorney Bultje, the Michigan Planning Enabling Act has certain exceptions that allow revisions to the master plan and FLU Map, but changing the designation of specific properties on the Map is not allowed. That process requires the 42-day comment period and subsequent public hearings, in addition to the variety of mailings.

- Concerns were raised that the Map is taking away property rights.
  - Per Attorney Bultje, the zoning district and FLU Map establish the property rights, and at no time do these take away property rights. The zoning district lists the allowable uses, and the Map identifies the additional uses that may be allowed if rezoned. Although these may not be the uses desired by a specific person, they establish the property rights and are not equivalent to a takings.

- Some properties owners choose to buy large tracts of land for future investment purposes. Changes to the FLU Map can cause significant hardship for these investments because it limits their ability to split and develop.
  - If property owners have such investments and the key to their success is reliant upon the FLU Map it is important for the owner to stay apprised of potential changes to the Map in order to protect the asset.

- Expressed concern that residents are not made aware of the changes to the Map, so they do not have an opportunity to protect their assets.
  - Per Fedewa, although staff has complied with the law for noticing changes to the Map—more can always be done.
• Buying into a zoned community includes certain assurances and limitations to property. One property owners desire and intentions may not align with an adjacent property owner. Thus, the zoning ordinance and FLU Map dictate the outcome because appointed officials without a financial interest made a long-term decision as to how that area should be developed, or in some cases remain undeveloped.

• Existing infrastructure should be used as a guide for development. Their existence creates a natural development pattern.

• Questioned why so much of the FLU Map is shown as Agricultural Preservation.
  o Per Fedewa, there are three main reasons. First, historically that has been the rural area of the Township and the Map ensures that character will be maintained. Second, there is a thriving agricultural industry in the Township and it is important to support that use by protecting the land in rural areas. By not allowing large tracts to be subdivided the Township is ensuring there is additional land available for expansion. Third, this designation is a “safe” choice. Agricultural land is easily converted to another use. Whereas, if areas were master-planned for a more intense use it is extremely difficult and complicated to reverse development. Infrastructure, principal buildings, occupants, businesses, etc. have since located on the land. If the Township later realizes that was an inappropriate location for the development it cannot be undone. By master-planning for Agricultural Preservation the Township is protecting that asset until if/when it is ripe for development.

• Fedewa explained that anticipated changes to the zoning ordinance will likely result in the need to revise the Map in late-2018. It was then requested a roll-call be done to determine where each Commissioner stands on the question—do you want to begin the process of revising the Map today?
  o Ayes – Wilson, Wagenmaker, Reenders
  o Nays – Taylor, LaMourie, Hesselsweet, Chalifoux, Kieft

Based on a 5-3 vote to not begin the process of revising the Map, this discussion was closed.

X. REPORTS

A. Attorney Report – None

B. Staff Report
  ➢ The next Zoning Ordinance Update Committee meeting is scheduled for Thursday, February 1st @ 6pm in the Main Conference Room.
  ➢ The Robbins Centre Pointe PUD application will need a Joint-Planning Commission meeting between the City and Township. Inquired if Tuesday,
February 13\textsuperscript{th} @ 6pm at City Hall would be acceptable. The majority of Commissioners agreed upon that date. Fedewa will confirm the scheduling.

C. Other – None

XI. EXTENDED PUBLIC COMMENTS – None

XII. ADJOURNMENT

\textbf{Without objection}, the meeting adjourned at 8:35 p.m.

Respectfully submitted,

\begin{center}
\textbf{Stacey Fedewa}
\end{center}

Acting Recording Secretary
Community Development Memo

DATE: January 31, 2018
TO: Planning Commission
FROM: Stacey Fedewa, Community Development Director
RE: Platted Lot Division – Dwyer

<table>
<thead>
<tr>
<th>PROPERTY DETAILS</th>
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<tbody>
<tr>
<td><strong>Property Address</strong></td>
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<tr>
<td>15169 Mercury</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Existing Zoning</strong></th>
<th><strong>Existing Land Use</strong></th>
<th><strong>Existing Infrastructure</strong></th>
<th><strong>Existing Site Improvements</strong></th>
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<tbody>
<tr>
<td>R-1</td>
<td>Single Family Residential</td>
<td>Paved Roadway Municipal Water Private Septic Tank</td>
<td>Single Family Dwelling 2 Accessory Buildings</td>
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<thead>
<tr>
<th><strong>Master-Planned Zoning</strong></th>
<th><strong>Surrounding Zoning &amp; Land Uses</strong></th>
</tr>
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<tbody>
<tr>
<td><strong>Direction</strong></td>
<td><strong>Zoning</strong></td>
</tr>
<tr>
<td>N</td>
<td>R-1</td>
</tr>
<tr>
<td>S</td>
<td>R-2</td>
</tr>
<tr>
<td>E</td>
<td>R-1</td>
</tr>
<tr>
<td>W</td>
<td>R-1</td>
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BACKGROUND

There are two types of land divisions— unplatted and platted. All unplatted (i.e., metes and bounds legal description) land divisions are processed by the Township Assessor, and must meet the requirements of the Land Division Act. A platted lot division occurs when a subdivision has already been created, and a property owner wants to further subdivide a lot.
Michigan Dublier LLC (managed by David Dwyer) owns the subject property. The owner purchased the property through a tax sale in August 2011.

The property is comprised of Lots 19, 20, and 44, in the Oak Grove Subdivision. This subdivision was platted in 1926, and at some point over the last 92 years these three lots were combined into one parcel.

The applicant is proposing to redivide these platted lots into two child parcels. Only two child parcels are possible because new lots have to conform with current zoning requirements. They cannot be reverted back to their original sizes because two of them cannot meet the 15,000 sqft minimum lot area.

The two child parcels are proposed to be:

A. 25,700 sqft or 0.59-acres
B. 18,730 sqft or 0.43-acres

Staff notes, the owner will demolish the existing house and accessory buildings, which will eliminate some nonconforming setbacks that would have been created with these structures.

### SUBDIVISION CONTROL ORDINANCE

Platted lot divisions are governed by Section 4.10 of the Township’s Subdivision Control Ordinance, which includes eight requirements:

<table>
<thead>
<tr>
<th>No.</th>
<th>Regulation</th>
<th>Requirement</th>
<th>Compliant?</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Conform to Zoning</td>
<td>Must meet all design requirements for R-1</td>
<td>Yes</td>
</tr>
<tr>
<td>2</td>
<td>Lot Lines</td>
<td>Must avoid oddly shaped lots</td>
<td>Yes</td>
</tr>
<tr>
<td>3</td>
<td>Depth Related to Width</td>
<td>1:4 ratio limitation</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Uninhabitable Areas</td>
<td>Cannot create unbuildable lots due to floodplain, wetland, critical dune, etc.</td>
<td>N/A</td>
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<tr>
<td>5</td>
<td>Outlot</td>
<td>If present, must describe restrictions</td>
<td>N/A</td>
</tr>
<tr>
<td>6</td>
<td>Back-Up Lots</td>
<td>Lots cannot front on intense land uses; if backed-up to said uses a landscape screen is required</td>
<td>N/A</td>
</tr>
<tr>
<td>7</td>
<td>Lot Division</td>
<td>Application process followed</td>
<td>Yes</td>
</tr>
<tr>
<td>8</td>
<td>Frontage</td>
<td>Must front on public roads</td>
<td>Yes</td>
</tr>
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</table>

**SAMPLE MOTIONS**

If the Planning Commission finds the application meets the required standards, the following motion can be offered:

**Motion** to recommend the Township Board **conditionally approve** the Platted Lot Division for 15169 Mercury Drive with current Parcel No. 70-03-36-301-023, based on the application meeting the requirements and standards set forth by the Grand Haven Charter Township Subdivision Control Ordinance and Zoning Ordinance. Approval is conditioned upon:

1. Parcel B shall only have driveway access on Park Avenue. No driveways are permitted on Mercury Drive.
2. All residential dwellings shall connect to municipal water.
3. Existing structures shall be demolished within 1-year.

If the Planning Commission finds the application does not meet the required standards, the following motion can be offered:

**Motion** to recommend the Township Board **deny** the Platted Lot Division application, and direct staff to draft a formal motion and report for those discussion points which will be reflected in the meeting minutes. This will be reviewed and considered for adoption at the next meeting.

If the Planning Commission finds the applicant must make revisions, the following motion can be offered:

**Motion** to **table** the Platted Lot Division application, and direct the applicant to make the following revisions:

1. *List the revisions.*

Please contact me prior to the meeting with questions or concerns.
PLATTED LOT DIVISION APPLICATION

<table>
<thead>
<tr>
<th>Application Type</th>
<th>Fee</th>
<th>Escrow*</th>
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<tbody>
<tr>
<td>Platted Lot Division</td>
<td>$125</td>
<td>$300</td>
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</table>

Applicant Information
Name (as listed on Deed) Michigan Dublier, LLC
Phone 720-422-4028
Address PO Box 11, Rothbury, MI 49452
Email Address dwyer.david@gmail.com

Owner Information (if different from applicant)
Name David Dwyer
Phone 720-422-4028
Address 15169 Mercury Drive, Grand Haven, MI 49417

Property Information
Address/Location 15169 Mercury Drive, Grand Haven, MI 49417
Current Zoning Residential
Parent Parcel Number 70-03-36-301-023
Size (acres) 1.02 acres

Legal Description of Parent Parcel (attach extra sheets if needed)
Lots 19, 20 and 44, Oak Grove Subdivision, Grand Haven Township, Ottawa County, Michigan, as recorded in Liber B of Plats, Page 18.

Other Information
Total Number of New Parcels Requested (parent parcel + splits) One (1) parent parcel into two (2) lots split
Intended Use of Property (residential, commercial, etc.) Residential

Each Parcel Created by this Division will be provided with Public Access as follows (check one):
(✓) Each Parcel will have 125’ or more Feet of Frontage on an existing public roadway
( ) Each Parcel will have _______ Feet of Frontage on a new public roadway

Legal Description of Proposed Access by a New Roadway (attach extra sheets if needed)

Will any of the New Parcel(s) be Serviced by Municipal Water? Yes
(✓) Yes, the Service Line(s) will be Located (indicate on map) Parcel A (existing on map) Parcel B (tbd)
( ) No

Legal Description for Each Proposed New Parcel (attach extra sheets if needed) See attachment;

Last Revised 2/9/2016
Required Application Materials
1. Survey, sealed by a professional surveyor, which includes the following information:
   a. Lot Boundaries
   b. Proposed Division(s), including Dimensions
   c. Any Existing Improvements (buildings, wells, septic, driveways, etc.)
   d. Distance of Buildings from Lot Lines
   e. Means of Access to the Property
   f. Existing and Proposed Road Rights-of-Way
   g. Easements of Public Utilities (from each parcel to existing public utility facilities)
   h. Municipal Water and/or Sewer Services (if available)
2. History of Previous Splits of the Parent Parcel (note: no lot may be divided more than four times)
3. Indication of Approval, or Permit, from the Ottawa County Road Commission, Michigan Department of Transportation, or Respective Township Private Road Administrator, for each Proposed New Roadway.
4. Evidence of all Interest of Ownership or Land Contract.
5. Narrative Describing Compliance with Section 4.10 of the Grand Haven Charter Township Subdivision Control Ordinance.

AFFIDAVIT AND RELEASE FORM

The undersigned has applied for a Platted Lot Division. The undersigned hereby grants permission for municipal, county, and state officials to enter the property for inspections. The undersigned agrees the statements made above are true, and if found not to be true this application and any approval will be void. Further, the undersigned understands this is only a parcel division which conveys only certain rights under the applicable local Subdivision Control Ordinance, the local Zoning Ordinance, and the State Land Division Act (formerly the Subdivision Control Act, P.A. 288 of 1967, as amended (particularly by P.A. 591 of 1966, amended by P.A. 87 of 1997), MCL 560.101, et seq.) and does not include any representation or conveyance of rights in any other statute, building code, zoning ordinance, deed restriction or other property rights. Further even, if this division is approved the undersigned understands the zoning, local ordinances, and State Acts change from time-to-time, and if changed the divisions made herein must comply with the new requirements (apply for division approval again) unless deeds, land contracts, leases, or surveys representing the approved divisions are recorded with the Register of Deeds, or the division is built upon before the changes are made to the laws.

I hereby attest the information on this application is, to the best of my knowledge, true and accurate.

Applicant’s Signature

Owner’s Signature (if different from applicant)

Property Address

* To cover cost of legal and consulting fees, may be increased as necessary
RE: Grand Haven Charter Township - Request for Land Division

5. A. Required Information

1) Boundaries (as of March 31, 1997), and
   See Oak Grove Subdivision, Diagram 1

2) All previous divisions made after March 31, 1997, indicated when made or none,
   None

3) The proposed division(s):
   Divide the parcel below and build/sell lots for two single family homes.
   Divide parcel 70-03-36-301-023 at 15169 Mercury Drive, Grand Haven in Charter
   township into two (2) parcels:
   1. Parcel B: 150' x 125' lot, with 150' along Mercury Drive and 125' along Park
      Avenue
   2. Parcel A: Remaining parcel

4) Dimensions of the proposed divisions, including area and square footage (excluding any
   ingress/egress right of way easements),
   Parcel A:  
   N40°52'03"E = 75.19'
   N48°56'43"W = 103.82'
   S88°56'15"E = 178.38'
   S04°45'07"E = 163.81'
   S40°52'03"W = 75.19'
   S49°07'00"W = 150.30'
   Area = .59 acres, Sqf = 25,700'

   Parcel B:  
   N40°52'03"E = 125.00'
   S49°07'00"E = 150.30'
   S40°52'03"W = 125.00'
   N49°07'00"W = 150.30'
   Area = .43, Sqf = 18,730'

5) Existing and proposed road/easements rights-of-way, and
   See Nederveld drawing, dated 10-11-2017

6) Any existing improvements (buildings, pools, sheds, etc.)
   Distance of buildings from lot lines must show on map
   See Nederveld drawing dated 10-11-2017
   * Upon land division approval, the existing building, shed, etc. at 15169 Mercury Drive
     will be torn-down and removed. See Anchor Excavating quote (document #6b).

7) Legal description of all parcels
   See Nederveld drawing dated 10-11-2017
DEDICATION

NOW ALL MEN BY THESE PRESENTS,

That we, Sidney Schutten and Adrian P. Schutten, herewith, as proprietors
have caused the land embraced in the aforesaid plot to be surveyed, held out,
and platted, to be known as "Oak Grove Subdivision"
of a part of Section 36, Township 13 North, Range 8 East, Township 2, Ottawa County, Michigan
and that the streets and alleys as shown on said plat are hereby dedicated
to the use of the public, and that this dedication is evidenced in the use of said

Signed and sealed in Presence of

Sidney Schutten (L. S.)
Adrian P. Schutten (L. S.)

Carl T. Benson (L. S.)

STATE OF MICHIGAN

County of Ottawa

On this 10th day of May, 1926 before me, a Notary Public in and for said county, personally came the above
named Sidney Schutten and Adrian P. Schutten

Hereinby to be the persons who executed the above dedication and acknowledged the same to be "True"
free of and void.

Carl T. Benson (L. S.)

Notary Public

City of...  Co.

My commission expires

Nov. 19, 1926.

DESCRIPTION OF LAND PLATTED

The land embraced in the aforesaid plot of "Oak Grove Subdivision" is described as beginning at the NE 37th line and 60th St. SW corner, thence North 29.71' to SW corner, thence West 90' to NE corner, thence South 29.71' to NW corner, thence West 108.8' to SW corner, thence South 239.8' to SW corner, thence West 108.8' to NE corner, thence North 239.8' to NE corner.

SURVEYOR'S CERTIFICATE

I hereby certify that the plot hereon described is a correct one, and
that permanent monuments consisting of one-inch by fifteen-inch oak pipe set
in a concrete base four inches in diameter and 8 inches in depth have
been placed at points marked thus: ■, tile buried at all corners
in the boundaries of the land platting, and at all intersections of streets
or streets and alleys.

Carl T. Benson

This plat was authorized by the Township Board of the Townships of... a "Oak Grove Subdivision"
at a meeting held

Robert Schwartz (L. S.)

This plat was accepted on the 21st day of May, 1926.

Wm. H. White (L. S.)

COUNTY TREASURER'S CERTIFICATE

Office of the County Treasurer

Ottawa County

I hereby certify, that there are... as... tax due or title held by the

Carl T. Benson (L. S.)

Note:

Land No. 44 Extends to the western edge.
The Park Extends to the eastern edge.
(2) None - All previous divisions made after March 31, 1997
DESCRIPTIONS

Parcel A Description: Part of Lots 19, 20 & 44 Oak Grove Subdivision as recorded in Liber 8 of Plats, Page 19, Ottawa County Records, Section 38, Town 8 North, Range 16 West, Grand Haven Township, Ottawa County, Michigan, described as: Commencing at the Southwest corner of said Lot 20; thence N40°52'03"E 125.00 feet along the Westerly line of said Lot 20 to the Point of Beginning; thence continuing N40°52'03"E 75.19 feet along said Westerly line; thence N48°36'43"W 103.62 feet along the Southwesterly line of said Lot 44; thence S88°56'15"E 178.38 feet (previously recorded as 178.30 feet) along the Northern line of said Lot 44; thence S04°45'07"E 163.81 feet (platted as 164.00 feet); thence S40°52'03"W 75.19 feet (the 2 previous calls being along the Westerly right-of-way line for Park Avenue); thence N49°07'00"W 150.30 feet to the Point of Beginning. Contains 0.58 acres. Subject to easements, restrictions and rights-of-way of record.

Parcel B Description: Part of Lots 19, 20 & 44 Oak Grove Subdivision as recorded in Liber 8 of Plats, Page 19, Ottawa County Records, Section 38, Town 8 North, Range 16 West, Grand Haven Township, Ottawa County, Michigan, described as: Beginning at the Southwest corner of Lot 20; thence N40°52'03"E 125.00 feet along the Westerly line of said Lot 20; thence S49°07'00"E 150.30 feet; thence S40°52'03"W 125.00 feet along the Westerly right-of-way line for Park Street; thence N49°07'00"W 150.30 feet along the Northwesterly right-of-way line for Mercury Drive to the Point of Beginning. Contains 0.43 acres. Subject to easements, restrictions and rights-of-way of record.

We hereby certify that we have examined the premises herein described, that the improvements are located entirely thereon as shown and that they do not encroach except as shown herein. This Survey was made from the legal description shown above. The description should be compared with the Abstract of Title or Title Policy for accuracy, assessments and exceptions.
(4) Dimensions of Proposed Division

(A) Parcel A:
- N 40° 52' 03" E = 75.19'
- N 48° 56' 43" W = 103.80'
- S 88° 56' 15" E = 178.38'
- S 04° 45' 07" E = 163.81'
- S 40° 56' 03" W = 75.19'
- S 49° 07' 00" W = 150.30'

Area = .59 Acres, SqF = 25,700'

(B) Parcel B:
- N 40° 52' 03" E = 125.00'
- S 49° 07' 00" E = 150.30'
- S 40° 52' 03" W = 125.00'
- N 49° 07' 00" W = 150.30'

Area = .43 Acres, SqF = 18,730'
DESCRIPTONS

Parcel A Description: Part of Lots 19, 20 & 44 Oak Grove Subdivision as recorded in Liber 8 of Plats, Page 18, Ottawa County Records, Section 35, Town 8 North, Range 16 West, Grand Haven Township, Ottawa County, Michigan, described as: Commencing at the Southwest corner of said Lot 20; thence N40°52'03"E 125.00 feet along the Westerly line of said Lot 20 to the Point of Beginning; thence continuing N40°52'03"E 75.19 feet along said Westerly line; thence N49°53'42"W 103.62 feet along the Southwesterly line of said Lot 44; thence S85°56'15"E 178.38 feet (previously recorded as 178.30 feet) along the Northerly line of said Lot 44; thence S04°46'57"E 133.81 feet (platted as 164.00 feet); thence S40°52'03"W 75.19 feet (the 2 previous calls being along the Westerly right-of-way line for Park Avenue); thence N49°07'00"W 150.30 feet to the Point of Beginning. Contains 0.28 acres. Subject to easements, restrictions and rights-of-way of record.

Parcel B Description: Part of Lots 19, 20 & 44 Oak Grove Subdivision as recorded in Liber 8 of Plats, Page 18, Ottawa County Records, Section 35, Town 8 North, Range 16 West, Grand Haven Township, Ottawa County, Michigan, described as: Beginning at the Southwest corner of Lot 20; thence N40°52'03"E 125.00 feet along the Westerly line of said Lot 20; thence S49°07'00"!E 150.30 feet; thence N40°52'03"W 125.00 feet along the Westerly right-of-way line for Park Street; thence N49°07'00"W 150.30 feet along the Northwesterly right-of-way line for Mercury Drive to the Point of Beginning. Contains 0.43 acres. Subject to easements, restrictions and rights-of-way of record.
# Estimate

**Date:** 11/5/2017

<table>
<thead>
<tr>
<th>Estimate #</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>239</td>
<td></td>
</tr>
</tbody>
</table>

**Phone #:** 6166385380

**E-mail:** lukeolechnowicz@gmail.com

**Terms:** Est. Exp. 60 Days

**Project Location:** 15169 Mercury Dr.

<table>
<thead>
<tr>
<th>Description</th>
<th>Qty</th>
<th>Rate</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Demo entire home and remove all concrete foundation.</td>
<td></td>
<td>4,800.00</td>
<td>4,800.00</td>
</tr>
<tr>
<td>Construction debris will be hauled to a landfill for disposal. concrete will be hauled off site for recycling.</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

This is an estimate on the goods and services named. Pricing is based on best judgment prior to work beginning. Price monitoring will occur during work being performed. The client will be updated throughout the job on schedule and budget items. If more funds are required to continue a project, the contractor and client will come to an agreement on new terms at that time.

**Total:** $4,800.00

Thank you for using Anchor Excavating!
In October 2015, Robbins Road Real Estate LLC purchased the 7-acres of land in the Township at 17200 Robbins Road (i.e., the “VandenBerg property”) along with the small barbershop parcel, which is attached to one of the buildings at 17200. In early-January 2018, the developers signed a purchase agreement to buy the Pizza Hut property. Altogether, this has resulted in approximately 8-acres of land dedicated to the proposed development.

This property is subject to the Joint Robbins Road Corridor Plan between the City and Township. The Plan calls for a joint meeting between the two planning commissions for new development. This joint meeting is scheduled for February 13th @ 6pm in City Hall. The purpose of this meeting is to provide the Township Planning Commission with an opportunity to hear a presentation by the development team, review the plans, and partake in a discussion.

The timeline for this development is important because part of the purchase agreement is to relocate Pizza Hut into the new multi-tenant retail building by December 31st. Failure to do so will result in stiff financial penalties from the franchise. In order to meet that goal, the development team needs to break ground April 1st.

Phase 1 for this development was the gas station at the corner of Robbins Road and 172nd Avenue. This was approved as a Special Land Use in April 2017. Although it was approved under a separate application the developer is requesting it be included in the PUD for rezoning purposes and continuity.
This phase did not require a joint meeting with the Planning Commissions because the only change impacting the Corridor Plan was closing one curb-cut and reshaping another. These two actions were goals set forth by the Corridor Plan, so upon review of the project the City Planner decided a joint meeting was not needed.

**Phase 2**

Phase 2 will consist of:

- The major portions of the underground work with utilities.
- Building the large swale for stormwater management via infiltration.
- Reconstructing the two main entrances.
- Closing the continuous curb-cut on Robbins Road.
- Constructing a nearly 15,000 sqft multi-tenant retail building, which would include Pizza Hut as an end-anchor.

**Future Phases**

Development of future phases will depend on market demand to determine the order and sequencing of the remaining buildings:

- Big box retailer 20,000 – 30,000 sf Building B
- Automotive-related retailer 7,000 sf Building A
- Multi-tenant retail building 11,000 sf Building M
- Restaurant – full service 7,000 sf Building R
PROPOSED PROCESS FOR FUTURE PHASES

Staff is proposing a unique way to address future phases for this development. Timing is what prompted this unique solution. Future tenants have not been identified. When tenants are found, they need to move quickly because “time is money,” and in the best of circumstances a Major PUD Amendment takes a minimum of 78-days.

As you can imagine, that is a daunting timeframe for a new business to absorb. As well as the development team that would need to go through that process approximately 4 times, in addition to the original PUD approval.

If that timeframe is extrapolated for this project there would be approximately 450-days dedicated to staff review, public hearings, Planning Commission and Board meetings. And keep in mind—that is best case scenario. In all likelihood, it would be significantly longer.

As such, staff is proposing a unique way to address the future phases. Within the Motion and Report of Findings the Township would indicate the overall project, design, and concept are approved; and that future phases are only subject to Site Plan Review with the Planning Commission.

Approaching the development in this fashion would reduce the 450-days down to 220-days. That is a 51% savings in time.

**Option A vs. Option B**

Another new concept being proposed by staff is an Option A and an Option B site plan. The reason for this is predominately due to the uncertainty of which big box retailer will locate on the site. Based on conversations the development team has had with some big box stores there are basically two layouts that would work.

In addition, you’ll notice a difference in access through the Health Pointe site onto Whittaker Way. The desired version is Option A, which would include an amendment to the Health Pointe PUD to shift the point of access. For now, Health Pointe is only focused on getting their project operational. At a later date, they have indicated their willingness to discuss an access management adjustment.
Thus, Option B is the alternative layout for the big box retailer and access to Whittaker Way. Staff has reviewed both sets of drawings and confirmed they comply with the zoning ordinance (with the exceptions of the departures requested by the developer).

Similar to the proposal for future phases, staff is recommending the Motion and Report of Findings would include an avenue for **staff to administratively approve a conversion to Option B** if that becomes necessary; and follow that up with an email to the Board and Planning Commission notifying you of the conversion.

### ANTICIPATED DEPARTURE REQUESTS

Staff believes this is a good opportunity to review the anticipated departure requests. This will provide valuable feedback to the development team, and give staff a better understanding of the Commission's position on each item. That will enable the proposed Report of Findings (that will be presented at the public hearing) to include the departures. Doing so, should avoid the need to adopt a formal motion and report of findings at a separate meeting, which has been the current practice for large-scale developments.

<table>
<thead>
<tr>
<th>Section</th>
<th>Requirement</th>
<th>Comments</th>
</tr>
</thead>
</table>
| 15A.06.1 | Only 1 driveway is permitted, but a second can be allowed if conditions A & B are met.  
• A – 660’ of frontage;  
• B – additional driveways will not prevent compliance for other sites. | 4 driveways requested: 1 on Whittaker Way, 2 on Robbins Rd, and 1 on 172nd Ave. Condition A – just shy of 660’; B – is met, other adjacent properties are in City.  
• Robbins Rd Sub-Area Plan calls for the closure of numerous curb-cuts. Current site has a continuous driveway the length of Robbins Rd.  
• 17.05.4.A allows the PC to approve additional driveways if it allows other uses within the PUD, or adjoining principal uses or existing lot. |
| 15A.06.2 | Access point spacing standards based on a signalized non-trunkline street measured pavement edge to pavement edge. Requirement is 200’.  
• Easternmost driveway on Robbins Rd = 100’  
• Main entrance on 172nd = 160’ |  
• Requesting to allow the gas station to maintain its existing driveway on Robbins Rd.  
• Requesting to allow the existing driveway to remain in current location on 172nd Ave. This will act as a main entrance, and shifting further south will cause misalignment with adjacent driveways and potentially make Building A impossible to construct. |
<p>| 15A.10.5 | Minimum width for an interior landscape island = 18’ | Requesting to allow a smaller landscape island in an effort to maximize the parking on site while still providing for visual and paving breaks. |</p>
<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>15A.10.3</td>
<td>Onsite landscaping must abut the walls to reduce the visual impact of the building mass.</td>
</tr>
<tr>
<td>17.05.2.A.5</td>
<td>Developer’s narrative says it best, “requesting departure from landscaping abutting walls of retail buildings in order to meet the functional needs of a retail use and allow for future flexibility in placement of door openings within a storefront, reduces the likelihood of trip hazards along the main walking path, allows pedestrians to circulate farther away from vehicular traffic and make snow removal easier. Landscaping around the perimeter of the building has been pulled back and consolidated in designated planting beds dispersed along the edge of the parking area at the front (north) elevation of Retail S but is still in close proximity and related to the architecture. The planting areas will feature ornamental trees and shrubs to soften the visual appearance of the building from Robbins Rd. The back (south) side of Retail S has landscaped pockets identified immediately adjacent to the building wall, coordinated with rear service doors as required. Plantings around future retail buildings on site will follow suit with a similar concept and meet the plant size and type requirements of the ordinance.”</td>
</tr>
</tbody>
</table>

Staff notes—a similar multi-tenant retail building does not have landscaping that abuts the walls, and appears to use the landscape islands as a replacement as well. |

| 24.04.2 | Maneuvering lanes shall be 24’ in width. |
| Requesting an allowance of 27’ for the main entrance off Robbins Rd to provide additional space for an anticipated high traffic corridor, allowing more space for passing vehicles and/or delivery trucks. |

| 20.13.5.H* | Minimum caliper size for an ornamental tree = 3” |
| Developer is proposing to use native Michigan species. Per the landscape architect certain species are best to be planted as “clumps.” The final result would be several trees grown together in a “clump” that would total 3+-inch caliper. |
Similarly, several native species can only be found in a 2½” size.
  - Staff is still waiting on a narrative from the landscape architect to provide justification for this departure request.

*not officially requested as a departure yet, but is anticipated to be included at the public hearing.

**EXECUTIVE SUMMARY – TRAFFIC STUDY**

The developer has ordered a traffic study, but is not complete yet. However, the traffic engineer was able to review the preliminary data and provide a general summary of the impact this development would have on the surrounding area.

The study is proposing improvements. LaMourie has been involved with this study and can provide a synopsis.

**NEXT STEPS**

The anticipated schedule for this project is:

- February 13\textsuperscript{th}  
  Joint Planning Commission Meeting with City of Grand Haven
- February 19\textsuperscript{th}  
  Public Hearing with Planning Commission
- March 12\textsuperscript{th}  
  Public Hearing & First Reading with Township Board
- March 26\textsuperscript{th}  
  Second Reading & PUD Approval with Township Board
- April 1\textsuperscript{st}  
  Demolition of Site Begins
- December  
  First Multi-Tenant Building Completed and Pizza Hut Relocates

Please contact me if this raises questions.
GRAND HAVEN CHARTER TOWNSHIP

PLANNED UNIT DEVELOPMENT (PUD) APPLICATION

<table>
<thead>
<tr>
<th>Application Type</th>
<th>Fee</th>
<th>Escrow*</th>
<th>Sewer Escrow**</th>
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</thead>
<tbody>
<tr>
<td>Overlay Zone</td>
<td>$310</td>
<td>$2,500</td>
<td>Main Extension $5,000</td>
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<tr>
<td>Non-Overlay Zone</td>
<td>$300</td>
<td>$1,500</td>
<td>Lift Station   $2,000</td>
</tr>
</tbody>
</table>

Applicant Information
Name: Robbins Center Pointe
Phone: (616) 732-5018
Fax: (616) 732-5098
Address: P.O. Box 1029 Saugatuck, MI 49453
Email Address: kpw@msblaw.com

Owner Information (If different from applicant)
Name
Phone
Fax
Address

Property Information
Address/Location: Robbins Rd. & 172nd Ave.
Parcel Number: 70 - - - - - -
Current Zoning: ZONED C-1
Adjacent Zoning: North: COMMERCIAL South: PUD West: COMMERCIAL
Master-Planned Zoning: C-1
Size (acres):
Zoning Requested: PUD
Consistent with Master Plan?: YES

Other Information
*70-03-33-100-010, 70-03-33-100-047 & 70-03-33-10-049
Does Property Abut Township Border?: YES
Present Use of the Subject Property?: MIXED COMMERCIAL
Number & Type of Existing Structures?: 9 COMMERCIAL
Subject Property Located on a Paved Road?: YES
Municipal Water within 2,700 Feet of Subject Property?: YES
Municipal Sewer within 2,700 Feet of Subject Property?: YES

NOTE: The architect, engineer, planner, or designer shall be responsible for utilizing the Township Ordinance Books and following the procedures and requirements as specified in Chapters 17 and 23 (and Chapter 15A if located in the Overlay Zone), and any other applicable ordinances. Initially, submit five copies of the required information for staff review. Once staff has granted tentative approval, additional copies will be required as requested by staff.

I hereby attest the information on this application is, to the best of my knowledge, true and accurate.

Signature of applicant
Date 11/9/17

Last Revised 2/8/2016
* To cover cost of legal and consulting fees, may be increased as necessary

** If approval of this application requires/includes the extension of a municipal sanitary sewer main, an additional $5,000.00 escrow fee shall be required, and an additional $2,000.00 escrow fee shall be required for the installation of a lift station.

**NOTICE**

IF I PLAN TO SPLIT THE PARCEL(S) AFTER THE ZONING APPROVALS ARE GRANTED, I REALIZE THAT I MUST APPLY FOR A LAND DIVISION WITH THE ASSESSING DEPARTMENT. ALL LAND DIVISION REQUIREMENTS MUST BE CONFORMED TO BEFORE PROCEEDING WITH FURTHER DEVELOPMENT.

Signature of applicant

Date

**For Office Use Only**

Date Received

Materials Received: Site Plans

Survey

Fee Paid?

Location Map

Legal Description

Dated copy of approved minutes sent to applicant? Date Sent

**PLANNING COMMISSION USE ONLY**

Approval

Tabled

Denied

Conditional Approval

The following conditions shall be met for approval:

__________________________

__________________________

__________________________

__________________________

__________________________

Signature of Planning Commission Chair

Date

Last Revised 2/8/2016
ROBBINS CENTRE POINTE: PROJECT NARRATIVE

About a year ago our team purchased the almost 8 acres that runs from 172nd West on Robbins road toward 31. We have recently added the Pizza Hut site to our project. Therefore, the project will run west from 172nd for approximately 700 feet to almost Whitaker Way. The site has a North to South depth of 315 feet to 660 feet.

We upgraded, remodeled and environmentally addressed the service station on the corner of 172nd and Robbins road and now have a long term Lease with Spartan Nash to operate the station. We will tear down the existing Pizza Hut and add them as an end anchor to our 15,000 sf center that will front on Robbins Road.

We have an easement to travel over all of the Spectrum property for ingress and egress to our site and are showing only two other curb cuts (one on Robbins Road and one on 172 and in turn giving up our continuous curb cut on Robbin's road and one of the two curb cuts we now have on 172nd. The existing curb cut serving the oil change building on 172nd is also proposed to be removed and connected to the internal site circulation.

We are upgrading the site utilities and in fact looping the water at our cost. We expect to build a 20,000 to 30,000 big box in the back toward our South Property line and a small 7000 sf building that could serve a Tire Store or Auto Parts store or something in that vein. We also expect to build a second center between the strip on Robbins and the big box store proposed at the South end of the site. Finally we expect a full service restaurant to come to the site between the main entrance off of Robbins and the Service Station.

We expect to start demolition in April, as soon as we receive site plan approvals, and hope to demo the entire site at that time. But, we are cognizant of several tenants that may need some occupancy past April and we are working with them to see if there is any way we can accommodate them for a longer period. The next phase of the project will consist of the main retail building (Retail S) and looping the public water main through the site to make it ready for further development. Market demand will determine the order and sequencing for the remaining buildings.

The development team is comprised of 3 experienced individuals, with expertise in legal, development, construction, and brokerage encompassing 1000's of developments and transaction totaling several billion dollars. We expect to start construction on phase 2 (phase one was the service station) in April and finish in December of 2018. The balance of the site should be finished in another year after that. We have not attempted any leasing activities up to this point until we have site plan approval.
ROBBINS CENTRE POINTE: REQUESTED DEPARTURES

15A.06.1 & 15A.06.2:
- Request to allow the 4 driveways (One on Whittaker Way, two on Robbins Roads and one on 172nd Ave). The site currently has a continuous curb cut on Robbins Road and two curb cuts on 172nd. Per 17.05.4.A- A maximum of one driveway or street opening per existing public street frontage shall be permitted for the PUD. Additional driveways may be permitted provided that such drive is constructed ad permitted to share access with other uses within the PUD, or an adjoining principal us or existing lot. The four driveways provided share access with other uses, as well as an adjoining principle use and existing lot.

15A.06.7:
- Request departure to allow easternmost drive on Robbins Road, in front of the gas station, to remain as existing, at 100' from intersection of 17nd. Departing from required 200' to allow existing drives to remain as-is.
- Request departure to allow main drive on 172nd Ave to remain as existing, at 160' from intersection. Departing from required 200' to allow existing drives to remain as-is. Adjacent drive to the south, serving the oil change building, is proposed to be removed.

15A.10.5:
- Request departure from the minimum 18' wide parking island in an effort to maximize the amount of parking on the site while still providing for visual and paving breaks.

17.05.2.A.5
- Request departure from landscaping abutting walls of retail buildings in order to meet the functional needs of a retail use and allow for future flexibility in placement of door openings within a storefront, reduces the likelihood of trip hazards along the main walking path, allows pedestrians to circulate farther away from vehicular traffic and make snow removal easier. Landscaping around the perimeter of the building has been pulled back and consolidated in designated planting beds dispersed along the edge of the parking area at the front (north) elevation of Retail S but it still in close proximity and related to the architecture. The planting areas will feature ornamental trees and shrubs to soften the visual appearance of the building from Robbins Road. The back (south) side of Retail S has landscaped pockets identified immediately adjacent to the building wall, coordinated with rear service doors as required. Plantings around future retail buildings on site will follow suit with a similar concept and meet the plant size and type requirements of the ordinance.

24.04.2:
- Request departure to increase the main maneuvering lane from 24' to 27' in order to provide additional space for an anticipated high traffic corridor, allowing more space for passing vehicles and/or delivery trucks.
### ROBBINS CENTRE POINTE

**BUILDING A&S**

Robbins Road at 172nd  
Grand Haven (Township), Michigan 49417

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**APPLICABLE CODES AND STANDARDS**

<table>
<thead>
<tr>
<th>BUILDING CONSTRUCTION</th>
<th>APPLICABLE CODES</th>
</tr>
</thead>
<tbody>
<tr>
<td>AP101 RETAIL S PERSPECTIVE</td>
<td>ROBBINS CENTRE POINTE</td>
</tr>
<tr>
<td>A513 SITE SIGNAGE</td>
<td>ROBBINS CENTRE POINTE</td>
</tr>
<tr>
<td>A511 RETAIL S EXTERIOR ELEVATIONS</td>
<td>ROBBINS CENTRE POINTE</td>
</tr>
<tr>
<td>A121 RETAIL A FLOOR PLAN &amp; ELEVATIONS</td>
<td>ROBBINS CENTRE POINTE</td>
</tr>
<tr>
<td>A111 RETAIL S FLOOR PLAN</td>
<td>ROBBINS CENTRE POINTE</td>
</tr>
<tr>
<td>ES101 SITE LIGHTING</td>
<td>ROBBINS CENTRE POINTE</td>
</tr>
<tr>
<td>A111 RETAIL S FLOOR PLAN</td>
<td>ROBBINS CENTRE POINTE</td>
</tr>
<tr>
<td>A121 RETAIL A FLOOR PLAN &amp; ELEVATIONS</td>
<td>ROBBINS CENTRE POINTE</td>
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</tr>
<tr>
<td>AP101 RETAIL S PERSPECTIVE</td>
<td>ROBBINS CENTRE POINTE</td>
</tr>
</tbody>
</table>

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**CIVIL 1 OF 11** | BOUNDARY & TOPOGRAPHIC SURVEY  
**CIVIL 2 OF 11** | REMOVAL PLAN  
**CIVIL 3 OF 11** | SITE PLAN  
**CIVIL 4 OF 11** | UTILITY PLAN (PRIVATE)  
**CIVIL 5 OF 11** | UTILITY PLAN (PUBLIC)  
**CIVIL 6 OF 11** | GRADING & SOIL EROSION CONTROL PLAN  
**CIVIL 7 OF 11** | LANDSCAPE, LIGHTING AND SIGNAGE PLAN  
**CIVIL 8 OF 11** | PARKING ISLAND DETAILS A-O  
**CIVIL 9 OF 11** | PARKING ISLAND DETAILS P-T  
**CIVIL 10 OF 11** | CONSTRUCTION DETAILS  
**CIVIL 11 OF 11** | SITE PLAN OPTION B  
**CIVIL DRIVE 1 OF 1** | DRIVE EXHIBIT MAP  
**ES101 SITE LIGHTING** |  
**A111 RETAIL S FLOOR PLAN** |  
**A121 RETAIL A FLOOR PLAN & ELEVATIONS** |  
**A511 RETAIL S EXTERIOR ELEVATIONS** |  
**A513 SITE SIGNAGE** |  
**AP101 RETAIL S PERSPECTIVE** |  

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**SCHEMATIC DESIGN REVIEW**

**ISSUED:**  
01/24/2018
**FREESTANDING SIGN ELEVATION**

- **FREESTANDING SIGN SECTION**
  - **TYPICAL RETAIL BUILDING SIGNAGE**
  - **INTERNALLY ILLUMINATED SIGN CABINET**
  - **INDIVIDUAL TENANT SIGN GRAPHICS AND LOCATIONS TO BE DETERMINED BY LANDLORD**

**FREESTANDING SIGN NOTES**

1. **HEIGHT OF SIGN SHALL NOT EXCEED 20' FROM FINISHED GRADE.**
2. **SIGN FACE TO BE 66 SF MAX (60SF + 10% BONUS ALLOWED BY SECTION 15A.10.8).**
3. **LANDLORD SHALL DETERMINE TENANT DIVISIONS AND DEVELOPMENT / TENANT SPACE ALLOCATION ON SIGN FACE.**
4. **TENANT SIGN COPY SHALL BE APPROVED BY LANDLORD.**

**WALL SIGN NOTES**

1. **ONE WALL SIGN PER TENANT. TENANT MAY HAVE A SECOND SIGN OVER REAR DOOR IF IT IS USED AS A CUSTOMER ENTRANCE.**
2. **SIGN AREA SHALL NOT EXCEED 10% OF THE WALL AREA. (20'W x 19' H = 380/10 = 38SF).**
3. **TENANT SIGN COPY SHALL BE APPROVED BY LANDLORD.**
4. **TENANT SIGN SHALL BE INTERNALLY ILLUMINATED, INDIVIDUAL CHANNEL LETTERS. CABINET SIGNS ARE NOT PERMITTED.**

**SITE SIGNAGE**

Robbins Road, Grand Haven Township

© 1604-11
01/24/2018

**ROBBINS CENTRE POINTE**

**A513**

**ROBBINS CENTRE POINTE**

- **TENANT**
- **MAJOR TENANT**
- **TENANT**
- **TENANT**
- **TENANT**
- **TENANT**
- **TENANT**
- **TENANT**
- **TENANT**
- **TENANT**
- **TENANT**
- **TENANT**

**INTERNAL STRUCTURE TO BE PROVIDED BY CONSTRUCTION**

**PREPARATION AREA TO MATCH LARGE FORMAT BRICK (GRAY)**

**DECORATIVE MASONRY TO MATCH BUILDING**

**ADDRESS NUMBER TO BE VERIFIED**

**PREFINISHED ALUM TO MATCH LARGE FORMAT BRICK (GRAY)**

**INTERNAL STRUCTURE TO BE PROVIDED BY SIGN CONTRACTOR**

**SIGN SIZE AND PROPORTIONS TO BE DETERMINED BY TENANT**

**LANDSCAPE AREA - REFER TO CIVIL FOR TYPE, LOCATION AND QUANTITY.**
The proposed Robbins Center Point PUD project is located on the south side of Robbins Road, between 172nd Avenue and Whitaker Way in Grand Haven Township. Currently there are several buildings on site with associated parking lots. A majority of the existing site currently is covered with impervious surface with no formal stormwater management. The existing parking lots sheet flow to the greenspace around the perimeter of the site and infiltrates into the existing sand soil. To our knowledge, there are no stormwater drainage issues on or adjacent to the site.

The proposed project will consist of demolition of the existing site buildings and parking lots and reconstruction of 5 new buildings, parking lots, utilities and stormwater management. The first phase of the development will consist of the commercial building on the north side of the site along Robbins Road frontage along with the necessary parking and utilities to support that building.

The proposed development will provide stormwater management which will be accomplished through a combination of best management practices (BMPs) and stormwater infrastructure. The goal of the stormwater management practices is to promote stormwater infiltration while providing a reliable overflow system. The proposed impervious surface will sheet flow to several open space areas throughout the site, including rain garden islands within the parking lots and bio-swales along the perimeter. While the site has curb and gutter, several cuts in the curb will allow the stormwater to get into the designed areas. Stone rip-rap will be provided at these curb cuts to prevent erosion from occurring. The rain gardens and bio-swale areas will function the same by utilizing the existing sand subgrade to allow stormwater to infiltrate into the native soils. A bioretention soil mixture consisting of sand, planting soil and mulch will be installed to provide the planting media for the proposed landscaping in these areas. These plantings have been selected to be water tolerant, native materials, which have substantial root systems to maximize the amount of water uptake.

In the event there is a large rain event, an overflow storm sewer system is also provided to provide stormwater conveyance from the site to the adjacent county drain located in the intersection of Robbins Road and 172nd Avenue. The catch basins will be located in the rain gardens with the castings elevated such that the water will be forced to infiltrate into the soil prior to spilling over into the drainage structures. Leech basins and perforated pipe will be provided to maximize infiltration prior to discharge to the county drain. Final design details and calculations will be submitted to the Ottawa County Water Resources Commissioner’s Office for review and approval.

Moore & Bruggink, Inc.
JFL
1/3/2018
Robbins Center Pointe P.U.D. Traffic Impact Study

Executive Summary

Robbins Road Real Estate, LLC is proposing to construct a new commercial development south of Robbins Road between Whittaker Way and 172nd Avenue in Grand Haven Charter Township. The proposed commercial development known as Robbins Center Point is expected to have 65,757 square feet of retail development and is anticipated to be complete within a five-year timeframe.

The report analyzes and presents the traffic impacts that the proposed commercial development will have on the following intersections in the project study area:

- US-31 (Beacon Blvd) & Robbins Road
- US-31 (Beacon Blvd) & NB to SB Crossover North of Robbins Road
- US-31 (Beacon Blvd) & SB to NB Crossover South of Robbins Road
- Robbins Road & Whittaker Way
- Robbins Road & DeSpelder Street
- Robbins Road & 172nd Avenue

The above-mentioned intersections were analyzed for the morning peak (7:00-9:00AM) and afternoon peak (4:00-6:00PM) hours for the following conditions:

- Existing 2018 Conditions
- Future 2023 No-Build Conditions
- Projected 2023 Build Conditions

The elements to be covered in the traffic study were discussed with Grand Haven Township prior to the study commencing.

Existing 2018 Conditions

Based on the intersection counts, the morning peak hour was found to occur between the hour of 7:15 a.m. and 8:15 a.m. while the afternoon peak hour was found to occur between the hour of 4:30 p.m. and 5:30 p.m. These hours were selected for analysis of existing and future year conditions.

Based on the recreational nature of this area, the existing traffic volumes collected during the winter months were adjusted to normalize the traffic volumes between peak summer months and low volume winter months. Per MDOT’s PTR Pattern Assignments and discussions with Grand Haven Charter Township, a seasonal adjustment factor of 1.25 was used to adjust the through volumes along US-31 while a seasonal adjustment factor of 1.18 was used to adjust the remaining traffic volumes in the study area. These adjusted traffic volumes formed the basis of the existing conditions analysis.
The capacity analyses for existing conditions revealed that all study area intersections and movements operate at an acceptable level of service during both the weekday morning and afternoon peak hours. It should be noted that although the southbound US-31 through movement at Robbins Road operates at a level of service C during both the morning and afternoon peak hours, the volume to capacity (v/c) ratio exceeds 1.0 during both peak hours indicating that the amount of southbound through traffic exceeds the capacity of the facility.

**Future 2023 No-Build Conditions**

An evaluation of traffic impacts associated with the proposed commercial development relies on an understanding of the future traffic conditions in the study area without the proposed development. Future traffic for the 2023 analysis year is expected to come from background traffic growth expected to occur on the street network between 2018 and 2023, and adding any expected traffic from approved developments in the area. Per our discussions with Grand Haven Charter Township, a 1.5% per year growth rate was utilized over the five-year study period.

One committed development was identified as needing to be coordinated along with the Robbins Center Point project; Spectrum Health. The Spectrum Health medical office building has been constructed but was not occupied at the time traffic counts were collected. The Spectrum Health property lies immediately south of the proposed development and has access to Whittaker Way, 172nd Avenue, and the Meijer North Drive. Spectrum Health consists of a 120,000-square foot medical office building. A traffic study was prepared for Spectrum Health by URS in August of 2015. Trip generation and distribution for this facility was taken directly from their report.

The future no build capacity analyses revealed that all of the study area intersections will continue to operate with acceptable levels of service with the exception of the US-31 and Robbins Road intersection. During the morning peak hour, the southbound through movement will operate at a LOS F. During the afternoon peak hour, the southbound through movement and westbound right turn movement will operate at a LOS E. During the morning peak hour, adjustments to the existing traffic signal timing splits by providing three more seconds to the north/south approaches from the east/west approaches will result in all movements operating acceptably. In order to mitigate the afternoon peak hour, the cycle length will need to be increased to a 90 second cycle length from the existing 70 second cycle length. Increasing the cycle length of the traffic signal and optimizing the splits will result in all movements operating at acceptable levels of service. Since the signalized crossover south of Robbins Road is in coordination with this signalized intersection, the cycle length at that study area intersection will also need to be increased. It should be noted that even with the traffic signal timing adjustments, the southbound through traffic still has v/c ratios exceeding 1.0. During the afternoon peak hour, the v/c ratio for the northbound through movement is 0.99.
Projected 2023 Build Conditions

The projected traffic impacts for the commercial development were determined based on the analysis of future year 2023 traffic volumes upon full development of the proposed site.

Site Access

Access to the development is proposed to be served via three full movement accesses. One access is proposed to Robbins Road at the existing middle curb cut of the five existing curb cuts located along Robbins Road. A second access is proposed to Whittaker Way immediately north of the Spectrum Health parking lot. The third access is to 172\textsuperscript{nd} Avenue through the existing access for the D&W Quick Stop. The 172\textsuperscript{nd} Avenue and Robbins Road accesses currently exist for the property. The proposed Robbins Road access will be reconstructed to consolidate five existing driveways to one main driveway. The 172\textsuperscript{nd} Avenue access would remain as-is since it was just reconstructed for the D&W Quick Stop. The Whittaker Way access would consist of a new curb cut.

Trip Generation

New trips to be generated by the proposed commercial development were estimated based on information and procedures contained in the Institute of Transportation Engineer’s (ITE) report *Trip Generation, Tenth Edition, September 2017*. Final build-out of the entire development was anticipated in 2023.

Since tenants for this development are unknown at this time and land uses, as well as building sizes, are not fully defined, the trip estimates for the site were developed with a more general use and were not specific for each possible use. In addition, two different options exist for the southern portion of the site. Option A consists of 28,182 square feet of general box retail while Option B consists of a 19,000 square foot retail building. To be conservative, the gross leasable area of the land was assumed to be 65,757 square feet (assuming the larger of the two options). Once the tenants are known and a final site plan is completed, the actual square footage may be lower than what is anticipated in this study.

Shopping Center, Land Use Code (820), is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. It typically includes uses other than that of general retail such as restaurants, banks, and offices. This land use seemed to cover most anything that would possibly develop on this site. Therefore, trip estimates were based on Land Use Code 820 for the entire site. The weekday morning and afternoon peak hour trip generation estimates are shown in Table 3.
Table 1 Robbins Center Point PUD Trip Generation

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Total</th>
<th>In</th>
<th>Out</th>
<th>Total</th>
<th>In</th>
<th>Out</th>
<th>Total</th>
<th>In</th>
<th>Out</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Hour</td>
<td>185</td>
<td>115</td>
<td>70</td>
<td>63</td>
<td>39</td>
<td>24</td>
<td>122</td>
<td>76</td>
<td>46</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>398</td>
<td>191</td>
<td>207</td>
<td>135</td>
<td>65</td>
<td>70</td>
<td>263</td>
<td>126</td>
<td>137</td>
</tr>
</tbody>
</table>

“New Trips” are those that are new to the study area and consist of motorists whose primary destination is the Robbins Center Point development. “Pass-by Trips” involve motorists who are diverted off of the adjacent street system to visit this development. A portion of the trips generated by Robbins Center Point development were assumed to be pass-by trips. These trips divert from existing travel paths to stop at the site and then resume the original trip path. Thus, additional trips are not added to the area road system by these pass-by trips. Pass-by rates were based on information provided in ITE’s "Trip Generation Handbook, Tenth Edition." A pass-by rate of 34% was used for the morning and afternoon peak hours. When examining the pass-by rates for smaller shopping center sizes between 50-85,000 square feet, an average pass-by rate of 44% was calculated, therefore the 34% provides a worse-case scenario for new trips on the street network.

“Internal Trips” are those that will visit more than one use within the site. Since trips for the Robbins Center Point development were estimated with Land Use Code 820, Shopping Center, internal capture rates are not applicable and should not be used to estimate trips for shopping centers. Data has been collected directly for shopping centers as a stand-alone development, therefore, the associated trip generation data presented in the manual already reflect the effects of internal capture and the mixed-use nature of the center.

Internal traffic utilizing Whittaker Way between the Spectrum Health, Meijer, and Robbins Center Point uses was also not included other than the small percentage assigned to Whittaker Way. It is likely that there will be some internal trips on Whittaker Way between these adjacent developments. However, this analysis assumes a worse-case scenario for the overall road network.

Traffic from the existing uses on the proposed site was also not subtracted from the existing volumes. The existing traffic volumes used in the analysis include traffic from the existing businesses that currently sit at the proposed site.

**Directional Distribution and Assignment**

Trip distribution for the site was determined based on existing peak hour traffic volumes on the study area roadways. The resultant trip distribution pattern for the proposed commercial development is as follows:
Projected 2023 Build Operational Analysis

The capacity analysis for the projected 2023 build conditions revealed that all of the study area intersections remained operating at acceptable levels of service with the exception of the US-31 and Robbins Road intersection. During the morning peak hour, the southbound through movement and the westbound right turn movement will both operate at a LOS E. During the afternoon peak hour, the southbound through movement is expected to operate at a LOS E while the westbound right turn movement degrades to a LOS F. Investigations were conducted to determine mitigation for this intersection. Since the traffic signal has a two-phase operation, any time taken from one direction of travel impacts the other direction of travel and since the intersection has poor levels of service for both directions, adjusting the splits further would not alleviate these delays for one travel direction. Several attempts were made to examine different cycle lengths as well, none of which mitigated all of the unacceptable movements at this intersection. In order to fully mitigate the movements to acceptable levels, construction of a second westbound right turn lane is required. During the morning peak hour, construction of the second westbound right turn lane allows an adjustment in the splits to provide more green time to the north/south approaches within the existing 70-second cycle length. All movements will operate acceptably during the morning peak hour with construction of the additional westbound right turn lane and traffic signal timing adjustments within the existing cycle length. During the afternoon peak hour, the cycle length will need to be increased to a 100 second cycle length from the proposed 90 second cycle length in addition to the dual westbound right turns. These improvements will result in all movements operating at acceptable levels of service.

Site Driveway Analysis

In order to determine the configurations of the proposed site driveways to Robbins Road, 172\(^{nd}\) Avenue, and Whittaker Way, warrants for left and right-turn lanes were evaluated, and a capacity analysis was conducted. Michigan Department of Transportation (MDOT) traffic volume guidelines for right-turn lanes and tapers were reviewed for the necessity of constructing a right turn lane at the proposed site driveways. It was found that the proposed driveway to Whittaker Way does not meet the guidelines for a lane or taper. The existing driveway to 172\(^{nd}\) Avenue was found to meet warrants for a right turn deceleration taper only and the proposed driveway to Robbins Road meets guidelines for a full right turn lane. The full right turn lane should be designed in accordance with the City of Grand Haven requirements.
Whittaker Way was examined to determine the need for an exclusive left-turn lane along Whittaker Way at the proposed driveway location. The proposed driveway location is located within the existing taper area prior to the two-way center left-turn lane which begins south of the proposed driveway. It was found that the left-turn volume utilizing this driveway in conjunction with the through volumes do not meet warrants for an exclusive left turn lane.

The capacity analysis for the site driveways revealed that all movements at all three site accesses will operate acceptably with the exception of the northbound exiting movement to Robbins Road during the afternoon peak hour. As proposed, the exit lane from the proposed development onto Robbins Road has one lane for all movements. This approach is expected to operate at a level of service E during the afternoon peak hour with a delay of 37.5 seconds. In order to mitigate this exiting movement, separate left and right turn exit lanes should be provided for this proposed driveway to Robbins Road. These improvements result in a level of service D for the northbound left turn and level of service B for the northbound right turn lane.

Summary
The existing analyses revealed that all of the study area intersections currently operate at acceptable levels of service. However, the southbound through movement at the US-31 and Robbins Road intersection currently has v/c ratios exceeding 1.0 indicating that this movement is over capacity.

The analysis results for the future no build conditions revealed that movements at the intersection of US-31 and Robbins Road operate at a level of service E or F. Improvements are needed at this study area intersection in order to mitigate the future no build conditions. The improvement strategies for the future no build conditions are summarized below.

- Increase cycle length from 70 to 90 seconds during the afternoon peak hour
- Adjust traffic signal timing splits during both the morning and afternoon peak hours.

The analysis results for the future no build scenario revealed that these signal timing adjustments will result in acceptable levels of service.

The analysis results for the projected 2023 build scenario for the proposed commercial development revealed that additional mitigation will be needed upon full build out in order to mitigate the traffic impacts caused by adding the project traffic. The roadway improvements that will be required at full build of the commercial development include the following:

US-31 & Robbins Road
- Construct an additional westbound right turn lane
- Increase cycle length to 100-seconds during the afternoon peak hour
- Adjust the traffic signal splits during the morning peak hour.
Robbins Road & Main Site Driveway

- Construct eastbound right-turn lane along Robbins Road
- Construct two-lane exit for separate left and right turn movements from the proposed site