

**HOLLAND CHARTER TOWNSHIP PLANNING COMMISSION**  
**Regular Meeting**  
**August 3, 2021**

Chairman Hoeve called the meeting to order at 7:00 pm and asked for a roll call of members present.

**Present:** Chairman Marion Hoeve, Vice-Chairman/Secretary Jack VanderMeulen, Members Doug Becker, Ken Bosma, Steve Darrow, Randy Kortering, and Miska Rynsburger. Also present were Community Development Director John Said, Assistant Community Development Director Corey Broersma, and Recording Secretary Tricia Kiekintveld.

Chairman Hoeve welcomed our newest member, Mr. Steve Darrow, to the Commission.

**Public Comment:** None.

**Minutes:**

\*\* It was moved by Kortering and supported by Bosma to approve the minutes of the July 6, 2021, meeting. All in favor. Motion carried.

**Public Hearings:**

**Chairman Hoeve opened a public hearing for consideration** of a special use request for outdoor storage of truck trailers along with consideration of a site plan for a cold storage warehouse and associated office along with submitted by Jason Bransteter of Tippman Group. Said lands are located at the NW corner of Ransom and US-131 intersection, described more specifically as 70-16-05-200-022. The subject property is zoned I-2 General Industrial.

Present for this request was Mr. Jason Bransteter of Tippman Group, 9009 Coldwater Road, Fort Wayne, IN and Mr. Craig Engler from Driesenga and Associates.

Mr. Bransteter described Tippman Group as a family-owned company that specializes in cold storage. He said they are planning to ultimately build a 912,800 sq. ft. cold storage facility on this property in 4-5 phases. Tonight, they are asking for site plan approval of just the first phase consisting of 140,000 sq. ft. of 0 to -10° cold storage. Mr. Bransteter stated that they have received Zoning Board of Appeals approval for a 65' height variance. Their goal is to minimize their foot print while maximizing the amount of storage by using a rack system.

Mr. Bransteter said that they are also coming before the Commission for a special use to allow outdoor truck storage on the site. Mr. Bransteter stated that the storage would be a staging area for trucks waiting their turn to get to the loading docks; trucks would not be there any longer than 5-12 hours.

Mr. Bosma stated that the applicant said that Phase 1 is all cold storage and asked if the rest of the phases were also going to be cold storage? Mr. Bransteter stated that is correct, other than a small amount of office space (approximately 5,000 sq. ft. in Phase 1).

Mr. VanderMeulen asked if they have been in contact with the Road Commission yet? Mr. Engler stated that they have brought the plans before the Road Commission and they have reviewed the plans preliminarily including the locations of the drive, the master plan, and the impact of the traffic on Ransom Street. They have also submitted plans to MDOT for review and they are good with Phase 1 plans but would like to review again for any future expansion. The Road Commission is reviewing the geometrics of the driveways, the grading and size of the driveways. Mr. VanderMeulen asked if the wider roadway would extend past the intersection. Mr. Engler stated there are no plans at this time to extend past the point shown on the drawings.

Mr. Hoeve asked how many hours a day they would be operating? Mr. Bransteter answered that this would be a 24 hour a day operation and with Phase 1 having around 50 trucks a day. He stated that after the building is at full capacity of 900,000 sq. ft. they would average 250-300 trucks a day.

Mr. VanderMeulen asked how they plan to keep the semi-trucks off the county roads? Mr. Bransteter stated that they do not own any trucks, they are all either owner-operated or over-the-road drivers from other companies, so they do not have direct control over the drivers. He pointed out that when someone puts the address into a GPS it brings them down US-31 and not the county roads so he doesn't feel this should be an issue. Mr. VanderMeulen stated that trucks driving down county roads has been an issue in the past and is concerned with the number of trucks coming and going from this location that this also does not become an issue.

Mr. Kortering asked what the relationship is with Gentex? Mr. Bransteter stated that Gentex currently owns the property and they are buying the property from Gentex and are set to close this month.

Mr. Bosma asked if they have any vision for the land to the west of the drain? Mr. Bransteter stated that they are designating 20 acres for storm water drainage in the future and green space. Mr. Bosma asked if they would be open to allowing the Township to use part of that as an easement for running utilities running along the drain running north south? Mr. Bransteter stated that they would be open to discussing that since that land is not planned to be developed.

Mr. Hoeve stated that this is very well planned. Mr. Bransteter stated that they have been working closely with Staff and that they have been very helpful.

Mr. Bransteter asked about the landscaping requirement along US-31 needing to be completed by November 15, 2023? Staff stated that is the current requirement. Mr. Bransteter pointed out that they plan to start in the south west then develop to the north and finally develop the east portion. He said that during Phase 1 the undeveloped land to the east and north would continue to be farmed as it is now. Therefore, they are asking if the landscaping along that side of the property can be left for now and put in after that section of the property is developed so that they can do it right, by installing irrigation and putting in trees and landscaping that will make it look good? They would not be able to do that while that land is still being farmed. Staff did point out that they can put a longer time frame on the landscaping if needed. Staff also pointed out that the 20 acres west of the drain doesn't need any landscaping because of the large land buffer. Staff stated that if the applicant can give them a better time frame when they would be developing that eastern land, they can adjust the landscaping date requirement accordingly. Mr. Hoeve asked if in 2023 things have changed can the requirements change as well? Staff stated that at this point the Commission is only being asked to approved Phase 1.

Mr. VanderMeulen stated that they will have the tallest building in the Township. Is there anything you can do to minimize the look of the height? Mr. Bransteter stated that the design of the building has a terraced effect which does help to minimize the look of the taller section. He stated that the dock side of the building will be 30' tall and there are varying heights in the design so that the whole building is not at the maximum height of 65'. Mr. Bransteter also pointed out that the color banding on the building and the awnings over the truck docks also help to break up the height visually.

Mr. VanderMeulen stated his concern over having 50 semi-trailers with refrigeration units running at one time and the noise that would create. He is wondering if there is any way to lessen the noise for any potential residential development that may be built in the area in the future? Mr. Bransteter stated that they are purposefully putting the truck docks on the west side of the building to keep that noise as far away from any developable land. He also stated that if during Phase 2 the Commission would like to see a noise study conducted, they would be more than willing to provide that. Mr. Hoeve asked if the land to the west of the Rail Road Tracks is Industrial and Staff answered that that land is currently zoned Industrial.

Chairman Hoeve opened the meeting up for public comments.

**Mr. Cory Steeby of EBW Electronics of 13110 Ransom, Holland**, stated that they are happy to see that land being developed. He stated that their only concern is with the potential of having 250-300 trucks coming in and out of there every day and how that would affect his employees getting to and from work each day. He stated that it is already very difficult to get workers and if they are having a hard time getting to work, it will just compound that problem. Mr. Hoeve stated that the road is sure to be built up by the Road Commission with such a large facility being built. Mr. Bransteter pointed out that during Phase 1 there would only be about 50 trucks a day. Mr. Hoeve advised Mr. Steeby to contact the Township Board and Ottawa County Road Commission with his concerns.

\*\* It was moved by Kortering and supported by Rynsburger to close the public hearing. All in favor. Motion carried.

\*\* It was moved by VanderMeulen and supported by Kortering to approve the site plan request for Phase 1 with the following conditions:

1. The project is constructed per the Zoning Board of Appeals approval of the height variance.
2. The applicant obtains Ottawa County Water Resource Commissioner approval.
3. The applicant obtains approval from the Ottawa County Road Commission.
4. The applicant will obtain Staff approval for the drive aisle widths.
5. The applicant will submit and obtain Staff approval for updated photometric plans.
6. The landscaping along the east property line will be completed by November 15, 2023. The applicant can come back to the Commission for an extension if needed.
7. The applicant will do their best to keep the trucks on US-31 and off county roads.

A roll call vote was taken. All in favor. Motion carried.

\*\* It was moved by Bosma and supported by Rynsburger to approve the special use request for outdoor storage of trucks for Phase I only, citing the special use standards and with the same conditions as approved for the site plan request approval noted above. A roll call vote was taken. All in favor. Motion carried.

**Chairman Hoeve opened a public hearing for** consideration of a special use request for proposed vehicle repair and vehicle sales by Jason Fuller of Double A Enterprises LLC. Said lands are addressed as 238 N. 120th, described more specifically as 70-16-21-400-010. The subject property is zoned C-2 Community Commercial.

Present for this request was Mr. Jason Fuller of Double A Enterprises LLC, 1098 O'Malley, Coopersville.

Mr. Fuller stated that they are currently leasing the property from Lakeshore Properties with Randy Price. They are asking for a special use for used vehicle sales and service and ancillary sales of automotive parts and accessories and the installation of the same. Mr. Fuller pointed out that on the site plan they have eliminated the driveway on Lakewood Boulevard as that has been a vehicle hazard for many years. He also stated that they plan to spend \$100,000 to improve the site.

Mr. VanderMeulen asked how the two properties will tie into each other? Mr. Fuller answered that the current building at 704 Lakewood Blvd. would be for vehicle sales and the building on 120<sup>th</sup> would be for service and some display of inventory. Mr. VanderMeulen asked how many cars they plan to have on the property for sale. Mr. Fuller stated possibly up to 30.

Staff stated that the applicant has already submitted a site plan for the property. Staff asked the applicant to point out where employee parking would be designated as well as specify which spaces will be display spaces. Staff also pointed out that the current location at 704 Lakewood Blvd. is out of conformance with the special land use on that site by displaying too many cars and displaying cars to the south façade of the building. It has been suggested that the special use be modified for that property to bring them up to compliance. Staff pointed out that they would also need to see a landscape plan with the necessary buffers. Staff did point out that they would like the Commission to come up with a maximum number of vehicles that can be displayed on the property so they can move forward on their end with the site plan approval.

Mr. Kortering asked if they will have to bring the site plan to the Commission for approval or if that will be handled by Staff. Staff stated that they can work with the applicant. Staff did note that at the southeast corner of the building, the property cannot be used as parking because that needs to be left open for emergency vehicles to have access to the property. Mr. Kortering also asked if at this point the Commission can really state a number of vehicles to be allowed on the site? Mr. Hoeve asked if we can grant special use approval and have Staff grant site plan approval and have Staff come up with a reasonable number of vehicles allowed on the property? Staff stated that they really would like the Commission to come up with a maximum number. They pointed out that currently there are 39 spaces shown on the drawing but that is too crowded, considering the proposed 30 for-sale vehicles. Staff also noted that they would need parking for their employees as well.

Mr. Fuller questioned Staff about the special use that was granted for the property at 704 Lakewood Blvd. years ago. Staff stated that the special use granted was to allow parking north of the building only, not to the west or south of the building resulting in 6 vehicle display spaces.

Mr. Fuller stated that their business is unique in the services they offer to their customers at one of their other locations and they would like to offer that same type of service in Holland at this location.

There was conversation about how the Commission is to come up with a number of vehicles allowed to be displayed on the property. Mr. VanderMeulen asked if we can approve the special use but have them come back to the Commission for Site Plan approval after they work with Staff. Mr. Hoeve wondered about approving with a maximum of 25 spaces?

Staff stated they are willing to work with the applicant on the site plan however they would like to come out of the meeting tonight with a maximum number of vehicles allowed on the site. It was also verified that the special use at 704 Lakewood Blvd. was only for 6 display spaces. Mr. Fuller stated that he was not aware of that.

Staff stated that it is hard right now to say how many spaces are appropriate because there is a calculation that needs to be done for the retail part of the business, and a calculation for the repair bays, it's really a shot in the dark to know how many display spaces could be allowed on the site and not knowing fully how the cross-access easements will affect spaces as well. However, Staff would really like the Commission to come up with a number for any future applicants. The Commissioners are uncomfortable coming up with a number when they really don't know specifics of the site.

Chairman Hoeve asked if the Commission could approve with a maximum of 25 spaces subject to Staff approval.

Chairman Hoeve opened the meeting up for public comments.

There was no one from the public present to speak to this request.

\*\* It was moved by Kortering and supported by Rynsburger to close the public hearing. All in favor. Motion carried.

\*\* It was moved by Rynsburger and supported by Kortering to recommend approval of the special use for vehicle sales and vehicle repair citing the special use standards and that the applicant with work with Staff on a site plan and will come back to the Commission for final Site Plan approval and that outside storage of any inoperable vehicles, parts and related items shall not be permitted, and that a maximum of 25 for-sale vehicles shall be allowed on the subject property. A roll call vote was taken. All in favor. Motion carried.

**Chairman Hoeve opened a public hearing for** consideration of an amendment to the Zoning Ordinance and Map of Holland Charter Township submitted by Manuel Barajas. Said lands are located at 3245 100<sup>th</sup> Ave, described more specifically as 70-16-12-300-26. The applicant would like to change a portion of the land from AG Agricultural to R-1 Low Density Residential.

Present to speak to this request was Mr. Manuel Barajas of 3425 100<sup>th</sup> Ave., Holland, MI.

Mr. Barajas stated that he would like to build a home for his aging parents on a piece of his property on 100<sup>th</sup> Ave. but in order to do that he was told that he would have to split the land and rezone the portion where he wants to build the home to R-1. He is planning to build a 1,300 sq. ft. home for his parents. He will continue to live and own the home on the remaining land and would like to maintain the AG zoning on the property where his house is located to be able to have horses.

Chairman Hoeve opened the meeting up for public comments.

There was no one from the public present to speak to this request.

\*\* It was moved by Bosma and supported by Kortering to close the public hearing. All in favor. Motion carried.

\*\* It was moved by Bosma and supported by Rynsburger to recommend approval of the rezoning request to the Board of Trustees, noting the request is consistent with the rezoning criteria. A roll call vote was taken. All in favor. Motion carried.

**Chairman Hoeve opened a public hearing for** consideration of a special land use request for a vehicle wash facility submitted by Mandi Brower of QCW Enterprises LLC. Said land is addressed as 2352 N. Park Drive, described more specifically as 70-16-21-100-045. The subject property is zoned C-2 Community Commercial.

Present to speak to this request was Mr. Steve Witte of Nederveld and Ms. Mandi Brower of QCW Enterprises LLC.

Mr. Witte stated that their site is the former Pizza Hut location on North Park Drive. They have plans to demolish the current building and construct a new car wash building on the site. Mr. Witte stated that they are showing a row of vacuums along the north side of the building to maintain a buffer from the neighboring restaurant, Burger King.

Mr. Witte stated that the drawings submitted shows their plans for drainage on the site as well as their landscaping plan. He pointed out that they have plans for 22 trees as well as many more shrubs and other plants.

Mr. Witte pointed out that Staff had a couple of questions in the Staff report. First, how do they plan to handle dripping water off the cars and the potential of icing on the roads? Mr. Witte stated that they have snowmelt at both the entrance and exit of the car wash to prevent ice. He also stated that they are proposing a drive of 170 feet from the exit of the car wash to North Park Drive to allow water to drip off from the vehicles. They also have a trench to catch water as the cars come out of the car wash and two catch basins along the drive ways.

Second, Staff would like to see one drive along North Park Drive instead of the two shown to minimize conflict points on the road. Mr. Witte pointed out that they are proposing two driveways along North Park Drive so that they do not have vehicles crossing over each other as they come onto the property. They are proposing one driveway that would go straight to the pay lane for the car wash. The other driveway could be located straight across from the driveway on the other side of North Park Drive so that they are not off-set driveways to lessen conflict points. Mr. Witte is concerned that if they have only one driveway there will be a big conflict point on their property with people coming to use the vacuums, coming in to use the car wash, and people leaving the property.

Mr. Kortering stated that the applicant is showing that the exit of the car wash is 160-170 ft. away from the main road. He would like to know how far the exit of the car wash is to 120<sup>th</sup> for their location on 120<sup>th</sup> and Chicago Drive? Staff answered that is 100' or less and it is at a steep grade. Mr. Witte said that at this location they are planning on a trench drain at the exit of the wash lane as well as 2 catch basins along the drive way and there will not be a slop like on 120<sup>th</sup>.

Mr. Bosma is very concerned about the amount of traffic that is already on North Park Drive and having a car wash there, that will generate a significant amount of additional traffic, will only compound the problem. He is concerned that the traffic could be backed up all the way to James Street at times. Mr. Bosma feels that QCW Enterprises should conduct a traffic study and possibly work with the other businesses along North Park Drive to possibly widen that private road and possibly add additional traffic lanes.

There was discussion about not adding more conflict points to an already busy road. It was also noted that they do not want to see cars lining up on North Park Drive because there is not an extra lane for people to go around standing cars. It was questioned if a single access point is really better for the road or does that give people less opportunity to get off North Park Drive? Staff said with as busy as that road is they do not want to see any more conflict points added. It was mentioned that the conflict points would then be transferred to the parking lot rather than the road.

Mr. Witte said that in their plans they would think that the drive to the south would be more of an entrance point and the drive to the north would be more of an exit drive.

Mr. VanderMeulen asked where the employees would park. Mr. Witte explained that there would only be 3-5 employees on site at one time and there are a few parking spaces at the west end and a couple between the vacuum stations.

The Commissioners wanted to know how the property would look from US-31 since that is really as much of a "front yard" as North Park Drive is. Ms. Brower showed the Commissioners a picture of what the view from US-31 would look like as they have a similar building at another location.

Staff stated that there may need to be a few minor tweaks to the landscaping plan but that can be worked out with Staff and they may need to get BPW involved to make sure there aren't any problems with the power lines and the proposed trees.

Mr. Bosma stated that because this is a private road it is possible that the business owners need to have a conversation and possibly share the cost of widening the road to accommodate the influx of traffic. Mr. Bosma feels that the approval of this request should be contingent on a traffic study.

Chairman Hoeve opened the meeting up for public comments.

There was no one from the public present to speak to this request.

\*\* It was moved by Kortering and supported by Bosma to close the public hearing. All in favor. Motion carried.

Staff pointed out that the other businesses along North Park Drive are all permitted uses where this is a special use which is a privilege you have to earn. Mr. Bosma pointed out that they have to meet our standards even if we feel it is a good use of the property and fully support the business, they still have to meet the standards.

Ms. Rynsburger stated that this is a business based on cars coming and going; therefore, it will generate a lot of traffic by nature, but we have to figure out how to do this safely and not be a hinderance to other businesses located along that road.

Mr. Fuller asked if they use a company they have used before to conduct the traffic study who would be reviewing the study? It was stated that Staff would review the study and could report back to the Commission if the Commission desires. Ms. Brower asked if it would help to pull 10 additional vehicles off the road quicker by them adding a third queue lane? Mr. Bosma stated that at the 120<sup>th</sup> location there is more room to hold waiting cars so finding a way to hold additional cars on this property would be helpful. Mr. Witte pointed out that adding more cars to the queue would allow more cars to get off the road quicker.

It was stated that the traffic study should look at if there should be one or two drives, congestion on the road and 2- or 3-lane queue for the car wash.

\*\* It was moved by Bosma and supported by VanderMeulen to approve this special use request citing the special use standards and subject to a traffic study that is to be reviewed by Staff. A roll call vote was taken. All in favor. Motion carried.

**Chairman Hoeve opened a public hearing for** consideration of an amendment to the Future Land Use Plan Map of the Holland Charter Township Comprehensive Master Plan submitted by Sikkel/Krommendyk/Robert Carini Trust. Said lands are addressed as 12501 Greenly (vacant), described more specifically as Parcel Number 70-16-09-100-007. Petitioner is seeking to amend the land's designation from Community Commercial to High Density Residential.

The applicant has asked to have this application tabled pending the decision regarding a moratorium on multi-family housing by the Township Board at Thursday evening's meeting.

Chairman Hoeve opened the meeting up for public comments.

There was no one from the public present to speak to this request.

\*\* It was moved by VanderMeulen and supported by Rynsburger to close the public hearing. All in favor. Motion carried.

\*\* It was moved by Bosma and supported by Becker to table this request per the applicants request sighting that there will be time for public comments when the Commission hears this request at a future date. A roll call vote was taken. All in favor. Motion carried.

**Chairman Hoeve opened a public hearing for** consideration of an amendment to the Zoning Ordinance and Map of Holland Charter Township submitted by Sikkel/Krommendyk/Robert Carini Trust to change the subject property from AG Agricultural to R-3 High Density Residential. Said lands are addressed as 12510 Greenly, described more specifically as 70-16-09-100-007. The current use of the property is agricultural.

The applicant has asked to have this application tabled pending the decision regarding a moratorium on multi-family housing by the Township Board at Thursday evening's meeting.

Chairman Hoeve opened the meeting up for public comments.

There was no one from the public present to speak to this request.

\*\* It was moved by VanderMeulen and supported by Kortering to close the public hearing. All in favor. Motion carried.



Mr. Bosma wanted it noted that in the Staff report on page 17 numbers 3 & 4 are not correct. Mr. Bosma stated that in fact there are other multi-family properties around this parcel, and there are utilities adjacent to this property put in by the previous owner. Staff noted that they were referring to the properties to the south and to the west which are commercial areas. Staff also stated that in the past, during the Comprehensive Plan process, the property owner specifically asked that this property be designated as commercial, and that the Planning Commission had discussions that this property should go commercial and not multi-family. Mr. Bosma just wanted it stated for the record, and for the public's sake, that to say it's not compatible it not correct because it is compatible with properties to the east and north. Staff felt that this property makes a lot of sense to remain Commercial as shown on the Plan with the possibility of Greenly extending to the east to Beeline, especially if West Shore is not extended, this property creates a good bookend to the commercial district. If West Shore is extended then a cohesive district and corridor can be continued to the north.

\*\* It was moved by Kortering and supported by Rynsburger to table this request per the applicants request until the December 7, 2021, meeting, citing that there will be time for public comments when the Commission hears this request at a future date. A roll call vote was taken. All in favor. Motion carried.

## **Other Business**

### **0 Black River Ct. – Kevin Miller/Mission Design – Comprehensive Plan Amendment – Highway Commercial to Light Industrial. (Originally tabled January 5, 2021)**

Present to speak to this request was Mr. Kevin Miller of Mission Design.

Mr. Miller apologized for leaving this request tabled for so long. They have been working with the land owner regarding utilities, most importantly fiber optics which is vital to their business, and they ended up putting it in themselves and can now move forward.

Mr. Miller stated that they currently are in the two adjacent buildings. Last year they employed 45 people, they are at about 75 people right now and looking to fill 10-15 more positions. This site is a long-term plan for additional space as they continue to grow. They just spent a significant amount of money on the most recent building and have long term plans to stay here and continue to grow.

Mr. Bosma asked if they plan to keep these all as individual lots or do they plan to combine them into a single lot. Mr. Miller stated that they plan to keep them as individual lots as the current buildings have separate ownership and they lease the space. It could be possible to combine the current lot and this one because those two lots have the same owner but not their original lot.

Mr. VanderMeulen pointed out that the county has purchased the adjacent lot and wondered if that would affect their plans at all. Staff stated that the only issue could be run-off and aesthetic issues but those are things that can be worked out. Mr. Hoeve stated that he doesn't see the county being an issue. Staff pointed out that they just need to be site sensitive.

Mr. Miller reiterated that they are set for the long term after investing \$6M in the current building and signing a very long-term lease.

\*\* It was moved by Bosma and supported by Kortering to recommend approval to the Board of Trustees. A roll call vote was taken. All in favor. Motion carried.

**0 Black River Ct. – Kevin Miller/Mission Design – Zoning Map Amendment (Rezoning) – C-3 Highway Commercial to I-1 Light Industrial (Originally tabled January 5, 2021)**

\*\* It was moved by Bosma and supported by Rynsburger to recommend approval of rezoning to the Board of Trustees citing that the request meet the standards. A roll call vote was taken. All in favor. Motion carried.

**0 Ottogan Street (vacant) - Comprehensive Plan Amendment - Low Density Residential to High Density Residential**

This item should remain tabled at this time.

**0 Ottogan Street (vacant) - Zoning Map Amendment (Rezoning) – AG Agricultural to R-2 Moderate Density Residential and R-3 High Density Residential**

This item should remain tabled at this time.

**0 Perry Street - “Peregrine Cove” (single-family residential) - Preliminary Site Condominium**

Present to speak to this request was Mike West of Westview Capital.

Mr. West stated that they made the following changes per the request of the Commissioners at the July meeting.

- Private vs. public road – they are now proposing a public road.
- Provide connectivity – they extended the road to the north property line for future connection.
- Sidewalks – they added sidewalks to both sides of the road.
- Trees – they have added street trees.
- Landscape buffer along eastern property line – preserve as many existing trees as possible and install more as needed. (They will present a landscape plan with the final site plan.)
- Mailboxes – changed to a postal service cluster mail center located east of the drive.
- Stormwater – they will work with the Ottawa County Road Commission with construction plan submittal.

Mr. Hoeve asked why they have the road connecting straight north instead of to the north west property like they asked at the last meeting? Mr. West answered that they only share about 80 ft. of property with the parcel to the north west and due to the small amount of land they share the curve the road would need to take would result in irregular shaped parcels and would result in an even larger curve in the parcel to the north west if ever developed because the Road Commission only allows curved roads to curve to a certain degree.

Mr. Bosma asked if they have presented these options to the Road Commission? Mr. West said that they have not presented anything to the Road Commission but the engineer they are working with felt that the Road Commission would not approve a road with that kind of a curve. Staff

asked if they have had any conversations with the Road Commission about putting a public road in there at all? Mr. Bosma also asked why they didn't they show a plan connecting to the north west parcel since that it was the Commission asked for at the last meeting? Mr. West stated that they were not able to come up with a good design that they felt the Road Commission would approve.

Staff pointed out that the AG parcel to the north west is more likely to be developed before the Dutch Treat land would. Mr. West stated that even though the parcel to the north west would most likely develop first it still makes more sense to connect straight through to the north for when the campground parcel does get developed. Mr. West reiterated that there is only about 84' of common land for connectivity which is all of site 12 and part of site 11 and that is just not enough for a road to go in there.

Mr. Bosma pointed out that the 84' of land that connects the two parcels is almost the perfect amount of land when you consider you need 66' for the road and 10' easement on either side that means this is only 2' short which is almost perfect. Mr. West stated it is not favorable to their plans and they are not interested in losing those sites. Mr. Hoeve stated that in order for them to do this they would lose site 12 and possibly some of site 11. Mr. West stated that doing this would cause them to have to redesign everything including the stormwater. He feels they have met all of the Commissioner's requests.

Mr. Bosma also pointed out that it looks like the mail kiosk is running over a utility easement. Mr. West stated that they can keep the box away from the utility easement.

Staff cautioned the Commissioners that it is not the Commission nor Staff's job to redesign on the fly at a meeting. The applicant should be coming to us prepared with drawings. Staff also noted that the same comment was discussed in the July meeting and was in the July Staff Report as well. Mr. West stated that it makes the most sense to connect to the north. The applicant feels they have met all of the Township's requirements and all of the Commissioner's and Mr. Said's comments about the road connecting to the north west. Mr. Bosma pointed out that it wasn't just Mr. Said that asked for the road to run to the north west parcel it was several of the Commissioners as well.

Staff pointed out that these plans were submitted right as the plans were being sent out to the Commissioners; therefore, Staff didn't have time to review them and handle any issues with the applicant before the packets were sent out to the Commissioners.

Mr. Hoeve then read from page 9 of the minutes from the July 6, 2021, meeting regarding the Commissioners request that they show a plan connecting the road to the parcel to the north west.

Mr. Bosma said that we would like to be fair and he feels that we should table this request at this time to give the applicant time to go to the Road Commission with an alternate plan that shows an option of connecting to the North West parcel and see what the Road Commission says. Staff asked if the applicant can please copy them on the correspondence with the Road Commission.

\*\* It was moved by Bosma and supported by Rynsburger to table this request for 2 months (October 5, 2021 meeting) or subject to a response from the Ottawa County Road Commission. A roll call vote was taken. All in favor. Motion carried.

**2763 120th – Brad VanderZwaag of G2G LLC – Special Land Use – Contractor’s Facility.**  
(Originally tabled January 5, 2021)

This item should remain tabled at this time.

The next Planning Commission meeting is scheduled for Tuesday, September 7, 2021.

The Commissioners had a discussion regarding where things were with the moratorium on multi-family housing. It was noted that it is on the agenda for Thursday’s Township Board meeting. Staff noted that the Commission has approved over 1,000 new units to be built in the Township recently. Staff stated that the Township will be conducting a study of housing in our market. Mr. Kortering pointed out that even Ryan Kilpatrick from Housing Next said that we are only in need of working-class apartments that we don’t have a need for any other housing at this time. Staff noted that the report that Housing Next based their information off from is approximately 2-3 years old so that is not current data for us to use. Staff noted that they have gotten one bid back so far to conduct a multi-family study and they are waiting on Township Board approval before they can move forward.

The meeting adjourned at 9:19 pm.

Respectfully submitted,

Tricia Kiekintveld  
Recording Secretary