

CITY OF HUDSONVILLE
Planning Commission Minutes

September 20th, 2023

Approved November 1st, 2023

3302 Prospect Street – Terra Station – Informal PUD

Chairman VanDenBerg called the meeting to order at 7:00 p.m.

Present: Altman, Bendert, Brandsen, Dotson, Kamp, Northrup, Schmuker, VanDenBerg

Absent: Staal

Staff Present: Steffens, Strikwerda

PUBLIC COMMENTS (Non agenda items)

1. A motion was made by Brandsen, with support by Bendert, to approve the minutes of the July 19th, 2023, Planning Commission Meeting.

Yeas 8, Nays 0, Absent 1 (Staal)

2. 3302 Prospect Street – Terra Station – Informal PUD

Chris Veneklasen presented the request.

The staff report was presented.

This is a review of the concept plan. The applicant wants to pin down the basic layout before getting into the more detailed design phase of engineering (including stormwater), architecture, landscaping, lighting, and other details. This is a 3.936-acre site with 6 buildings. There is a mixed-use building along School Avenue that has 4,780 s.f. of commercial on the ground floor. The site has a total of 139 residential units.

The following discussion took place with Commissioners:

- **Mixed-Use Commercial Building.**
 - The developer looks for destination retail, someone who is more of an 8-5 use.
 - Developer is thinking around 3-4 units.
 - Potential for one space in the commercial building to be a gym open to the public but also an amenity for the tenants.
- **Pathway Connection.**
 - Are the two pathway connections going to be paid for by the developer? Yes, the intent of the developer is to build the main connection between buildings 3 and 11 as well as just before building 12 at his expense.

- Blight elimination grant money has been secured to help lessen the costs of demo to help with the costs of a pathway connection.
- There is concern from the Ottawa County Sheriff and Fire Department that the pathway being that close to the parking lot, they would like to see fencing or a buffer between it and the parking lot.
- It would be helpful for those departments to come and explain the security issues with the pathway existing that close to the parking lot.
- It would be interesting to see how the creek will interact with the pathway and the development. The bank may need some restoring to help with aesthetics.
- Grading for the area is a little tricky but the developer knows how important that connection is.
- Bicycle parking could get messy with high volume, nice bike racks that integrate well will help with the quality of the development. Maybe think about EV bikes as well.
- It would be nice to have benches along that pathway connection. Details to help bring vibrancy to the space.
- **Harvey Street/Connectivity.**
 - A commissioner is struggling with the road being a public street due to maintenance costs and time to plow streets, would rather see this be private.
 - The street was originally public and a woonerf in the purchase and development agreement, but with costs rising the woonerf design to match existing Harvey Street was not possible. There is a grant that was applied for to try to help with the costs. The DPW says that maintaining it is something that is feasible for the city to take on if it stays a public street.
 - Was extending a street through city property using the fire access road at city hall to also expand parallel parking in that area explored as an option? This would create more of a city grid pattern rather than a development on an “island.” It would also help the city share more resources that they need with the developer. The parking lot of the Fire Department/Ottawa County Sheriff is needed for their services as well as for security purposes, so this has not been explored.
 - Curve in the road at School Ave entrance may be hazardous to pedestrians because it creates a sight line issue for them. If you connected it straight through from School to the North/South section, then buildings 2 and 3 could move north and create more parking to the south of the buildings.
 - The developer explored that option and with space being limited, you would gain parking but lose buildings 2 and 3.
 - Is there a concern of cars veering off the road and hitting buildings 2 and 3 due to the curve? Most of the cars will mostly likely be residents and any car would not be able to gain the speed to potentially cause an issue.
 - Lights shining into buildings 2 and 3? The lower units may be for less rent due to this, but it is something that happens in urban environments quite often.
 - Sidewalk crossings being concrete will help delineate them from the road.

- **Curbing.**
 - There would be curbs and gutters along the entire road as well as sidewalks since this is an asphalt road versus the woonerf style.
 - Instead of curbing could you frame the road with concrete like Harvey Street? What would that do to sidewalks? The developer will investigate that.
- **Snow.**
 - The city would own the street and plowing. But where would plowing and maintenance for the developer begin? The center road would be what the city maintains, the parking lot areas would be the developer.
 - Snow plowing is being looked at for where to put the snow. The developer's maintenance team would take care of the sidewalks.
- **Utility and Fire Hydrants.**
 - This will be spoken about more when engineered drawings happen.
 - Stormwater runoff will be different for this street from the woonerf if it is asphalt versus brick paver. Curb and gutter make sense for an asphalt road so there would be stormwater issues.
- **Lighting.**
 - It would be nice to have soft lighting that is still working for safety concerns but is not so harsh that it takes away from the feel of the development.
- **Landscaping.**
 - Creative in the types of landscaping and layout to have the development be more unique with each building instead? Can be spoken more about in future meetings.
 - Are cisterns a possibility to help water landscaping? Developer has not thought to do that before.
 - The developer is looking for landscaping that needs less water once established and has more landscaping than grass.
- **Architecture.**
 - The buildings could have their own unique look rather than matching Terra Square. Individual buildings create a more interesting look and feel for the development as well as the city.
 - The project architect likes the uniformity of the project. You can get an eclectic look from each development going in overtime versus individual buildings in one project. Would rather invest in quality for a uniform look than in unique buildings. They would try to see if variety in look would work but they do not want to sacrifice a quality feel.
 - The look of the retail building will have more of a commercial flare with similar architectural elements. The top two floors for the mixed-use building may have to be setback to stay away from the powerlines.
 - Using the City of Ada as an example, the commercial buildings downtown that have a lot of variety were built with lesser quality materials and are already showing their wear versus small deviations like color or panel texture so that it is still high quality.

- **Parking.**

- Covered parking could create a feeling of this being a separate entity versus feeling more open.
- Covered spaces to the easternmost property line, those could be moved to the center parking spaces to help with the openness of the pathway. Or on the southernmost part of the parking near that pathway to help with a buffer for the Fire/Ottawa County Sheriff, they prefer the buffering on the south side of the pathway versus just the parking lot.
- The spaces to the south of buildings 2 and 3 being covered would help buffer residents view of the post office parking lot.
- The covered parking could have solar panels on the roof according to the developer.
- The DDA owned property to the northwest of this project has been discussed to be incorporated into this development. But that thought has been paused due to a need of parking for the city owned Terra Square event space and other surrounding businesses.
- Buildings 6,5,4 will have parking underneath them, as well as buildings 2 and 3.

A motion was made by Northrup, with support by Dotson, to approve the Statement of Findings and Recommendations for the Planned Unit Development submittal in accordance with Section 6.03.15 from the City of Hudsonville Zoning Ordinance and incorporating the findings and discussion of this Planning Commission report. There is a definite benefit and consistency with the city's Master Plan. This request promotes density done well. No further studies are required. This motion takes into account that many elements have not been reviewed for approval. This approval is based on the finding that the Hudsonville Zoning Ordinance standards have been affirmatively met for the elements provided with the deviations as presented along with the following recommended conditions:

1. Find ways to make Harvey Street match the existing Harvey Street design.
2. Provide bicycle parking and the required accessible parking spaces.
3. Narrow Harvey Street to 22ft to 24ft wide.

Yeas 8, Nays 0, Absent 1 (Staal)

3. Discussion

- Hudsonville Flats
- Community Center/Library Public Input Meeting

4. Adjournment

A motion was made by Northrup, with support by Bendert, to adjourn at 8:12 pm.

Yeas 8, Nays 0, Absent 1 (Staal)

Respectfully Submitted,
Sarah Steffens
Planning & Zoning Assistant