

**CITY OF HUDSONVILLE**  
**Planning Commission Minutes**

February 21, 2024

Approved March 20<sup>th</sup>, 2024

**3302 Prospect Street – Terra Station – Informal Discussion**  
**Prospect Flats – Informal Discussion**

Chairman VanDenBerg called the meeting to order at 7:01 p.m.

Present: Bendert, Dotson, Kamp, Northrup, Schmuker, Staal, VanDenBerg

Absent: Altman

Staff Present: Steffens, Strikwerda

**PUBLIC COMMENTS (Non agenda items)**

Ethan Cowlbeck, a senior at Grand Valley State University introduced himself to the Commission. He is the intern for the Planning & Zoning Department.

1. A motion was made by Northrup, with support by Bendert, to approve the minutes of the December 20<sup>th</sup>, 2023 Planning Commission Meeting.

Yeas 7, Nays 0, Absent 1 (Altman)

**2. 3302 Prospect Street – Terra Station – Informal Discussion**

Chris Veneklasen of Veneklasen Construction presented the request. Michael Lake from Veneklasen Construction was also present.

The staff report was presented.

Veneklasen Construction has submitted a PUD Application for a mixed-use project that contains 141 residential units and 4,780 s.f. of commercial space on almost 4 acres. There are 6 buildings on the site with the building along School Avenue being a mixed-use building. The remaining buildings are large multi-plex residential buildings. There are also 220 private and public parking spaces, along with a Harvey Street extension.

The following discussion took place with Commissioners:

- **Parking.**
  - Need 254 spaces, 235 for residential and 19 for commercial.
  - Signage for parking spaces within the parking lot, how will that be addressed? On the site the parking lots are going to be signed to say tenants only.
  - The DDA lot the city is building will be 46 spaces. That can provide additional parking for commercial uses in the mixed use building along School Avenue.

- The parking spaces along Prospect Street are proposed to be utilized overnight, regardless of the winter parking standards in the city code.
- Parking will always be a challenge for the downtown. It can be good to have a parking problem, as that means people are coming downtown.
- If the developer needed more parking, then they would provide it.
- Looking to the future, traffic studies of the downtown should factor in different transit opportunities, like the proposed West Michigan Express bus system.
- The parking aisle widths look tight in some spots. That is being looked at by the applicant based on the zoning ordinance requirements.
- **Harvey Street/Public Access.**
  - The City Commission understands that extending the woonerf into this development was cost prohibitive.
  - How can the asphalt road look like a continuation of the existing Harvey Street? The concrete bands on either side of the road would have a similar look. It would also narrow the road to help prevent vehicles from flying down the road.
  - Additional details like flowerpots, decorative lighting, and other design elements are being looked at to help with the feel of Harvey.
  - Harvey Street needs to be designed with safety in mind of the pedestrian. Possibly see sidewalk where there are driveways and then the rest would be woonerf.
  - If this is going to be a walkable street, then sidewalks should not be present. If concrete banding was present that would match existing Harvey Street.
  - With all the doors onto Harvey Street from the buildings, having the walkable street at a consistent level with those sidewalks would benefit accessibility. The same with the non-motorized path matching with the grade of the road for easy access.
  - The sidewalks on the existing plan are confusing to pedestrian traffic.
  - The road is designed as an asphalt alley gutter.
  - Have concrete banding with no sidewalk to eliminate confusion and promote a walkable street design.
- **Utility.**
  - EV Charging. There are some spaces proposed to be made EV. Possibly 3 chargers that work for 2 cars at a time. There are grant opportunities that Veneklasen is looking into for funding. The city is also looking into it for the DDA parking lot.
  - Fire. The fire chief has shown his concerns for the 90 degree turn, but that is being looked into.
  - Asking for the developer to bury the utility lines along Prospect Street. Funding sources for that are being investigated to follow the code requirement for that.
  - There are power poles in the way of the parking along Prospect Street and the driveway along School Avenue is shifted slightly because of an existing power pole which cannot be moved as those are high voltage.
  - A lighting plan is required. The applicant will put up standard streetlights but lighting to match the existing Harvey Street is not in budget at this time.
- **Snow Removal.**
  - The Harvey Street and Prospect Street spaces may be plowed in from time to time if vehicles are allowed to park there at night.

- The parking lots will be taken care of by Veneklasen. If the city is plowing the road, then the snow would pile up on the sides of the street and push the snow into the parking lots and vice versa.
- Have the applicant and teamwork with the city to come up with a solution. Further discussion is being had on this.
- **Architectural.**
  - The mixed-use building parapet and cornice are basic and makes the building feel like a box. Have different sections of parapet height to make the buildings feel different.
  - The applicant says they are trying to emulate Terra Square across the street. Terra Square is more architecturally interesting than this mixed-use building.
  - Having the windows the same color as the siding, it feels more institutional. Having the siding in that area be a different color would help them to stand out.
  - Having the materials differentiate more would help to make the mixed-use building feel like different buildings put together.
  - There is risk with the deviations of architecture to open for other projects in the downtown.
  - The applicant needs to look into the possibility of meeting the code, if they feel that it is not in the best interest of the city and themselves to conform to the code then they need to explain what the benefit of the deviation is.
  - The ground floor entrance for the upper units makes it hard in this building due to these all being studios and 1 bedroom. A compromise would be to have a door onto Harvey Street, which is the secondary street.
  - An awning or canopy along School Avenue is optional, but it gives character and detail to the structure that it is currently lacking.
- **Landscaping.**
  - Need description of the types of vegetation that they are planning on providing on the site to determine that they at least meet the standards.
  - The grade change from the pathway to the city property may require a retaining wall, so that could act somewhat as a barrier between the two uses.
  - The pathway would need to meet ADA standards with grading slope.

### **3. Prospect Flats – Informal Discussion**

Trevor Petroelje of Moxie and Steve Witte of Nederveld, civil engineer, presented the request. Todd Oosting, President and owner of CD Barnes Construction, Nate Heybore, project partner and owner of DHE Plumbing & Mechanical, Amy Walls, designer were also present.

The staff report was presented.

Trevor Petroelje of Moxie has submitted a PUD application to develop the northwest corner of 32nd Avenue and Prospect Street. Much of this is vacant DDA property along with some of the lot to the north where a mixed-use building is currently located and is intended to be removed.

41 residential units are proposed in the first phase. There are 22 two-bedroom units and 19 one bedroom/studio units. A second phase of about 24 units is possible if phase I goes well. This

property is zoned TNC – Town Neighborhood Center, which is the outer ring of the downtown form generating zone districts.

The following discussion took place with Commissioners:

- **Stormwater.**

- The county prefers to have retention over detention.
- The detention pond exists above ground for costs as well as soil conditions. With soil being heavier and clay, you don't have as much infiltration as if it was sand.
- The design was done not factoring in any infiltration, so there was a volume of stormwater that needed to be taken care of from the site. The volume is 9,000 cubic feet.
- Difficulties moving to underground retention.
  - Depth. For effectiveness is 2.5 ft tall chambers and 2 ft of cover over that, so 4.5 ft of depth from pavement grade to the bottom of the chambers. Not granular infiltration then they cannot hit the outlet elevation that they need.
  - Cost. \$10-\$13 per cubic foot of storage is the cost for underground. With the 9,000 cubic feet of storage determined for the site, the math is 90k to 120k to move the detention underground. Look at the soils for the outlet location to see if moving it underground would work.
- Questions for the Developer and Engineer.
  - What is the invert of the pipe in the catch basin?
  - What true soils are present on the site?
- Having the detention basin above ground in the middle of vacant land and potentially redeveloped land to west in the future is not the best use of space.
- Could the applicant consider impervious pavement to help with stormwater collection? The cost is more, and the maintenance is tough to upkeep.
- The pond is designed to drain dry. The green space where the pond is shown would be used by the tenants.
- Could this pond area be dressed up and made a feature if it stayed in place? Add landscaping and benches.
- Why couldn't this be an actual pond that holds water versus a dry area that would only be filled during peak rain events? This option could be explored, but it depends on the soil to retain water or it could be lined and have been a true pond look.
- There could be an opportunity to provide stormwater collection for the DDA parcels to the north with this proposed detention pond. An agreement could be drafted to allow for shared stormwater.
- Soil boring should be done to determine the soil types specifically on this site.

- **Architectural.**

- **Building Materials.**

- Concern with allowing building materials like vinyl to be permitted when they aren't on the zoning ordinance building material list by right. Vinyl must get special approval by the Planning Commission. If commissioners approve this then will all buildings in the future move towards vinyl and sacrifice quality? Something to consider.

- Masonry on the first floor and the bump outs is \$287,000. The mixture of vinyl horizontal siding, vinyl board and baton and the LP wood material around the windows for the second and third floors not including the bump outs is \$147,000. So, if the masonry was on the entire building the applicant states that it would add anywhere from \$500,000 to \$600,000 to the project which is no longer viable to build. The building was designed this way because according to the developer, the only external funding incentive that is possible to receive while keeping the units at the rate they have is the PA210 tax abatement.
- Metal clad or wood look composite would be a \$200,000 to \$300,000 add on top of the costs they provided for their currently proposed materials. Metal clad and wood look composite are approved building material types in the zoning ordinance compared to the vinyl needing special permission.
- **Building facing Prospect Street.**
  - The applicant placed an entrance for the easternmost units on the Prospect Street building on the rear to give the feel of connectivity to 32<sup>nd</sup> Avenue.
  - The roof types of partial flat roof and partial single pitch, where did this idea come from? There was discussion about making each section of the building look like it was built at a different time, so having different roof types helps that vision.
  - The slanted roof is made to create a modern look for the area and according to the developer it emulates the slopes of roofs in the neighborhood.
  - The price is 119k for a flat roof and 22k for an asphalt slanted roof.
  - The height is 32 ft to the flat roof with a 7 ft difference from the flat to the peak of the single slant to come to 39 ft in overall height for the building.
  - Are the interiors of the units with the peak roofs going to have cathedral ceilings? The applicant is looking at the cost of that.
  - The 2ft bump outs shown on the building are supposed to emulate the pilaster requirements in the code.
- **Building facing 32<sup>nd</sup> Avenue.**
  - The canopy and appearance of the wall of the building gives an illusion of an entrance.
  - The sidewalk in front of the building is at an elevation of 640 ft, the second-floor elevation of the building is 642 ft, then at the back of the building the first-floor door is 630 ft. The 100-year flood elevation is 629.70 ft so they are just to a grade where they are comfortable having the rear door. Changing the rest of the grades for a first-floor door on 32<sup>nd</sup> Avenue would not work in their eyes.
  - Having windows along the building wall on 32<sup>nd</sup> Avenue will make it feel more residential and less like an office space.
  - Could the 2<sup>nd</sup> story units fronting 32<sup>nd</sup> Avenue have doors accessed via stairs where the windows are currently shown? The rise run for the stairs to face 32<sup>nd</sup> Avenue in that amount of distance doesn't work. Stairs parallel to 32<sup>nd</sup> Avenue with strategically placed landscaping could work and

would be meeting the code requirement of access better than no doors at all.

- **Grading.**

- This is a topographically challenging lot due to the grading changes on the site. There are three different elevations on the fronts of the buildings and then a different elevation at the parking lot.

#### **4. Discussion**

- Planning Commission Open Position
- Planning Commission Annual Report
- Habitat for Humanity Project

#### **5. Adjournment**

A motion was made by Northrup, with support by Dotson, to adjourn at 9:25 pm.

Yeas 7, Nays 0, Absent 1 (Altman)

Respectfully Submitted,  
Sarah Steffens  
Deputy Planning & Zoning Director