



CASCADE CHARTER TOWNSHIP

5920 Tahoe Drive SE • Grand Rapids, MI 49546

STAFF MEMORANDUM

TO: Cascade Charter Township Trustees
FROM: Jade Smith, Andrea Hendrick, Chris Khorey, McKenna & Associates
SUBJECT: Summary of Zoning Ordinance Public Comments
DATE: January 19, 2026

Staff has recently concluded a series of public engagement opportunities to gather input from residents, property owners, business owners, and other stakeholders regarding the proposed Zoning Ordinance amendments. These efforts were intended to provide multiple opportunities for feedback prior to formal consideration and potential adoption by the Board of Trustees.

To support broad and inclusive participation, Cascade Charter Township offered the following opportunities for public input:

- Six (6) public open houses
- Two (2) Village-focused open houses, with invitations sent directly to all Village property owners and operators
- One (1) individual meeting with representatives from the development and real estate community
- One (1) online questionnaire available to residents, business owners, and non-residents

All comments received through these channels have been reviewed and organized by topic and ordinance section. The attached summary reflects the most common themes and concerns expressed by participants.

Overall, feedback demonstrated general support for the proposed Zoning Ordinance amendments, as reflected in the questionnaire results. Responses also indicated strong support for preserving Cascade Township's rural and natural character and for the creation of a Village area.

The intent of this memorandum is to present public comments for Board review and discussion only. However, during the open houses and while responding to general questions, staff determined it was necessary to provide limited comments regarding private streets after discussing with the Fire Chief. Comments are reflected in Private Streets Summary below.



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At this time, staff is requesting direction and feedback from the Board of Trustees on how to proceed before bringing this item forward on a Board agenda for consideration and possible adoption. Please note that included in the comments is communication that was received by staff from a Board of Trustee Member. This information is being included for context as well and no other comments from the Board of Trustees have been received to date.

Please note that no changes have been made to the introduced version of the Zoning Ordinance. No revisions will be made unless directed by the Board of Trustees.

After reviewing the information provided, please do not hesitate to reach out with questions, requests for clarification, or for further discussion.

Thank you,

Jade Smith, Cascade Charter Township Manager

Attachments:

- Appendix A: Online Questionnaire Results
- Appendix B: Full Public Comment Log
- Appendix C: Development & Real Estate Community Meeting Notes & Private Roads Recommendation
- Appendix D: Additional Letters and Correspondence



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OVERVIEW OF KEY PUBLIC COMMENTS THEMES

Based on the frequency and emphasis of comments received, top concerns are summarized below in order of priority:

1. The Village
2. Private Streets
3. General Regulation Language

SUMMARY OF PUBLIC COMMENTS BY THEME

Village

Comment Summary	Suggested Change	Section
The term 'Form Based Code' generally causes hesitation in the building community.	Change the name "Form Based Code" to "Village Districts".	Article 8

Private Street

Comment Summary	Suggested Change	Section
The new width requirement for private streets is too wide.	<ul style="list-style-type: none"> • Decrease the required width for shorter streets and streets that service fewer lots. • See Private Street Summary Appendix B • See GRAR example in Appendix C 	Article 10.2

General

Comment Summary	Suggested Change	Section
Property owners would like flexibility for Mixed Use Developments.	Allow more than one principal building on a parcel (ex: condos, multi-building shopping centers).	Section 1.7
Residents noted concerns about lack of regulation for Data Centers.	Define data centers as a use and only allow them as a Special Use in the High Intensity Industrial District.	Articles 3 and 5
There is no clarity on when Special Uses expire.	Set the expiration of approved Special Uses to one year after the cessation of that Special Use's operation on the property.	Article 14



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ADDITIONAL COMMENTS AND OBSERVATIONS

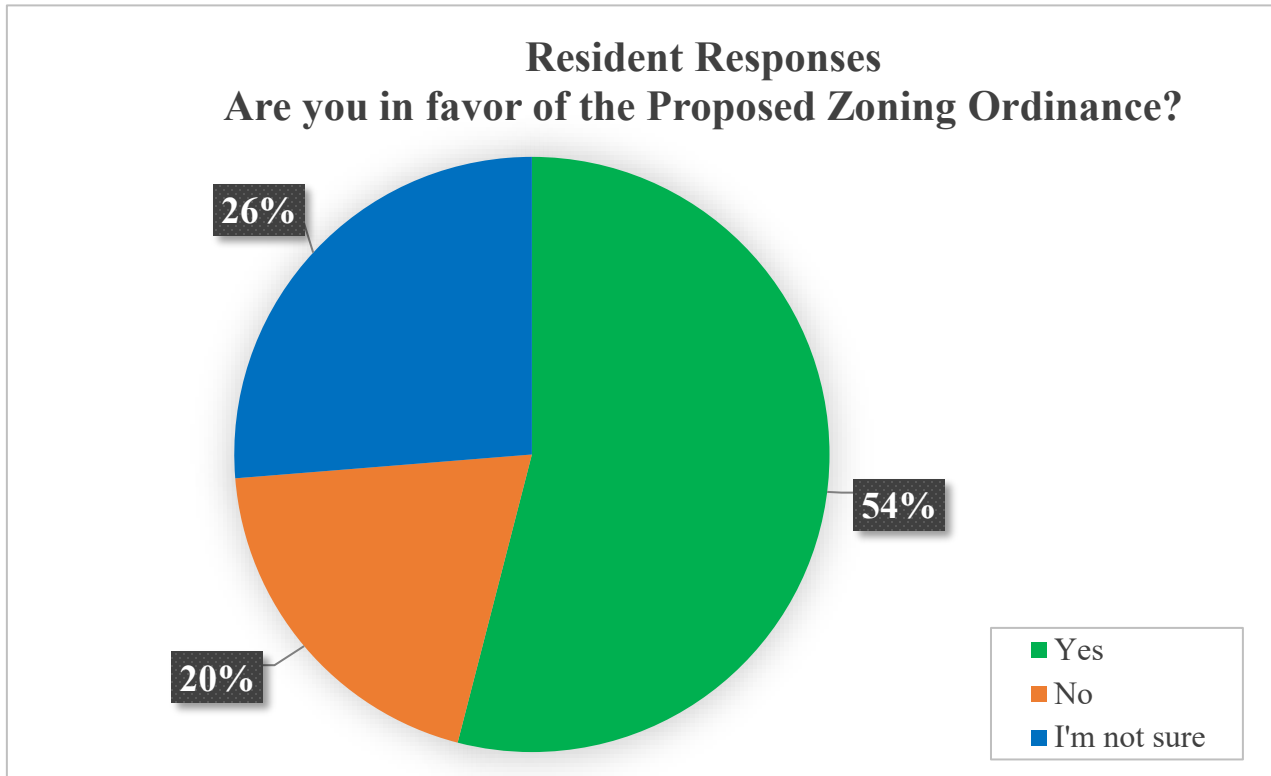
1. General support for the modernization of ordinance
2. Strong emphasis on preservation
3. Development Community feedback focused



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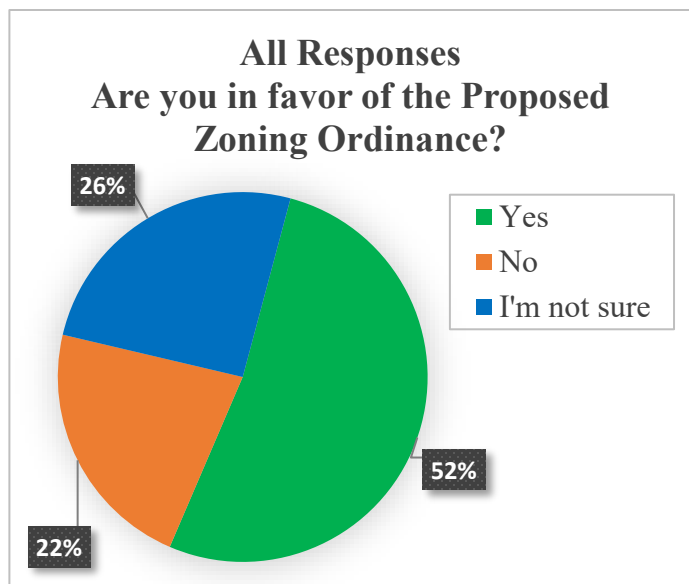
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Appendix A: Online Questionnaire Results



Cascade Charter Township published a digital survey that allowed the public to provide feedback from November 10, 2025, to January 13, 2026. Residency was not a requirement, but addresses were collected to evaluate consistency between resident and non-resident responses.

Overall, 158 people responded to the questionnaire. 141 responses were received from Cascade residents. When responses from non-residents were factored into the results, there was a 2% decrease in favor of the Proposed Zoning Ordinance. In both scenarios, a majority of residents are in favor of the Proposed Zoning Ordinance, roughly one in four of residents are not sure, and about one in five are not in favor of the Proposed Zoning Ordinance.

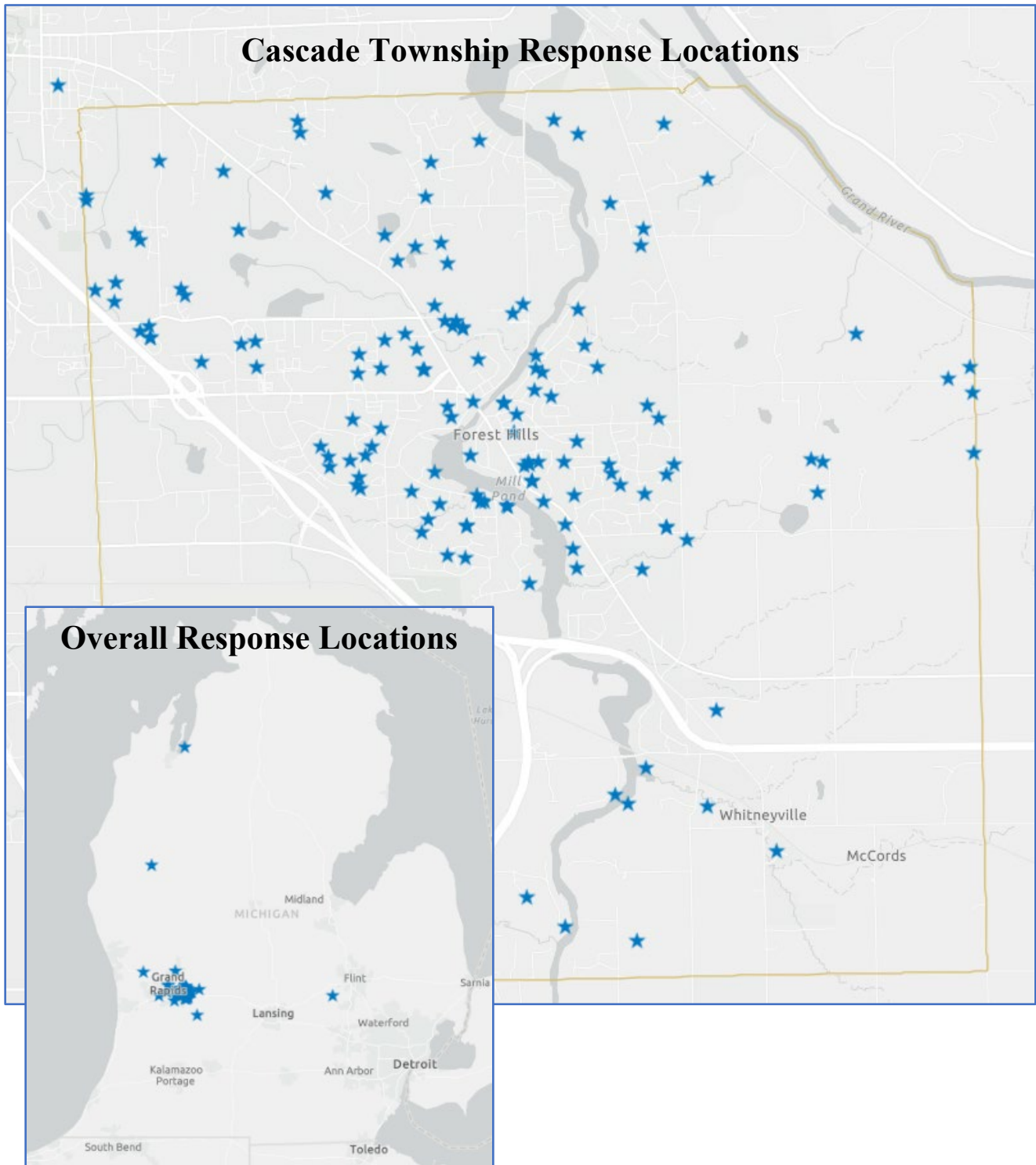




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Questionnaire Respondent's General Location



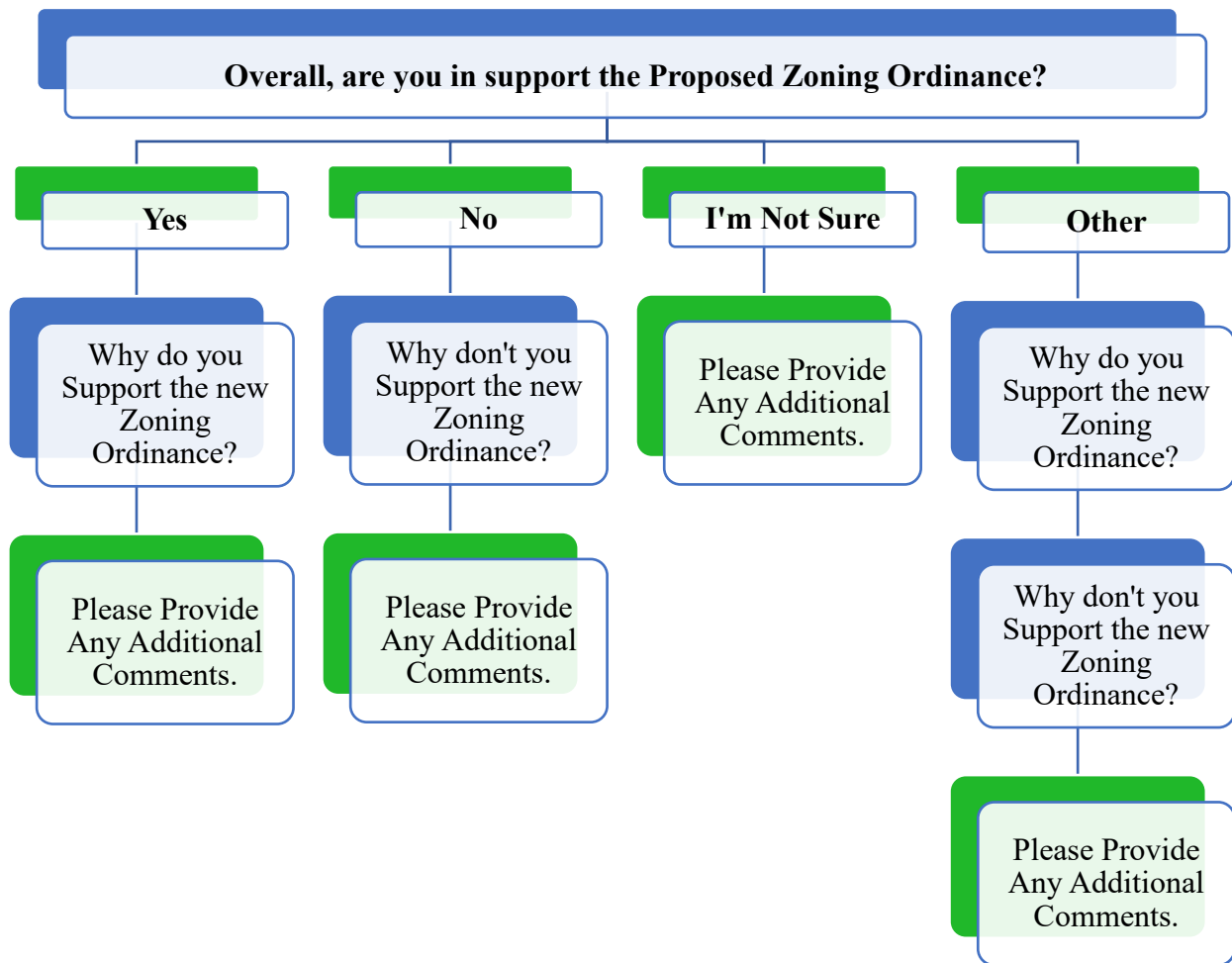


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Appendix B: Full Public Comment Log

The questionnaire required respondents to provide their name and address. This was solely collected to determine residency. The questionnaire consisted of open-ended questions without word or character limits. Respondents were able to submit feedback via online survey or provide written responses at the various open houses that were later entered into the online survey by Township Staff. The questions, as presented in the survey, are shown below.



The questionnaire officially closed on Monday, January 13, 2026. All comments were then sorted by topic and ordered by relevance in this appendix. The topics were as follows: preservation, village, commercial, residential, streets, animals, general, and other. The general category includes comments that were general in nature or spanned multiple categories. Comments are verbatim and are only altered in formatting and spelling, with clear spelling errors indicated with [brackets].

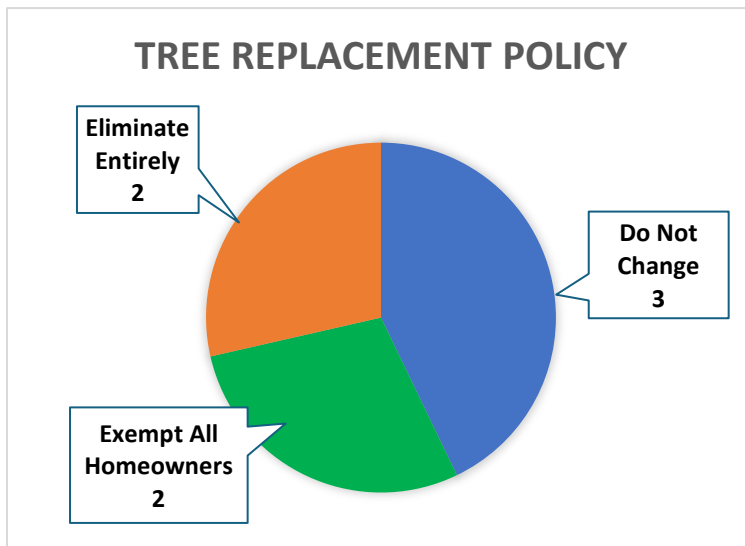


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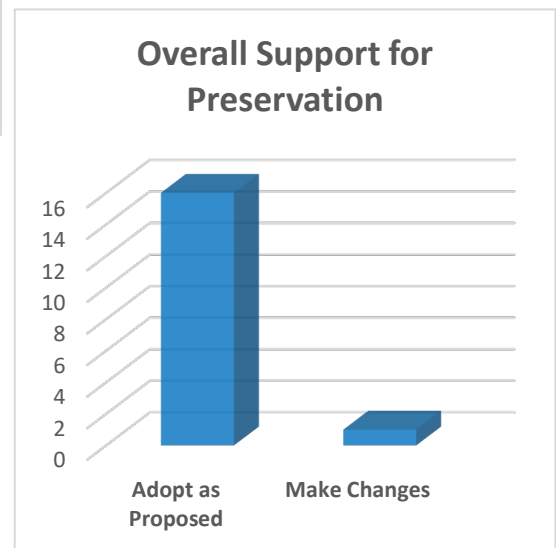
Preservation Summary

Key themes that emerged focused on the topic of tree removal and general preservation policy. Seven comments focused specifically on the tree replacement policy. The comments were split as indicated in the table below. The comments in opposition appeared to be influenced by incorrect



information about the content of the tree replacement policy. Correct information was included in the Frequently Asked Questions resource. This was posted on the Township website and available at the open houses. This helped to assuage residents' fears that they would not be able to cut down trees on their property.

Results continued to demonstrate overall support for the Zoning Ordinance's focus on preservation of greenspace, farmland, habitats, and rural character, and preventing the creep of commercial and industrial development into these areas.



COMMENTS REGARDING PRESERVATION

Comments from supporters of the Proposed Zoning Ordinance

- I would like to see Cascade maintain historical sites as well as green space/nature.
- Too many developments taking up green space and destroying trees.
- Tree protection, lot size restrictions to support local business over big box, protection of rural and farm areas. I like the change of focus in the cascade village area to be residential, park and walking access to local businesses - away from auto service. I support any further development of parks and nature areas.



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- I appreciate the limit to residential construction and permission to cut down trees. The community has beautiful topography that can easily and quickly change in the name of unfettered growth.
- There are so many opportunities for new businesses to occupy areas very close to Cascade without using up the remaining green space we have.
- Agree with keeping the more rural areas and feeling.
- Thank you for your diligence! I like adding residential living quarters above businesses in the village and the facade requirements. I also like reducing sprawling neighborhoods in farm fields.
- Please stand firm on the plans to protect open space, including the limitations on development access through private roads. I believe property values and quality of life would be enhanced by doing so, not the opposite as recent very vocal opponents claim.
- I completely agree that the overwhelming majority of Cascade Township residents wish to preserve the character of Cascade. Developers obviously have an agenda to maximize profit without wishing to address the density and traffic issues. There are vacancies on 28th street and there is not a type of restaurant, store, or other business which is not easily accessible to residents. We don't need anymore commercial or industrial developments. Further, the infrastructure of roads was never meant to support the large subdivisions being developed. It seems like developers would like Cascade Township, and the Grand Rapids area in general, to grow into a large city, with large city problems, when residents are not asking for these living conditions.
- Avoiding the twp from becoming an overly industrial area and protecting natural areas/habitats.
- I like the effort to make and retain the nature areas that benefit the residents and visitors to our community. It won't appear built up and sterile if businesses and housing use up all the nature areas and green spaces. The wooded area next to Gatehouse that is for sale should be zoned for a nature preserve.
- Provides rural areas to remain rural. I believe that we should maintain what naturalized areas that remain.
- Thanks for all your hard work. I am in favor of preserving green space and slowing development.
- I am for keeping the rural and green spaces and not for utilizing every available piece of land for development.



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- I am in support of a more community feel rather than big box stores/car dealerships and preservation of land and natural beauty. I live off 36th and we have no access to the bike paths that we pay taxes for. It is dangerous for us to bike/hike from Quiggle to Buttrick. The walking path needs to extend to Snow off 36th so we can enjoy the health and natural beauty we pay for. I am fine with leaving our area as not being developed but it shouldn't exclude us from the bike/hike paths afforded to all the other residence.
- Walkability enhancements and the benefits for not developing farm land and preserving tree coverage.
- Keep the rest of Cascade residential and rural to be an inviting, appealing place to live.
- I support requiring new subdivisions hookup to water and sewage. Additionally, I strongly support the conservation of trees in all new development. Thank you for your efforts!

Comments from individuals not in support of the Proposed Zoning Ordinance

- Hello. Property values for splittable parcels would be devalued if your new ordinances were adopted. You would be taking away our property rights.

Comments from individuals unsure if they support the Proposed Zoning Ordinance

- All I heard so far is we might need permits to cut down trees on our own property. That's insane and better not be true. Government overreach is not ok. There should be better communication with residents about any changes.
- I've heard I need a permit to cut down a tree. True? Why - seems like a money grab and not aimed at protecting the character of the village. What else is buried in the new zoning ordinance that takes away landowner rights?
- I would like to make sure than open spaces are preserved and walking paths are increased.
- We don't need to get a permit to cut down trees on our property, that is going to far with your authority.
- I've heard rumors that you are trying to enforce a permit to remove trees and as a resident that lives in the woods that is a problem when you have storms or trees threatening to fall down on standing structures or dwellings.

Comments from individuals who selected "other"

- i think most of the zoning ordinance is fine, i dislike that I cannot operate a small-scale bare root nursery from my home due to the fact that I have do not have 15 acres. I can grow thousands of bare root trees in a small space like an annual garden. To be honest I have not



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read the entire proposed zoning ordinance. I do support the fact that I can have 40 chickens on my property once it's passed. I am zoned agricultural and have 2.6 acres. The new zoning ordinance states that I may not operate a small-scale bare root plant nursery from my property due to not having the minimum 15 acres. This day and age you can operate a small-scale bare root nursery that sells mainly online, shipping out in November and March when the plants are dormant, so I get to keep my soil, continuing to create excellent soil life and there is no use for plastic pots. There is no infrastructure such as greenhouses and large outbuildings, no tractor equipment, no parking lot, no 9-5 business hours for people to come and go., so no traffic jamming up the area. I can grow thousands of trees in a very small space successfully. My focus is on cold hardy perennial nut trees, fruit trees, fruit bushes and perennial vegetables. I am passionate about this vocation and want to help other people grow their own perennial food systems. I would like to see the minimum acreage for a nursery be changed to something much smaller. 15 acres really gate-keeps the possibility of small-scale nurseries to be an option for people who want to sell plants to help feed people and wildlife and generate some income for their family. Also, I feel like If I am able to have 40 chickens once the new ordinance passes, but can only have a 25 sq ft coop for them to be in does not make sense. I am unable to have another accessory building due [doe] to me having under 3 acres.,(I already have a barn on the property). If you are granting more in the way of chicken count per property, you should also think of how that effects how to house them. If you allow someone to have more chickens you should allow them to have a coop that can house the number of chickens that you allow. I am not sure exactly what that clause could look like, but maybe a chicken coop should not be considered an accessory building. The chicken coop laws should go hand in hand with the chicken laws, they should not be separated. I could rant all day about my two previous dislikes about the proposed new ordinance. And am more than happy to help brainstorm/contribute in any way to get those things changed. Please reach out if that is the case!

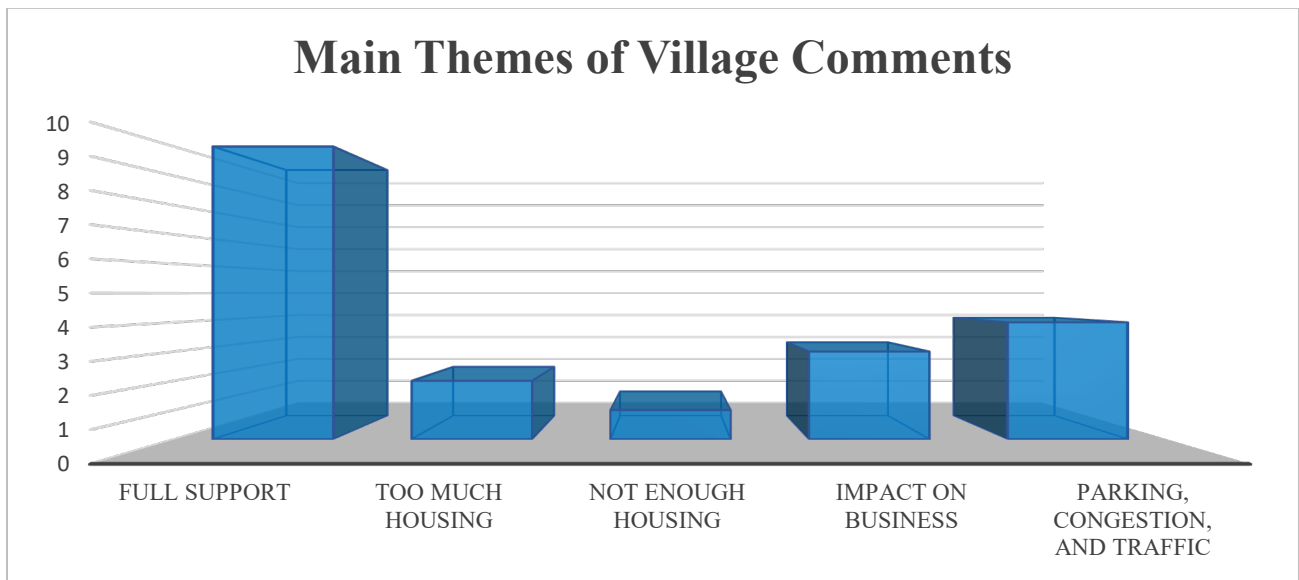


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Village Summary

Opinions about the Village varied. When weighing all comments and pulling out general themes, the desire for placemaking in the Village area continues to rise to the top. Respondents desire rural character and uniqueness. Main themes are characterized in the table below with full comments after that.



COMMENTS REGARDING THE VILLAGE

Comments from supporters of the Proposed Zoning Ordinance

- Love the form based code. Fully support all of it.
- Makes sense, we have plenty of access to big box stores and dealerships close by on 28th St. establishing a more quaint walkable village sounds great- thanks.
- I appreciate the township wanting to preserve the character of the area. I drive through Cascade most days, and shop and eat out there. Just one comment. I have seen other areas grow and not take into consideration parking needs and pedestrian safety near those parking areas. (Downtown in "new" Ada is an example). So, just keep that in mind when approving new businesses. Thanks!
- I am definitely in favor of limiting residential rentals in Cascade. I would not want more than 3 stories in residential areas. I have been watching the meetings online. The trustees and staff are doing an excellent job of researching, discussing and informing the residents of proposed changes.



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- All portions of the Ordinance that specifically result in the preservation of Cascade's unique character and enhancements to the quality of residents' lives. While we're at it, why not create a "walkable" community with restaurants and shops along and near Old 28th St.? This is a huge opportunity to bring in tax dollars and encourage people to shop, dine, bike and thrive in Cascade. We have far too many car shops, car washes and outdated plaza-type shops along that corridor. Isn't it time to step things up in this regard? I mean, really. This has to have been a discussion. Look at all the quaint villages and towns (Rockford, Ada, Holland, etc.) that have this sort of appeal. It's inspiring to think of the potential and depressing to see this area so underutilized. My 2 cents. Proud homeowner & Business owner in Cascade Township.
- Overdue to update the Village with a mixed-use approach, all while focusing on a consistent master plan.
- It is very important to create a village with residential and commercial development and change to helter skelter development of the past regime.
- To limit housing in downtown areas. Limit set back in downtown area.
- Don't want car dealerships or hotels in Cascade proper or businesses/apartment buildings over two story. Make cascade more walkable. Preserve the charm we currently have. Ad a bookstore or antique store Get rid of the stone house and bring events back into more of the village Work on public parking.
- As far as I understand, the updates would allow for the downtown village. That really is my primary concern, I really would like a downtown walkable village area for the Cascade township. Additionally, more green space, more parks, more pedestrian walkways, and slower speed limits. I'm fully in support of the Master Plan and the Downtown development authority. Less nimbyism, more centralized growth.
- We have chosen Cascade to raise our family for its character, away from the busier commercial areas in town, low density family residential area, while still close to the nearby amenities available for groceries, shopping and dining. I hope we can preserve that township feel while welcoming responsible growth. We must avoid what Ada has become, I don't how else to say, but it feels like Ada has a manufactured downtown/ village that just popped up...they have opened the floodgates to commercial and real estate development to such an extent so quickly, it feels artificial. Let's not let that [happen] in our village.
- Cascade is located adjacent to extensive commercial real estate and provides a highly desirable balance of access and habitability. Rather than allowing the boundary of 28th



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Street to create undesirable, bargain real estate just off the beaten path, the plan appears to shift the focus to create a distinct region with a village-like business district well suited to local engagement as well as investment from high-value local or boutique businesses that benefit the local community. The reality of the geography is that there will always be ample fast-food restaurants and big box stores to serve Cascade because 28th [Street] includes every major business that the community could ever want between Thornapple Drive and Kalamazoo. In the other direction, Lowell has its own availability. This leaves Cascade in an even better location than Ada, with only the vision and investment preventing it from being an equally enviable locale. One suggestion to further assist in preserving the village of Cascade is to implement more meaningful traffic control along Cascade Road from 28th Street to the Thornapple River. Its great to talk about improving the area, but it will not become a reality if cars are going 50 mph through the heart of the main business center. Volume traffic has other viable paths near the Airport and highway. Cascade needs to be the destination to avoid the association with drive-through businesses. Ada intentionally created a bottleneck in traffic to meet this same objective. This update would make the village a place where pedestrians feel comfortable. I appreciate the work being completed by the board. Thanks!

Comments from individuals not in support of the Proposed Zoning Ordinance

- From the past meetings that I attended this did not seem realistic. I understand that some residential guidelines must be changed. However, from speaking with people in the real estate market these changes were driving the price of housing up. Small business must be protected the idea of a downtown area is not practical for small business. Ada is having problems with the parking and traffic, it looks like we want to follow the same path.
- 8.2 B residential density restrictions and requirement for commercial on main floor. 8.2 D Lot split - no new lot shall be created that has an area of less than 1 acre!! Too restrictive!.8.3 A.10 & 11 - restricts residential use10.2 B. Restricting only 8 housing units off a private street regardless of overall acreage is ridiculous and overly restrictive!!10.2 C road width excessive Form based code hard to understand - not sure what I can do.
- I would like to preserve as much of the rural and semi-rural character of the township as possible. The proposed goal of promoting a walkable downtown seems like an urban planner fantasy that is not workable in Cascade township. People aren't going to walk out of their houses and wander around and shop. They will drive to their destinations and fulfil their needs when they get to their destinations. If they want to walk around and shop they



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will get into their car and drive to Ada or one of the malls and stroll around there. I don't want our trustees to make decisions that increase our costs or increase congestion. Before increasing density anywhere, they should do a thorough traffic study and improve traffic bottlenecks.

- I will address specifics shortly. The premise of your email is blatantly misleading when you portray that the new zoning ordinance preserves the rural and residential aspects of the township. It does not. It increases density plus expands apartment/rental complexes plus reduces setbacks which changes the expanse of our township properties. We have two main roads in Cascade Township ie 28th St and Cascade Rd. These two roads already are heavily traveled. A serious increase in density would negatively impact that [infrastructure]. Specifics: 400 units in the Township Center would negatively impact infrastructure and our rural feel. Apartments across the street from Tassel Park would negatively affect the beauty of the park and water. I do not favor increasing density with rental units in Centennial Business Park. During board work sessions I heard comments about walkability. Walk where? We are too spread out from residential areas to walk to retail areas. Plus reduced setbacks would cause safety issues because reduced visibility ie the International Beverage company next door to Cascade Roadhouse. I do support a downtown like area in Township Center similar to downtown Ada with parking. The board keeps talking about form based code but is unable to define said code. This township is under no obligation to address the housing shortage issue or enhance opportunities for developers to make \$\$\$\$.

Comments from individuals unsure if they support the Proposed Zoning Ordinance

- I think Old 28th St. needs to continue to be a location where businesses are viable and not changed to total residential. The street could be a one way with parking on both sides of the street, businesses on the first floor of all new buildings and residential on the higher floors and on the back of the properties. This makes more sense and supports the businesses on Old 28th St.
- The redevelopment may be good for Cascade TWP, but it would severely affect my business plans. I fear being forced to sell my building on Old 28th St SE.. I expect that fair market value would be offered for my property, and that I could continue my plans in a different location. But because all of my investments in this building have been with the focus of holding the building indefinitely (i. e.: new high-end furnaces, 50-year roof just installed), fair market value may not fully cover my investments. I fear that there is an investor behind the scenes who is driving this new zoning plan so that he can then purchase



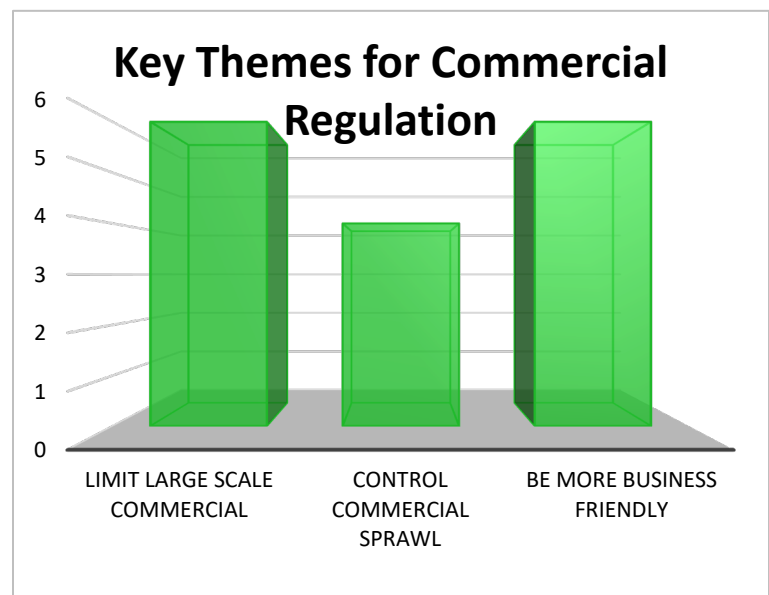
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all the properties and redevelop the Old 28th St corridor. I pray none are taking kickbacks/bribes/insider-trading-business-opportunities to pass this plan; but knowing how politics works doubt that my prayer will be answered.

Commercial Summary

While comments differed, three main themes emerged surrounding Commercial Property. The key topics were desires to limit large scale commercial development, control commercial sprawl, and create business friendly regulations. Some comments addressed a reduction or increase in residential density limits, but no clear theme emerged. On the topic of residential density, comments in favor were offset by opposing views. All comments on the subject are included below.



COMMENTS REGARDING ZONING COMMERCIAL PROPERTIES

Comments from supporters of the Proposed Zoning Ordinance

- Like the plans for smaller businesses vs big box or large dealerships. More retail would be welcomed and non-franchised chains which I think is being encouraged. Also support the placement of storefronts at the curb with parking in the rear and some coordinated architecture.
- Anything that gets rid of rentals, big box stores, car dealerships and keeps a small suburban feel.
- I'd prefer we keep Cascade focused on small businesses. The Meijer portion of 28th street and the car dealerships to the east of that are too busy. They are also attracting a criminal element. If anything the east end of 28th near Old 28th should be more limited development than it is now.
- Keep green spaces, fill existing vacancies with a variety of businesses that bring people to area more often.



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- If has not been done since 1975 it is time for a update. Also controlling to spread of Commercial and industrial development is important.
- I enjoy all that Cascade has to offer and I'm not interested in expanding the commercial footprint beyond what we now have.
- I think it is time to protect the land and atmosphere of Cascade. Keeping large growth and large businesses from taking over our neighborhoods is a good plan. To keep the feel of a smaller town, allowing small business and restaurants to be here to support the small-town feel is what i would like to see. Not chain stores or restaurants taking over to erase the neighborly feel we want to keep.
- The need for more straightforward understandable zoning. In reviewing the zoning ordinance, I believe that more study or input would be important. Our company owns multiple properties in the Township, several for over 25 years, acquiring many properties and to date never selling any. Some of the changes that are proposed for those properties are uses that would be very difficult to do, if we were to do a change of use. Additionally, we are somewhat constrained with what uses are looking at moving into or relocate within the Township, and the requirements of those uses have. Some of the requirements that or critical to potential new tenants appear to either be different from what the Township would like to see or would require a, exception (requiring additional meetings and approval) that many users don't want to take the time to do.
- Like the plans for smaller businesses vs big box or large dealerships. More retail would be welcomed and non-franchised chains which I think is being encouraged. Also support the placement of storefronts at the curb with parking in the rear and some coordinated architecture.

Comments from individuals not in support of the Proposed Zoning Ordinance

- One of the reasons I moved here is because plenty of stores and employment opportunities for me and my daughter are close by. I don't want that going away. It's an economic issue.
- Too restrictive. Requirements for retail on first level of buildings difficult to achieve and causes vacancies. Restrictions on multi-family housing locations restricts population growth.
- Section 7.4 / Centennial Park Overlay Zone This Centennial Park Overlay Zone needs higher density for the creation of multi-family that meets the needs of seniors downsizing from their large Cascade Township homes and young professionals working in Cascade



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Township who want proximity to their work. Centennial Park has been previously identified as an area that is very suitable for high density. A luxury housing community requires a minimum of 200 units to provide luxury amenities and to support onsite management and maintenance. The vacant 7-acre site located within Centennial Park at 3025 Charlevoix Dr. is especially suited for high density for the following reasons:

- 1) It is served by two public streets: Charlevoix Dr. and Orchard Vista Dr.
- 2) It has all public utilities adjacent
- 3) Centennial Park has five means of ingress and egress to disperse traffic
- 4) Centennial Park has sidewalks and lighting throughout for safe walkability
- 5) Centennial Park has restaurants, retail, office space and a hotel within walking distance
- 6) Centennial Park is adjacent to an Interstate 96 expressway interchange
- 7) Centennial Park is two miles from the Gerald R. Ford International Airport

It is time to support housing development that will provide smaller, high quality, more affordable housing for seniors and young professionals in Cascade Township.

- None of my business properties have been effected, so I have no specifics. But from my point of view too many changes are being made which will not allow thorough evaluation of each owners perspective from the townships side. Yes the changes simplify things for the township, but from my experience, the township is using required public comment periods to justify changes without due process. Since reporters are no longer attending meetings the township feels they can do whatever they want. I am sure this comment will be ignored too.
- I do not support the proposed zoning ordinance because it allows increased density and mixed-use development without adequate protections for existing residential neighborhoods. I am concerned about traffic, parking, and loss of neighborhood character, as well as unclear impacts on infrastructure and property values.
- There needs to be more flexibility in the plan. The current plan doesn't allow for the healthy growth that is needed to support the long-term needs of the township. Limiting development rights with these rules will diminish land values and limit the ability to grow the tax base thus resulting in higher taxes and lower values.
- I do not support the proposed zoning ordinance because it allows increased density and mixed-use development without adequate protections for existing residential neighborhoods.



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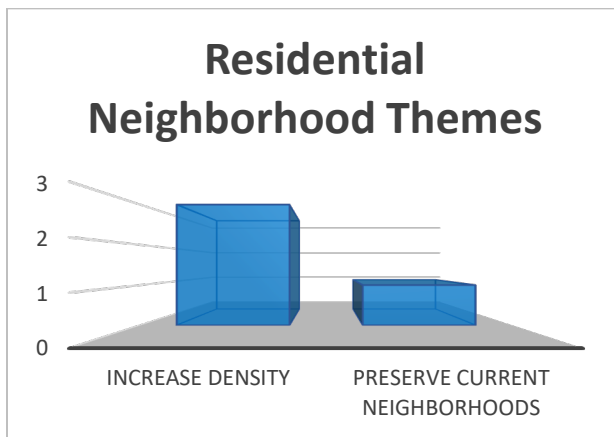
I am concerned about traffic, parking, and loss of neighborhood character, as well as unclear impacts on infrastructure and property values.

Comments from individuals unsure if they support the Proposed Zoning Ordinance

- More business is always a great opportunity!
- I agree we do not need another car dealer or a big box store. Some mixed-use area would be nice, with stores on the street level and apartments above.
- Possibility that my commercial building would have to be sold to/for the public good. I do not want to sell my building.

Residential Summary

Limited comments were received directly related to current residential neighborhoods. They are generally summarized in the bar chart below.



COMMENTS REGARDING ZONING IMPACTING RESIDENTIAL PROPERTIES

Comments from supporters of the Proposed Zoning Ordinance

- I have owned my home here for 39 years and I've already experienced encroachment of my property to the west with a new development of folks who don't understand respect of property lines. Also, there have been enough developments, many acceptable, but multi living condos and apartments means more traffic. Cascade is one of the few places in the Grand Rapids area that has the charm of pasture, woods, ponds, etc. Let's keep it that way!
- I'd very much like to see a zoning ordinance passed that restricts the storage of campers, trailers and industrial equipment on residential lots smaller than 1.5 acres for periods of longer than 14 days. I appreciate peoples freedom and desire to recreate but our



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neighborhoods shouldn't be turned into trailer storage parks. This activity is unsightly and devalues our properties.

Comments from individuals not in support of the Proposed Zoning Ordinance

- Used to own a house in Cascade, at 7330 Leyton Drive SE. When it was time for a divorce, I saw there weren't 1 BR rentals or condominiums in the township. Residents want to preserve the rural nature? They should go move to Cedar Springs or Marne or other areas which aren't growing. If you're not growing, you're moving backwards. Now, at the age of 64, I look at Centennial Park, previously approved for high density housing, as an ideal spot for age in place senior housing. Who will live there? It'll likely be Cascade Township residents who don't want to move far from the neighborhoods which have become familiar to them. That area, near highways, grocery and easy ingress / egress to 28th Street, wouldn't see "traffic problems" from "seniors", since they're generally doing activities on-site, to the extent possible. Zoning for high density senior housing brings stability, maintains and grows a tax base without much in the way of demand for municipal services. To NOT have senior housing options means the Cascade [Township] seniors will have to go live elsewhere. Senior housing doesn't turn over much. People stay there until they die. Seniors have respect for their property and the property of others. They're not like your average renter. I didn't stay in Cascade when I got divorced because there were no small condominium or apartment options. I won't be moving back to Cascade once I need assistance with my activities of daily living because those options aren't provided there. Cascade Township is a beautiful area. The affluence shows. Make your Township a destination for a lifetime, not a place to come and buy a big house, then move away. It's not a rural community. Don't be swayed by the NIMBY crowd which believes there should never be anymore growth in town. If you don't allow high-density senior housing in Centennial Park, there won't be a place for the NIMBY crowd to age, in their hometown. They'll be forced to move. Thank you.
- As a realtor at RE/MAX OF GRAND RAPIDS (FH), I have many clients who find it hard to get housing in Forest Hills due to the limited inventory of homes available and not enough housing that is from this decade. I grew up going to Forest Hills Central and I myself desired to live where I grew up and work by but I ended up buying out in Coopersville 3 years ago. There were options in Cascade township that I could afford, but I simply found much better in Coopersville. What I bought would've cost easily 800k+ in Cascade if not over a Million dollars. We need more favorable zoning to allow greater density so we can



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build more housing for young families and seniors who are stuck in their mini-mansions, as there are no reasonable downsizing options in Cascade.

Comments from individuals unsure if they support the Proposed Zoning Ordinance

- Regarding sec 7.4 I would suggest a higher density and have personal experience on the effects of not providing such. in 2015 my wife and I sold our Cascade Hills home and could not find a suitable size condo to downsize from. We chose Cascade as the community we wanted to raise our family. After the kids grew up, we wanted to downsize and stay in Cascade and sadly there were not any options. Cascade lost our support of local business. My commute to my office went from 3 to 10 miles. Also all 3 kids could not find suitable housing for their first home. All 3 did purchase homes out of Cascade They would have liked to stay in the community they went to school and grew up in. I also saw the lack of suitable housing for young professionals and empty nesters as a realtor for 36 years. I had many buyers who requested options which I could not produce. I wish there would have been more options. I would have loved to recommend Cascade. Seems to me that higher density would be a very good thing for the township keeping current residents and gaining many more. What a win with creating new tax bases and providing much needed housing.



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Private Streets

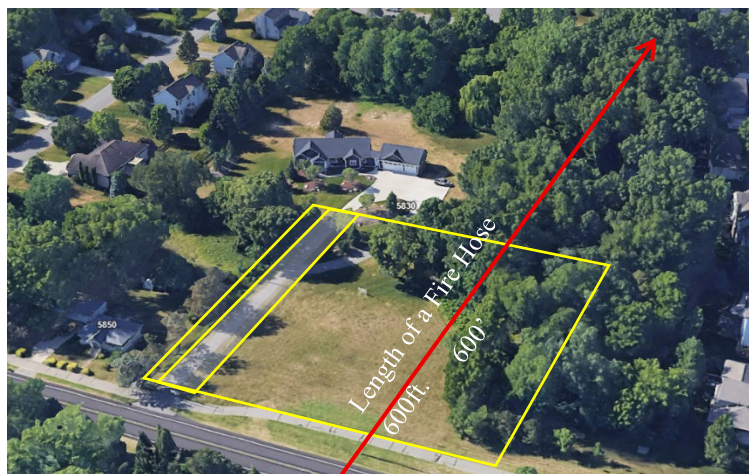
A limited number of comments addressing private streets were submitted by respondents in the survey, however the comments that were received were detailed. In addition to survey responses, residents met with Township Staff and Board Members, in person, and shared practical examples of properties within the township that may be unintentionally negatively impacted.



The image to the left shows a 3.79-acre single family (R-1) residential lot with public access on Burton. The lot has adequate land to add an additional residential lot that meets area and width requirements of the R-1 Zone District.

- Minimum Lot Area: 1 acre
- Minimum Lot Width: 110 feet

To meet the requirements of the Proposed Private Streets section, the width of the street would need to be a minimum of 22 feet. In cases where the private street is less than 500 feet from a public road, the fire department could position the fire truck at the public street and use hoses to access the fire (Township fire hoses are 600 feet in length). Therefore, the width of private streets under 500 feet long would not need to be designed to accommodate fire truck access.



Based on comments from the public and feedback from the Fire Department, staff recommend decreasing the required width of private streets on streets with a total distance of less than 500 feet.



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COMMENTS REGARDING PRIVATE STREETS

Comments from supporters of the Proposed Zoning Ordinance

- I believe we are an upscale neighborhood, and the current streetscapes do not reflect that; development has been haphazard along our corridors. I also understand the upgraded requirements for private roads as a means to support those residents for emergency services. Finally, we do not need more residential complexes with high density that will lead to increased congestion. Good work, you have taken your time and worked with consultants to upgrade the standards.
- Widening drives for fire safety seems appropriate.
- I am particularly interested in the private streets ordinance. Upgrading the provisions is important for long term use and safety. I have skimmed all of the proposed amendments and approve of them all.
- We're concerned with the rapid expansion of the Tera Nova development between 28th St and 36th St and the unintended consequences to nearby homeowners. For example:
 - 1) Water quality diminishes. We have had to upgrade our water system twice adding a new softener, iron filter, and RO drinking water system since the Tera Nova and Kennett Square developments went in.
 - 2) Water table declines. Our small but beautiful pond in our back yard has dried up.
 - 3) The natural beauty and wildlife of our neighborhood is impacted with ponds drying up, trees removed, decline in wildlife including waterfowl, owls, and foxes. Deer populations are dispersed from their woodland homes to neighborhoods where they become pests and dangerous to drivers.
 - 4) When we reviewed the proposed Tera Nova housing development expansion, we have the following concerns:
 - a) Potential drainage issues to our property and private road with the extension of Quiggle Ave. This could result in extra labor and expense to maintain Setting Dr and our property.
 - b) Errors in planning maps that indicate an easement gap on our property which may require legal fees to correct.
 - c) Potentially being forced into an HOA.
 - d) Lack of notification to nearby homeowners of housing developments being considered. Here are some examples.



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- i) Previous ordinances that were not enforced. Bob Camp split the property north of Setting Dr without upgrade to the road. This occurred in Dec 2007 and violated the Private Street Ordinance of 2002, line G item 2.
- ii) We were not notified when Kennett Square and the first Tera Nova developments were being planned.
- iii) We were not notified when the Tera Nova expansion was proposed. This forces us to scramble to research our rights and options before the approval of the project.
- iv) This is not transparency, rather it makes us suspect Cascade Township supports developers over the rights of long-time residents. It is our hope that the new zoning ordinances will address this concern.

Comments from individuals unsure if they support the Proposed Zoning Ordinance

- Neighborhoods with narrower streets and homes built closer together are safer, more walkable, and foster a stronger sense of community. Slower traffic encourages people to be outside, kids to play, and neighbors to interact, which improves safety and quality of life. Emergency access does not require oversized roads; it depends on clear travel widths, proper turning space, and thoughtful design, all of which can be achieved without widening streets. Tighter spacing also reduces infrastructure and housing costs, making neighborhoods more affordable for young families and supportive of a healthy mix of incomes, rather than promoting isolated, high-cost development.
- It is difficult to keep areas rural when Cascade is within 20 minutes of a popular and growing city. There has been a housing shortage over the last 9 years or so. We need less restrictive zoning for growth, not more restrictive. The main issue I have with the proposed change to the zoning ordinances are with the limitations to private roads (private street ordinance ch 19 art 10). Private roads are very common for new developments. To limit that building to only 8 units seem incredibly restrictive. I'm also not sure why the road widening would be necessary.

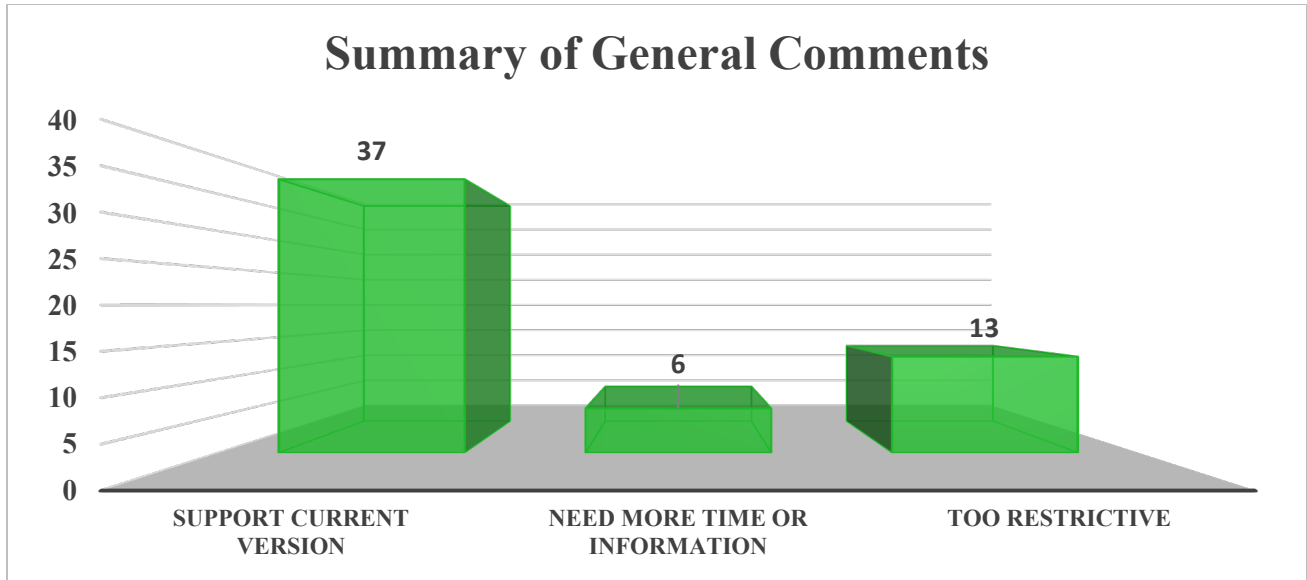
General Summary

Comments compiled in this section were either general in nature or contained multiple topics. A few themes prevailed, which were consistent with comments received in the past. No comments in this section contain references to specific language contained in the proposed Zoning Ordinance.



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GENERAL COMMENTS

Comments from supporters of the Proposed Zoning Ordinance

- Some changes need to be made, and this seems solid and thoughtful. I'm against high rises, big box stores, car dealerships and gas stations. Also opposed to more apartments and condos, as I feel that has ushered in a new wave of crime here.
- 100% support. Smart growth. Good balance. Love the form based code.
- Maintaining or 'rolling back' the current level of urbanization and limiting new projects that could take away from the 'Cascade feel' is an important issue for us and we support changes to zoning that would enforce that view.
- Keeping Cascade under control
- I trust our current leadership to make good decisions on our behalf.
- I support the idea of maintaining a good balance between commercial and rural. It's nice to live near all the stores I need but still be able to drive a short distance and see rural farmland and forest. Thoughtful balance is key to good living environment.
- Anything that gets rid of rentals, big box stores, car dealerships and keeps a small suburban feel.
- Rules need to be updated periodically to keep them current with changing times.
- I support them because they need to be updated. We do NOT need another car dealership next to the Subaru dealership as Fox Motors has expressed an interest in. Cascade does not need more PUDs. We do not need more apartments. The new zoning is trying to help keep



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green and wide-open spaces and not have massive development. I want a more walkable village area if possible. Keep up the great work!!!!

- I do not know all of the ins and outs but I trust the people making the decisions have the best interest for the township as a whole.
- I agree with the efforts to preserve Cascade's small-town feel.
- All portions of the Ordinance that specifically result in the preservation of Cascade's unique character and enhancements to the quality of residents' lives. While we're at it, why not create a "walkable" community with restaurants and shops along and near Old 28th St.? This is a huge opportunity to bring in tax dollars and encourage people to shop, dine, bike and thrive in Cascade. We have far too many car shops, car washes and outdated plaza-type shops along that corridor. Isn't it time to step things up in this regard? I mean, really. This has to have been a discussion. Look at all the quaint villages and towns (Rockford, Ada, Holland, etc.) that have this sort of appeal. It's inspiring to think of the potential and depressing to see this area so underutilized. My 2 cents. Proud homeowner & Business owner in Cascade Township.
- Low buildings, green space and working to ensure there aren't not areas that are dilapidated within the township.
- It will increase my property value.
- Consider a centralized parking system to manage increased traffic and residential parking needs that would avoid row after row of garage doors.
- We have a wonderful quality of life in Cascade township. I trust our dedicated township leaders to make decisions that are best for all residents. They have proposed zoning changes based on lengthy study and expertise.
- Thank you for addressing this and all the committee's hard work. Thank you for working on controlling commercial development and the work being done to preserve and expand parks and village spaces.

Comments from individuals not in support of the Proposed Zoning Ordinance

- Don't agree with the overall vision it displaces current business. A property owner should be able to do what they want with their own property too many restrictions it is not the place of the township. There has not been enough transparency from the Township of Channing the Zoning. We DO NOT need more parks and paths. The current ones are not even well



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maintained. Bottom line you are overstepping your boundaries especially trying to dictate what one can do with [their] own property.

- It is too restrictive on property owners. Development can be managed without being stopped. Existing businesses will also face obstacles to adapting their operations.
- The overall text is too restrictive and creates an adversarial relationship between the township, property owners and architects/builders/developers. The planning commission and its planning consultant should host an input forum with architects, builders, developers and realtors that are actively engaged in our community.
- I feel the updates as proposed are too restrictive and are based on assumptions of public desire, wishes and/or support founded in limited survey data and anecdotal feedback being interpreted very narrowly in a way that supports an outcome. I don't feel this is in long term best interest of the cascade community.
- I do not support the zoning changes because it will hinder our business and what we have done over the last 50 years in the township. The transparency has lacked and we never heard about this until the middle of the summer when they say they have been working on this for over a year. They have not taken any business considerations in about [their] decisions and whether a grandfather clause or not is created it still handcuffs us on future development. Not to mention for the second time in our lifespan here in Cascade township they are going to limit more people from being able to access our business not only customers but also employees.
- Cascade Township is an upscale community, which makes it appealing to most. The last thing we need is low-income apartments/housing and more traffic. This is support by developers that don't live here or have only a short-term financial interest. I think posting any final decisions on this issue for 6 months is a good idea. This zoning change is not in Cascade Township's best interest. These apartment and rental housing options are readily available in adjoining communities Ada, Lowell, Kentwood etc.
- Overreach. Too limiting with number of homes on a private drive as well as the width requirements. Good intent to develop a village, but the desire to keep developers away will be successful and it will be too challenging and costly for anyone to develop it. Should have partnered with developers and local subject matter experts for feedback and feasibility. Spending too much on parks when the existing ones are not utilized. I am disappointed I do not feel that the township is listening to feedback and concerned tax paying citizens.



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- While I understand the importance of zoning so the land is used responsibly to the benefit of the community, the lengthy zoning proposal is a little difficult to understand completely, and also seems to be missing some items. I feel there needs to be more specific language about DATA CENTERS. These can put a strain on energy power grids and natural resources. Furthermore, this could cause environmental damage to the area and cause issues to Cascade in the future. Data centers could become obsolete sooner than expected with changes in technology, and then we could have massive structures that are abandoned in our community. I am not sure how I feel about some of the proposed transformations of Cascade, but I do hope that any new zoning does not hinder responsible development for residential housing that is somewhat affordable, benefitting the community. I love living in Cascade Township and I hope that we can KINDLY and objectively work together for the common good of the community. I appreciate the opportunities for surveys like this, as well as the open house, which I attended today. I hope there are more opportunities for things like this in the future. It is helpful to the community and may reduce tense board meetings in the future.
- Flexibility is needed in the regulation of private streets to support property rights. Density thresholds need to be increased in select areas of the Township to meet community needs in support of more housing opportunity. Changes need to be made to the Form Based Code in support of Cascade Village local businesses. Changes to support property rights and values will keep the Township's tax base from stagnating. A blunted tax base could result in a property tax increase for Cascade residents.
- The City has been run the same and business flourished for years. We not have not blighted areas or problems in the Township limits. Why force businesses to adhere to regulations that may not enhance their business at all. We are not Ada.
- The rezoning vote should be paused until we hear response from the public on their deep concerns. In regards to owner property rights...Flexibility is needed in the regulation of private streets to support property rights. Density thresholds need to be increased in select areas of the Township to meet community needs in support of more housing opportunity. Changes need to be made to the Form Based Code in support of Cascade Village local businesses. Changes to support property rights and values will keep the Township's tax base from stagnating. A blunted tax base could result in a property tax increase for Cascade residents. Also would like Cascade Township to complete an analysis of the financial impact of the current proposal. Before passage of any proposal, the Township would best



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study its impact on its property owners, their property values, the Township's tax base, and the economic impact on Cascade businesses. Also, the so-called Cascade village is not a village. It is currently a strip. It is not walkable and does not offer any safety for families and children riding bikes etc to cross cascade road. We are not Ada Village and do not have a hotel and restaurants and a CUTE VILLAGE that offers community. Before any changes are made to MAKE a park and call it a village is irresponsible. The public needs to understand where their tax dollars are going and does it provide legacy improvements... It is critical that the township Board listen and not take comments personally but LISTEN to the residents who PAY the TAXES where they live. It is NOT OK TO IGNORE and go ahead and vote late when residents are not present to oppose and or comment in person. The timeline on when voting will take place should be published. It is the responsible to let the public know.

- The current proposal [restricts the dynamic growth] of the area favoring those who fear the imminent changes of our society. Allow more [dense] population we need spaces for those that no longer need a big high maintenance house but will like to keep their social equity built along the years living in Cascade. Let's make a [community] that embrace not one that push away seniors and businesses.

Comments from individuals unsure if they support the Proposed Zoning Ordinance

- I like that something is being done to harmonize the PUDs.
- I'd like to keep Cascade with less big box stores and more small local businesses.
- I would like more details provided including how it will directly impact my neighborhood as well as the Cascade corridor. I believe we are missing an opportunity to improve the desirability of Cascade if we can't lure improved casual dining (not fast food) and shopping opportunities. It seems a waste to convert all the property in and around the main corridor to more and more green space. While some are not a fan, and perhaps they have gone too far, I think Ada has a much better plan than what I'm hearing about this one.
- Keep cascade the way it is, no more big box retailers. Walmart was more than what we needed so close to Cascade. We appreciate the bedroom community, limited traffic and limited crime. No reason to upset the apple cart.
- I haven't been able to attend any of the meetings where zoning was discussed. The original maps I received didn't have a legend to explain the acronyms used on the map and how BD1 might differ from BD2, for example.



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- Questioning the unrelenting want of a “village area” which despite changing demographics, is not going to be the focal point of the community. There can be a “community area” which encompasses the general location of Thornhills/Cascade Rd through to Burton & up 28th St. as it pretty much is now. Through the years ideas of a village area have been brought up, but to no avail. Having no jurisdiction over the roads has hampered all ideas. The proposed restrictions for businesses are very confining and the vacant land available is almost negligible. So future limitations seem pointless-the new restrictive building codes are not in keeping with existing businesses. Businesses need to be able to attract their customer base to suit their business not government based. Companies look at demographics not style to enter an area. As much as Cascade would like to have a village feel, most of the land in the business district is already developed. The zoning plan presented seems to want to recreate an existing atmosphere that, business wise, is thriving in its own right. Turnover of properties is not that great & trying to reinvent the wheel seems unnecessary. There is no easy plan for the future but being too restrictive will only harm what Cascade already has. Your businesses are doing well and are actually already paying for Cascade’s well-being through the DDA Issues should be directed through them & not circumventing them through the township. If anything, the DDA needs to have a separate building & grounds department to focus strictly on the business corridor.
- I've grown up in Cascade twp. since 1954. My siblings and I went to FHC, my 4 kids went to FHC, my grandkids are in FHN. I'm a big fan of Cascade Twp. I believe that commercial and industrial both have a very important place in the twp. The airport and area surrounding should be industrial. Commercial on Cascade and 28th both is important. So I think I'd say I'm against the zoning amendment.
- need to have a better understanding of why builders and property owners are resisting the change
- Overall, I think many of the amendments are good, but I have concerns about over-restricting density at a time where affordable housing for our kids is critical. I was fortunate enough to find an apartment in Cascade when I graduated from college and I'd like at least some options for my kids when they do the same. Their only other options would entail moving to communities with higher crime. I realize the Twp can't control cost as that is derivative of demand, but it seems there should be some effort to allow for generally more affordable options. I remain confused about a lot of the new requirements. If I'm reading some of this correctly, it would seem that a parapet wall is required to obscure new



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chimneys. Am I reading that right? Is this practical? I have concerns about mandating private drives with a 20' width. I understand the emergency implications, but that still seems excessive. Maybe 16.5' would be a good compromise? I look forward to the [education] sessions. Thanks for the opportunity to provide additional input.

- I would very much like to see Cascade Township's remaining green space preserved! I do not want to see industrial development in our area. I believe there are enough commercial industrial zones that already exist and incentives should be given to companies who choose to renovate & update old vacant buildings. I also think we've seen too much residential development and hopefully that will be minimal in the future. Mega neighborhoods that have no charm, no unique architecture and are crammed in together on tiny lots are unsightly and unpleasant. Thank you for taking the time to listen to your long-time residents and respecting our thoughts & feelings.
- I think there are ways to “meet in the middle” on many of the issues, allowing for the preservation of the community’s ambiance, improving its visual appearance, creating a “true downtown” and providing more affordable housing options. Please don’t hurry things through.
- 1. not layman friendly.
 2. would be great to see commercial tax base increase in commercial areas as Cascade Township is very expensive
 3. Leave residential and open areas as they are
 4. increase walkability by extending bike / walking path from Cascade Farms Dr to Cascade Road on Laraway Lake Dr before someone gets hit by a car
 4. increase walkability by extending bike / walking path from Cascade Farms Dr to Cascade Road on Laraway Lake Dr before someone gets hit by a car
 5. provide an easement on all Thornapple River properties so all residents can walk the Thornapple River
- After listening to the public comments at the last Twp Board meeting, one thing jumped right out and that is those with a financial interest in expanding housing and retail in this community were the loudest voices. (Developers, landlords, realtors, etc.) Make a quick buck and get out. I am opposed to increasing dense housing to include lots of apartments, jam packed starter home neighborhoods and large-scale retail businesses. I appreciate the flavor of Cascade as it is which is why we chose to move here 20 years ago. I appreciate the size and privacy of our property. We pay pretty hefty property taxes to enjoy living here.



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Our property borders Cascade Road just east of the village area. I can tell you firsthand that the constant busy traffic is not conducive to what you think of as a "walkable" downtown area. People speed up and down Cascade Road all the time. Large, loud trucks traverse over the Thornapple River daily. I fail to envision how people could safely and peacefully meander around. I think of downtown Lowell as a walkable downtown, and that's not what it is here. Our first home was not in Cascade. As someone mentioned in the meeting, it is a place to work toward. I would truly hate to see dense low-income apartments built in the area. I believe doing such would cheapen Cascade, change its character and pretty much turn it into more of a Kentwood-type community. I appreciate the pushback to keep large retailers from developing here. Perhaps the term "barbarians" was a poor word choice (although it makes a crystal-clear point). I am glad Cascade continues to keep those types of opportunists from building here. Once it starts, it will never be the same here.

Comments from individuals who selected "other."

- I think some updates are needed, but we want to retain growth areas in Cascade. The goal of protecting the residential character of some areas is a good one. Rural areas should be allowed to be developed for a combination of residential and business. We should develop new communities and also make space for business growth. [Further], we should be proactively developing public transportation links to downtown Grand Rapids. We want to be a prosperous part of the Grand Rapids Metro. If people want to live in a bubble, they can move to Ada.



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Appendix C: Development & Real Estate Community Meeting Notes & Private Roads Recommendation



Memorandum

TO: Cascade Township Board
FROM: Christopher Khorey, AICP, Vice President
SUBJECT: Recap of January 6 Meeting with Representatives from GRAR
DATE: January 15, 2026

On January 6, 2026, myself, Township Manager Jade Smith, and Planning Director Andrea Hendrick met with four representatives from the Grand Rapids Association of Realtors to discuss their concerns with the introduced Zoning Ordinance.

Based on that discussion, the real estate advocates requested the following revisions to the Zoning Ordinance, for consideration by the Township Board prior to adoption.

- **Section 4.2.E.8 – Accessory Dwelling Units Prohibited – Page 4-51**
 - The GRAR representatives advocated for Accessory Dwelling Units to be permitted.
- **Section 5.1 – Permitted Uses – Page 5-70**
 - The GRAR representatives advocated for “Data Centers” to be defined as a land use and given a clear status and regulations under the Zoning Ordinance.
- **Section 6.1 – Schedule of Regulations – Page 6-75**
 - The GRAR representatives advocated for the following changes:
 - To reduce the minimum lot area in the FP Farmland Preservation District from 10 acres to 100,000 square feet, in order to be consistent with the RC Rural Conservation District.
 - To decrease the minimum lot width in the R-1 and R-2 Districts, or otherwise create a system to allow lot splits with smaller frontages, especially on private roads.
 - To remove the 2 acre maximum lot area in the Village Districts (VC, VF, TC, and O28) that restricts combinations of parcels.
- **Section 6.7 – Purchase of Development Rights – Page 6-80**
 - The GRAR representatives advocated for the Township Board to commission an economic study to determine the monetary value of residential development rights under the Purchase of Development Rights Program and the Density Bonuses in the Overlays and Village. *This GRAR representatives indicated they understood that this item may be taken up after adoption of the Zoning Ordinance.*
- **Section 7.4.B – Residential Density Bonuses – Mixed-Use Overlays – Page 7-94**



- The GRAR representatives advocated for an increase to the maximum density in the O-C Centennial Overlay to 20 units per acre as a base and 28 units per acre as hard cap when bonuses are applied.
- The GRAR representatives advocated for revisions to the bonus system so that the maximum density can be reached more easily without incorporating commercial space into the development.
- **Article 8 – Village – Page 8-102**
 - The GRAR representatives advocated to rename the Form-Based Code the “Village Design Standards.”
- **Section 8.2.B.2 – Village Permitted Uses and Dimensional Requirements – Page 8-103**
 - The GRAR representatives advocated to increase the density limit (without bonuses) to 9 units per acre to match the current limit in the current Ordinance.
- **Section 8.2.D – Village Permitted Uses and Dimensional Requirements – Page 8-105**
 - The GRAR representatives advocated to or eliminate the one acre minimum for new lots.
- **Section 8.4.C – Village Design Standards – Page 8-112**
 - The GRAR representatives advocated to add a “Modern” Architectural Design Option.
- **Section 10.2.C – Private Streets – Page 10-179**
 - The GRAR representatives advocated to increase the cap on the number of houses on a private road (currently 8 in the introduced Ordinance). They suggested that they would willing to support a cap that is lower than the otherwise allowable housing density on the parcel, but wanted a sliding scale based on the size of the property in question.
 - The GRAR representatives advocated to decrease the minimum width of private streets to 18 feet. They were willing to require wider roadways for streets serving more houses, on a sliding scale. They advocated for the 18 foot width to apply roads serving 4 or fewer houses, at a minimum.
- **Section 10.2.D – Private Streets – Page 10-180**
 - The GRAR representatives advocated to allow hammerheads as well as cul-de-sacs for dead-end private roads.
- **Section 10.2.F – Private Streets – Page 10-180**
 - The GRAR representatives advocated to allow private roads that serve 20 or more houses to have boulevard entrances where a second access point is not possible. *Note that this would only come into play in the situations that are exempt from the 8-house private road limit – the Village and the Overlays.*

Private Streets

Modifications

Any new private streets will be limited in serving a number of lots or dwelling units based on the total acreage of the parcel(s) tied to it.

- Parcels 20 acres or less – maximum of 8 lots or dwelling units
- Parcels more than 20 acres to 30 acres – maximum of 12 lots or dwelling units
- Parcels more than 30 acres to 40 acres – maximum of 16 lots or dwelling units
- An additional lot or dwelling unit can be added for every 2.5 acres of parcel size
- A private street cannot access more than 50 dwelling units or lots.

Existing private streets can add lots or dwelling units. The new parcel(s) added will have its lots or dwelling units limited in a corresponding manner to the parcel size and lot/dwelling unit ratios above.

Any private street which serves or permits access to twenty (20) or more lots or dwelling units shall have two (2) means of direct access to public roads.

Other private street design standards would remain unchanged from the current zoning.

Rationale

The Township's currently proposed draft significantly and unfairly limits property owners with large parcels. Blanket restrictions on the number of homes on a private street, without regard to the size of a lot, as well as the new requirements for construction, restrict and penalize large lot owners while adding significant costs for homeowners. This could result in unintended consequences.

The reasonable alternative above strikes a balance between current ordinances and the proposed Township draft. It works within the Master Plan goals to support responsible and quality development. It works to maintain public services and growth principals that protect the Cascade community.

A well-planned private street with a reasonable number of owners sharing road infrastructure costs also prevents potentially poorly designed piecemeal alternatives that might discourage tree preservation and stewardship of the land. Poor design could make it cumbersome for traffic and emergency vehicle access.

Instead of potentially forcing a property owner to possibly construct two shorter streets, the modifications above support public safety capabilities and emergency vehicle access. A private street with multiple entrances could prevent traffic issues while supporting fire truck access as compared to requiring significantly wider and costly streets with complex turnarounds that only support a few homes.

Proposed modifications keep intense development out of areas where utilities are limited while matching some community desire for low density residential. It provides a property owner options and prevents the unintentional taking of property rights and values. It prevents an erosion of the Township's tax base and allows a potential for the tax base to increase.

10-Acre Minimum

Modification

The proposed 10-acre minimum lot size in the Farmland Presentation zone should be revised back to 2.5 acres.

Rationale

To find balance and prevent excessive land splitting, a 2.5 acre minimum is appropriate while supporting an agricultural owner's property rights.

Centennial

Convene a meeting with Centennial property owners. Before passing a zoning proposal that changes an owner's property rights, develop a path forward and appropriate zoning changes.

Impacted property owners could help continue the October 27 Board Work Session conversation about the density thresholds and bonus structure, the realities of the zoning proposal, and realistically, what impacts they would have. Reasonably discuss possibilities and work together on changes that would support the Township and benefit property owners wanting to provide housing opportunities.

Consider involvement of Housing Next. This group has been an asset facilitating discussion with local governments and property owners to create plans that support development of mixed-use communities in underutilized corridors connected to existing infrastructure. Whether units that support Cascade residents looking to downsize, workforce housing, or anywhere in between, corridor projects feature a range of housing opportunities to meet community needs. A larger crux of density could foster its own walkable village atmosphere with local business opportunities that support hyper local residents. It is reasonably close to access by the fire department in support of higher density thresholds and would not add traffic congestion to numerous other Cascade residents.

ADUs

Modification

Reconsider permitting accessory dwelling units (ADUs).

Rationale

ADUs can offer an option to help meet community housing needs. Whether it is someone looking to age in place, helping an owner needing more space, or supporting an independent living situation, the flexibility offered by an ADU can support Cascade residents in an era where housing costs can pose a significant challenge.

the definition of junk or trash in Section 2.2 of this Ordinance. (Section 3.26 amended 06/04/03; eff. 06/24/03.)

Section 3.27 Reserved. (Section 3.27 deleted 06/04/03; eff. 06/24/03.)

Section 3.28 Basement Dwellings. The use of any portion of a basement excluded from the total floor area computations as a dwelling or as sleeping quarters is prohibited in all zones. The use of the basement of a partially constructed or planned building as a dwelling unit is prohibited in all zones.

Section 3.29 Driveways and Private Streets.

(a) **Purpose.** The Township determines that it is in the best interest of the public health, safety and welfare to regulate the construction, improvement, maintenance, extension, relocation and use of private streets and driveways, so as to assure the following:

- (1) That private streets and driveways are designed with sufficient width, surface and grade to assure safe passage and maneuverability of private vehicles and of commercial, fire, police, ambulance and other safety vehicles.
- (2) That private streets and driveways are constructed of suitable materials so as to insure minimal maintenance and safe passage.
- (3) That private streets and driveways will be constructed so as to protect against or to minimize soil erosion and to prevent damage to the lakes, streams, wetlands and the natural environment of the Township.
- (4) That private streets and driveways shall be properly maintained in a safe and usable condition.

(b) **Summary of Categorical Requirements.***

Category	Drive & Easement Width	Access Amenities	Approval
Private Driveway serving 2 lots	12-foot surface 33-foot easement	No further access amenities required	Zoning
Private Driveway serving up to 4 lots (if split executed prior to the effective date)	12-foot surface 33-foot easement	No further access amenities required	Zoning
Existing Private Street serving 8 or fewer lots to which structures are added	12-foot pavement 16-foot roadbed Adequate easement	40' radius cul-de-sac or adequate turnaround at end of street if limited.	Admin Planning and Engineering

Private Street serving between 3 and 8 lots	16-foot pavement 18-foot roadbed 66-foot easement	40' radius cul-de-sac.	Admin Planning and Engineering
Private Street serving between 9 and 15 lots	20-foot pavement 22-foot roadbed 66-foot easement	40' radius cul-de-sac.	Planning Commission
Private Street serving more than 15 lots	24-foot pavement 26-foot roadbed 66-foot easement	40' radius cul-de-sac.	Planning Commission

*This Section 3.29(b) summary is provided for reference only and does not contain all of the requirements for driveways and private streets as set forth in Section 3.29 (c)–(k) below.

**Consideration of narrower roadbed shall be given for developments utilizing Open Space Preservation Ordinance. Off-street parking provision may be necessary with smaller lots.

(c) **Definitions.**

- (1) Driveway means an undedicated, privately controlled and maintained easement, right-of-way or other interest in land extending from a public street or private street to no more than two lots, principal buildings, principal dwellings or principal structures, and provides ingress and egress primarily for the occupants thereof. Driveways established before the effective date of this Section 3.29 may serve to up to four lots, principal buildings, primary dwellings or principal structures.
- (2) Private Street means a non-public street that provides the means of access to more than two lots, principal buildings, principal dwellings or principal structures.

(d) **Driveways.** Driveways shall be permitted in accordance with the terms of this section and all other applicable sections of this Ordinance.

- (1) A driveway permit for a driveway extending from a public street shall be obtained from the Kent County Road Commission.

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- (2) A driveway shall have a driving surface not less than 12 feet in width at any point.
 - (3) A driveway shall be constructed and maintained such that it is accessible to and usable by emergency vehicles in all weather conditions.
 - (4) The driveway shall be constructed on a base of stable soil and a subbase consisting of at least four inches of sand and, on top of the sand, at least six inches of compacted road gravel.
 - (5) A driveway shall have a minimum cleared width of 20 feet and overhead tree branches shall be trimmed and maintained to a height of no less than 14 feet above the ground over the traveled surface.
 - (6) The surface of the driveway shall be crowned or sloped to facilitate drainage and shall be constructed over adequate culverts where necessary. Adequate measures shall be provided to maintain the surface water flow of any natural stream or drainage course, to the satisfaction of the Township Planner, Township Engineer and any other agency having jurisdiction thereof. Any culvert, bridge or other structure used for the crossing of a natural stream, drainage course or similar feature shall have a sufficient load capacity to safely support emergency vehicles.
 - (7) The slope of a driveway shall not exceed 15 percent unless a steeper driveway is specifically approved by the Planning Commission.
- (e) **Shared Driveways.** Shared driveways shall be permitted in accordance with the terms of this section and all other applicable sections of this Ordinance.
- (1) A shared driveway must have a 33-foot wide easement or other interest in land established for the purpose of a driveway.
 - (2) A shared driveway shall be connected to a public street. A shared driveway may connect only to a private street if approved by the Township Planner or the Planning Commission on the basis of public safety or environmental concerns.
 - (3) A driveway shared by one or more units or parcels shall not be established within a site condominium.
 - (4) A shared driveway shall be the subject of a driveway maintenance agreement, in recordable form, which shall be signed by all owners of or parties in interest in the lots to be served by the driveway. The agreement shall be recorded with the county Register of Deeds and a copy thereof promptly submitted to the Township after recording. The agreement shall include the easement or other rights necessary for the establishment and use of the driveway, or alternatively such easement or other rights shall be established by other legal instruments. The maintenance agreement shall provide for and assure that the driveway shall be regularly maintained, repaired and snowplowed to ensure that it shall be safe for travel at all times. The agreement shall also provide for the payment of expenses of such maintenance, repair and snowplowing by the parties in interest.
- (f) **Private Streets.** Private streets shall not be constructed, extended or relocated, after the effective date of this section until all of the following requirements have been satisfied:

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- (1) An application for private street approval shall be fully completed and filed with the Township Clerk.
 - (2) The private street application fee, the escrow fee and all other relevant fees and charges established by the Township Board shall be paid, with the application.
 - (3) A private street maintenance agreement, signed by all parties in interest, shall be submitted to and approved by the Township in accordance with this section. The agreement shall have such provisions and be in such form as is acceptable to the Township, and it shall be recorded with the county Register of Deeds prior to the use of the private street. Proof of such recording shall be promptly submitted to the Township.
 - (4) Township approval of the private street shall be obtained in accordance with this section.
 - (5) A certificate of compliance shall be obtained from the Township.
- (g) **Application.** An application for approval of a private street shall contain all of the following information:
- (1) The name(s) and address(es) of the owner(s) and all other parties having any interest in the private street and the land across which it is to be constructed.
 - (2) A site plan drawn to scale, prepared by a registered engineer or registered land surveyor, showing all proposed lots or parcels that would have access by means of the private street, and also showing the location, grade, route, elevation, dimensions and design of the private street and any proposed extensions thereof, together with existing and proposed curb cuts and the location of and distance to any public streets which the private street is to intersect. The site plan shall also show adjoining parcels of land and any buildings thereon.
 - (3) The location of all public utilities including, but not limited to, water, sewer, telephone, gas, electricity and television cable, to be located within the private street easement or right-of-way or within ten feet of either side thereof.
 - (4) The location of any lake, stream, wetland, drain and all other significant natural features affected by or within 100 feet of the proposed private street.
 - (5) The location of all existing and proposed buildings and structures to be provided access by and located within 100 feet of the proposed private street.
 - (6) A proposed recordable private street maintenance agreement complying with the terms of this section.
 - (7) A permit or letter issued by the Kent County Road Commission and/or, if applicable, the MDOT, approving the location of the private street intersection with the public street.
 - (8) All other matters and information required by the terms of this section or other applicable provisions of this Ordinance.

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- (h) **Design and Construction Requirements.** A private street shall comply with the following requirements:
- (1) There shall be a survey, submitted to the Township, covering the easement or right-of-way, prepared by a registered land surveyor or professional engineer, together with surveys of each parcel of land to be served by the private street.
 - (2) Accurate copies of all easements, agreements or other instruments whereby the private street, and all rights necessary thereto are conveyed or established, shall be submitted to the Township.
 - (3) A private street shall have a recorded permanent right-of-way and easement, with a minimum width of 66 feet. The instrument establishing the easement and right-of-way shall expressly permit public or private utilities to be installed within the right-of-way or within ten feet on either side thereof.
 - (4) A private street shall have sidewalk constructed within its right-of-way subject to the Ordinance(s) established by the Township.
 - (5) Private street gates must provide a minimum opening width equal to the clearing width of the private street. The gate must be equipped with emergency access acceptable to the Caledonia Township Fire Chief.
 - (6) Private streets serving up to eight lots, principal buildings, principal dwellings or principal structures must be constructed to meet the following minimum requirements:
 - (i) A private street shall be constructed approximately in the center of the private street easement. The area within which the private street is to be located shall have a minimum cleared width of 30 feet, and such cleared area shall always be maintained. Overhead tree branches shall be trimmed and maintained to a height of no less than 14 feet above the ground over the roadbed of the private street.
 - (ii) A private street shall have a roadbed not less than 18 feet wide and a minimum subbase of 12 inches of sand, and six inches of finished, compacted gravel (No. 22A or approved equal). The street shall be paved to a minimum width of 16 feet with bituminous blacktop paving. Sand subbase and compacted gravel must extend 6 inches beyond the edge of blacktop. Pavement must have a minimum depth of three inches placed in two courses. Such subbase and paving shall comply in other respects with the requirements of the county road commission for local platted streets.
 - (7) Private streets serving nine to fifteen lots, principal buildings, principal dwellings or principal structures or as part of an Open Space Preservation development must be constructed to meet the following minimum requirements:
 - (i) A private street shall be constructed approximately in the center of the private street easement. The area within which the private street is to be located shall have a minimum cleared width of 30 feet, and such cleared area shall always be maintained. Overhead tree branches shall be trimmed

and maintained to a height of no less than 14 feet above the ground over the roadbed of the private street.

- (ii) A private street shall have a roadbed not less than 20 feet wide and a minimum subbase of 12 inches of sand, and six inches of finished, compacted gravel (No. 22A or approved equal). The street shall be paved to a minimum width of 22 feet with bituminous blacktop paving. Sand subbase and compacted gravel must extend 6 inches beyond the edge of blacktop. Pavement must have a minimum depth of three inches placed in two courses. Such subbase and paving shall comply in other respects with the requirements of the county road commission for local platted streets.
 - (iii) The Planning Commission may require shared parking areas where front yard setbacks are inadequate to provide on-lot parking.
 - (iv) A private street shall be extended to a neighboring parcel for connectivity to existing or future development, unless waived by the Township Planning Commission or Township Planner.
- (8) Private streets serving more than fifteen lots, principal buildings, principal dwellings or principal structures must be constructed to meet the following minimum requirements:
- (i) A private street shall be constructed approximately in the center of the private street easement. The area within which the private street is to be located shall have a minimum cleared width of 30 feet, and such cleared area shall always be maintained. Overhead tree branches shall be trimmed and maintained to a height of no less than 14 feet above the ground over the roadbed of the private street.
 - (ii) A private street shall have a roadbed not less than 24 feet wide and a minimum subbase of 12 inches of sand, and six inches of finished, compacted gravel (No. 22A or approved equal). The street shall be paved to a minimum width of 26 feet with bituminous blacktop paving. Pavement must have a minimum depth of three inches placed in two courses. Such subbase and paving shall comply in other respects with the requirements of the county road commission for local platted streets.
- (9) In heavy soils as determined by the Township Engineer, drainage must be provided to the sand subbase in the form of six-inch underdrain or daylighted to a ditch.
- (10) Where a private street intersects with a public or private street, the private street approach shall have a roadbed not less than 24 feet wide for a distance of 50 feet as measured from the edge of the intersecting street. If the proposed private street roadbed is narrower than 24 feet wide, a taper distance must be constructed for an additional 50 feet to meet the proposed private street dimensions.
- (11) The private street approach must meet the sight distance and dimensional standards of the Kent County Road Commission for intersections with public or private streets.

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- (12) The specified roadbed width of a private street must be maintained to its termination point at a cul-de-sac or if looped, the specified roadbed width must be maintained through the loop.
 - (13) A private street in a planned unit development shall comply with this subsection, except that the width of the easement and traveled portion of the street may be modified by the Planning Commission and Township Board in their approval of the planned unit development.
 - (14) Private streets serving commercial or industrial uses shall be designed and constructed in accordance with county road commission requirements for public commercial or industrial streets, but in its discretion the Planning Commission may permit modification of such public street requirements if deemed justified in the circumstances and if safe and adequate access would nevertheless be provided.
 - (15) A private street which terminates at a dead end shall have a means for vehicle turnaround, either by use of a cul-de-sac or by a continuous loop private road system, both of which must be constructed in accordance with the private street design and construction requirements of this section. In the case of a residential cul-de-sac, there shall be a minimum radius easement of 60 feet, with at least a 40-foot radius roadbed. If the cul-de-sac is constructed with an interior landscaped island, a running surface width of 24 feet wide must be maintained. In the case of a commercial or industrial cul-de-sac, there shall be a minimum radius easement of 75 feet, with at least a 50-foot radius roadbed.
 - (16) Landscaped cul-de-sac islands may be permitted if the development is served with fire hydrants. Landscaping plantings within islands shall be columnar and must be trimmed such that it remains four feet from the paved surface at all times.
 - (17) A private street or interconnected private street system shall not serve more residential lots, or dwelling units, than as permitted by the Kent County Road Commission unless a secondary means of ingress and egress is provided for the entire property served. Such secondary access shall meet the minimum standards of this section.
 - (18) A private street shall be extended to a neighboring parcel for connectivity to existing or future development, unless waived by the Township Planning Commission or Township Planner.
 - (19) The private street surface shall have a minimum cross slope of 2 percent.
 - (20) A street shoulder, composed of at least six inches of compacted gravel, shall be provided on each side of the private street surface, with a minimum width of one foot for each shoulder, and with a slope of 2.2 percent from the outside edge of the road surface downward to the toe of the slope. Bituminous or concrete gutter may be constructed beyond the required paved surface width of the private street in lieu of a street shoulder.
 - (21) The maximum longitudinal street grade shall not exceed 6 percent, provided, however, that the Township may allow up to a 10 percent grade if the applicant

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- submits written justification thereof, satisfactory to the Planning Commission, to the effect that an increase in the street grade will not adversely affect public safety and the overall design of the street system; but provided further, that there shall be a maximum grade of 4 percent for a minimum distance of 30 feet back from the intersection of the private street with a public street right-of-way or another private street. Longitudinal grade of a cul-de-sac shall not exceed 4 percent. Vertical curves must be designed to a 25-mile-per-hour design speed.
- (22) A private street shall be constructed so as to sufficiently control storm water runoff, such as by means of seepage basins, culverts and drainage contours and/or by such other effective methods as may be required by the Township so as to ensure adequate drainage and control of storm water runoff.
 - (23) The method and construction technique to be used in the crossing of any natural stream, wetland or drainage course, by a private street, shall satisfy the requirements of the Township Engineer and/or any governmental agency having jurisdiction. The method or construction technique used shall have a sufficient load capacity to safely support emergency vehicles.
 - (24) A private street shall be given a name subject to the approval of the Kent County Road Commission, and street signs shall be installed in accordance with the relevant standards of the Road Commission. Stop signs shall be installed at all intersections with a public street or another private street. The addresses of dwellings or other buildings on a private street shall be posted in a conspicuous place where it is visible from the private street.
 - (25) All lots or other parcels of land on a private street shall use the private street address for property address and mailing purposes, when the lot or parcel of land is occupied.
 - (26) Private streets shall comply with any standards of the Kent County Road Commission related to mailbox placement.
- (i) **Private Street Maintenance Agreement.** The applicant for approval of a private street, together with any other owners or parties in interest, shall submit to the Township a recordable private street maintenance agreement, signed by all owners of the easement or right-of-way for the private street and by all other parties having any interest therein. Such agreement shall provide for and assure that the private street shall be regularly maintained, repaired and snowplowed to ensure that the street shall be safe for travel at all times. The agreement shall also provide for the payment of all costs and expenses of such maintenance, repair and snowplowing by all or any of the parties in interest.
- (1) By filing an application for private street approval, the applicant(s) agree that they will assure that any buildings or parcels of land thereafter constructed or established along or at the end of the private street shall also be subject to the private street maintenance agreement, including any corner parcels that have public street frontage, unless the same shall be exempted by the Planning Commission.
 - (2) The agreement shall run with the land and shall be recorded with the Kent County Register of Deeds. The certificate of compliance specified in this section shall not be issued until the agreement has been recorded.

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- (3) The agreement shall be in a form and shall have such content as is satisfactory to the Township. A copy of the agreement shall be submitted to the Township prior to recording.
 - (4) The private street maintenance agreement shall be so prepared as to legally constitute a restrictive covenant, binding upon all current and future owners and other parties in interest as to the lands occupied by the private street and any right-of-way or easement therefor, and also as to all lots and other parcels of land served or to be served by the private street.
- (j) **Maintenance and Repair of Private Streets.**
- (1) Upon completion of the construction, improvement, relocation or extension of a private street, the applicant shall maintain, repair and snowplow the private street right-of-way, so as to comply at all times with the requirements of this section.
 - (2) All private streets shall be continuously maintained in such a manner that they do not constitute a danger to the health, safety and welfare of the inhabitants of the Township or other persons. Private streets shall be continuously maintained so as to be readily accessible to and usable by emergency vehicles in all weather conditions.
 - (3) All costs and expenses for the maintenance and repair of a private street shall be the responsibility of the owners of the lands served by the private street, and/or any property owners association comprised of owners of lands served by the private street.
 - (4) Upon completion of construction of a private street, the applicant shall properly dispose of all removed trees and shrubs, along with construction debris and any other rubbish or debris.
- (k) **Procedures for Approval of a Private Street.**
- (1) An application for a private street serving up to eight lots, principal buildings, principal dwellings or principal structures may be approved by the Township Planner if all requirements listed in this section are satisfied. However, any private street application may be referred by the Township Planner to the Planning Commission for decision.
 - (2) An application for a private street serving nine or more lots, principal buildings, principal dwellings or principal structures shall be subject to the approval of the Planning Commission. The Commission shall consider approval of a private street at a public meeting, but a public hearing and special public notice shall not be required.
 - (3) After an application for private street has been received, the Township Planner shall initially review the application and determine whether the application and other materials submitted are in compliance with this section. The Planner may submit the application to the Township Fire Chief for review and comment.
 - (4) In approving an application for a private street, the Planning Commission shall make the following findings:

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- (i) That the private street complies with all requirements of this section and other applicable provisions of this Ordinance.
 - (ii) That the private street would not create conditions which may be detrimental to the health, safety or welfare of persons or property, through their creation of hazardous or potentially hazardous situations.
- (5) In approving an application for private street, the Planning Commission may require that the applicant comply with reasonable terms and conditions relating to the placement, design, construction and use of the private street, consistent with the terms of this section and other applicable provisions of this Ordinance.
- (6) Following review and approval of a proposed private street by the Planning Commission, the Township Planner shall issue a permit for the construction of the private street, consistent with this section and any terms and conditions included in the Planning Commission's approval.
- (7) **Certificate of Compliance.**
- (i) The Township Engineer, or the Engineer's designee, shall verify the completed construction complies with the approved plans and specifications for the street, the approval given therefor by the Planning Commission, and the terms of this section and other applicable provisions of this Ordinance.
 - (ii) The applicant's registered engineer, or the engineer's designee, shall inspect the private street. Inspection shall include measuring the depth and width of the subgrade bottom, sand grade, and gravel grade every 50 feet, as well as witnessing the pavement installation. Materials and density testing of sand, gravel, and asphalt shall be obtained at a frequency and quality equal to the street construction standards of the Kent County Road Commission. Inspector's daily reports, materials testing reports, and a signed certification from the professional engineer attesting to the above inspections must be provided to the Township.
 - (iii) The applicant shall provide the Township with a set of "as-built" drawings, bearing a certificate and statement from a registered engineer certifying that the private street has been completed in accordance with the requirements of this section and other provisions of this Ordinance and with the terms of approval given by the Planning Commission.

After receiving the as-built drawings and the certification by the registered engineer, the Township Engineer shall issue to the applicant a certificate of compliance if based upon the Engineer's inspection of the construction, review of drawings and other evaluation, the private street complies with this section, other applicable provisions of this Ordinance and the approval by the Planning Commission.
 - (iv) If the completed private street does not satisfy the requirements of this section, other applicable provisions of this Ordinance or the approval given by the Planning Commission, the applicant shall be notified in writing of such noncompliance.

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- (8) **Building Permits.**
- (i) No building permits or other permits shall be issued for any dwelling, or other principal building, principal structure or principal use, the primary access to which is to be provided by a private street, until the private street has been approved in accordance with this section and other applicable provisions of this Ordinance, and until a certificate of compliance have been issued, except as stated in subparagraph (ii) of this paragraph (7).
 - (ii) If a private street has not yet been completed and approved in accordance with this section and other applicable provisions of this Ordinance, but if the applicant has submitted to the Township a performance bond, with acceptable surety, or a letter of credit, in an amount satisfactory to the Township, conditioned upon the timely and full completion of the private street in accordance with this section, then a building permit may nevertheless be issued for a dwelling or for other principal building, structure or use, the primary access to which is to be provided by the private street; provided, however, that no such permit shall be issued unless the building inspector also determines that persons and vehicles may traverse the incomplete private street in sufficient safety. In such a case, the further construction of the private street shall be pursued diligently to completion.
- (9) **Occupancy Permit.** An occupancy permit for a dwelling or other principal building, the primary access to which is to be provided by a private street, shall not be issued until the private street has been laid out and constructed with sufficient width, surface and grade so as to assure the safe passage and maneuverability of fire, police, ambulance and other emergency service vehicles.
- (10) **Planned Unit Developments.** If the private street is proposed as part of a planned unit development, the provisions of this section may be modified by the Planning Commission and Township Board, in the approval of the planned unit development, upon their determination that the requirements of the Planned Unit Development chapter and the requirements of this section would nevertheless be sufficiently accommodated.
- (11) **Indemnification.** The applicant for a private street and the owners of the affected lands agree that by applying for and obtaining approval of the private street, and a permit to construct the same, they shall indemnify the Township and shall hold it harmless from any and all claims for personal injury or property damage arising out of or in any way relating to the use of the private street or of the failure to properly construct, maintain, repair and replace the private street, in whole or in part. The indemnification required herein shall be included in the maintenance agreement required by this section.
- (12) **Performance Guarantee.** As a condition of approval of a private street and the issuance of a construction permit therefor, the Township may require that the applicant provide a performance bond, with an acceptable surety, or a letter of credit, in a specified amount, conditioned upon the timely and faithful performance by the applicant under the terms of this section and under the terms of any approvals given for the private street by the Planning Commission and Township Engineer.

(13) **Effect of this Section on Existing Private Streets and Driveways.**

- (i) **Addition of Dwellings, Etc., Along the Length of an Existing Street, at the End of an Existing Street, or Along an Extension of an Existing Private Street that Does not Exceed Eight Lots, Principal Buildings, Principal Dwellings or Principal Structures.** If, after the effective date of this section, dwellings or other principal buildings or principal structures are erected on lots or parcels of land served by an existing private street not serving more than eight lots, the dwellings, principal buildings or principal structures may nevertheless be erected and access thereto may be provided by the existing private street, if the street is improved so as to be in compliance with the requirements of this section pertaining to new private streets, but with the following exceptions:
- (I) If the legal rights of third parties prevent compliance with section (f)(8), an alternate improved turn-around may be constructed adequate for use by emergency service vehicles as determined by the Township Fire Chief.
 - (II) An existing private street must be in good condition, have a minimum roadbed of 16 feet wide and must be paved to width of 12 feet with bituminous blacktop paving depth of at least three inches. If an existing private street is constructed with a pavement and roadbed width less than specified, it must be improved to meet these requirements with addition of an overlay, gravel shoulders, or full reconstruction.
 - (III) A pull off lane dimensioned 12 feet wide by 50 feet long with 20-foot tapers shall be constructed at locations determined by the Township Engineer. The maximum interval without a pull off lane shall be 500 feet.
 - (IV) Where a private street intersects with a public or private street, the private street approach shall have a roadbed not less than 24 feet wide for a distance of 50 feet as measured from the edge of the intersecting street. A taper distance must be constructed for an additional 50 feet to meet the proposed private street dimensions.
 - (V) The private street approach must be improved to meet the dimensional standards of the Kent County Road Commission for intersections with public or private streets.
 - (VI) Review and approval of the use of the existing private street for the providing of access to the additional dwellings or other principal buildings shall be carried out by the Township Planner or, in the Planners discretion, such review and approval may be carried out by the Planning Commission. In such review and approval, the Township Planner or, if the matter is referred to the Planning Commission, then the Commission may waive those private street application requirements that are not necessary to determine

compliance with this section, or otherwise needed with respect to review of the matter.

- (VII) If the legal rights of third parties prevent compliance with the minimum right-of-way width for private streets, then the minimum required right-of-way width may be reduced to the maximum width possible. Right-of-way width must be of adequate width to meet the required roadbed requirements in addition to a minimum width of 10 feet on one side for utilities. Minimum right-of-way of 66-foot wide must be provided for private streets within the sewer and water district.
- (VIII) The requirements of this section pertaining to minimum cleared width for a private street; minimum sand subbase; crowning or sloping of the street surface; maximum street grade; may be modified or waived by the Township Planner or, in the Planners discretion, the Planning Commission; provided, however, that any such modification or waiver shall not have the effect of rendering the existing street or any portion thereof to be unsafe for travel, or not reasonably passable for travel, nor shall any such modification or waiver be approved if to do so would preclude the safe travel and maneuverability of fire department vehicles or other emergency or rescue vehicles.
- (IX) The modification or waiver of the requirement for a private street maintenance agreement, authorized in subparagraph (ii)(V) shall be granted only with respect to those aspects or provisions of such an agreement as to which agreement cannot be obtained on the part of all or any of the owners of lands then served by the existing private street; agreement and signature as to all other aspects and provisions of the private street maintenance agreement shall be obtained.
 - (ii) Existing shared driveways constructed prior to the effective date of Section 3.29 may be improved to a private street according to the requirements in Section 3.29(12)(i) in the same way as an existing private street. All other requirements for a private street in this Section 3.29 must be observed.
 - (iii) No existing private street shall be improved, extended or reconstructed to serve additional lots or parcels of land, or dwellings or other principal buildings, nor shall an existing private street be relocated, unless an application for private street approval has been completed and submitted to the Township office, all required fees are paid and the private street is approved and a construction permit issued therefor; provided, however, that the above-stated provisions for modification or waiver of certain of the private street requirements of this section shall apply where applicable.

(14) **Application Fee; Escrow Account.**

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- (i) The application fee established by resolution of the Township Board shall be paid at the time of application for private street approval.
 - (ii) In addition to the payment of the application fee, the applicant shall deposit sufficient funds in an escrow account with the Township, so as to cover reimbursement to the Township of its costs and expenses for the review and consideration of the private street application, including costs for services rendered by the Township Engineer and other Township consultants, together with reimbursement for other Township expenses in the matter. Any amounts paid into the escrow account that are in excess of Township expenses shall be refunded to the applicant. Other aspects of the payment of funds into an escrow account, for such purposes, shall be subject to the applicable Township Board resolution pertaining to escrow funds generally.

(Section 3.29 amended in its entirety 12/04/2019; eff. 12/14/2019.)

Section 3.30 Moving of Buildings. The moving of a building to a different location shall be considered to be the erection of a new building; and all provisions, regulations and requirements of this Ordinance concerning the erection of a new building shall be equally applicable to such moving of a building to a different location. A performance bond may be required prior to such moving.

Section 3.31 Yard or Garage Sales. Yard or garage sales, as defined herein, are permitted in residential zones, but only as provided in this paragraph. Such sales shall include an auction, as well as ordinary retail transactions. Any signs used to advertise such sales shall be subject to the provisions of Section 19.7(i) hereof, and all of such signs shall be removed immediately upon the conclusion of the sale. No such sale shall occur on more than three days in a period of 60 consecutive days beginning on the first day of said sale, unless authorized as special land use by the Zoning Inspector in accordance with Chapter XVI of this Ordinance. The Zoning Inspector shall authorize such use for a period not to exceed seven days provided, however, that the Zoning Inspector finds no evidence that a traffic hazard or public nuisance may be created thereby.

Section 3.32 Dismantled, Non-Operating or Unlicensed Motor Vehicles.

- (a) No person, firm or corporation shall store, place or permit to be stored or placed, or allow to remain on any parcel of land for a period of more than 30 days in one calendar year, a dismantled, partially dismantled or inoperable motor vehicle, unless the same is kept in a wholly enclosed public or private garage or unless authorized as a special use by the Planning Commission in accordance with Chapter XVI of this Ordinance.
- (b) No person, firm or corporation shall park or store upon premises within the Township a motor vehicle in operating condition which is not regularly used for the purpose for which it was manufactured or designed unless the same is kept within a wholly enclosed public or private garage or unless authorized as a special use by the Planning Commission in accordance with Chapter XVI of this Ordinance.

Section 3.33 Swimming Pools.

- (a) No swimming pool (referred to as “pool” in this section) shall be constructed, erected or installed on any lands in the Township unless a building permit therefore has first been obtained from the Zoning Inspector. All of the provisions in this section are intended to be in addition to those provided in the Caledonia Township Swimming Pool Ordinance.



CASCADE CHARTER TOWNSHIP

5920 Tahoe Drive SE • Grand Rapids, MI 49546

Appendix D: Additional Letters & Correspondence

9 January 2026

Subject: Proposed reduction in number of lots permitted on private roads.

Dear Cascade Supervisor Lesperance and Cascade Township Trustees,

CC: Andrea Hendrick, Planning Director

I am Stan Milanowski and I have a farm at 3897 Buttrick. I have lived in Cascade dating back to the closest traffic signals being at 28th / E Beltline Ave. and Cascade Road / Forest Hills Ave.

My main concern is the proposed zoning ordinance change reducing from 20 to 8, the number of lots permitted on private roads. Such a change **will reduce** the value of my property when developed.

Additionally, due to the typography of my property, a private road transversing the rear of my property will help you achieve the goal of retaining the rural flavor of our community.

Thank you in advance for considering my request to retain the current 20 lot max.

Sincerely,

Stan Milanowski

616-438-5325

Zoning Ordinance

From Glenn Turek <glennturek@gmail.com>

Date Tue 1/13/2026 8:24 PM

To Jade Smith <Jsmith@cascadetwp.com>; Andrea Hendrick <AHendrick@cascadetwp.com>

Cc Kevin Lipke <kevin.lipke@svn.com>; Silveri Mgmt Admin <admin@silverimanagement.com>

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Jade and Andrea...we would truly appreciate having a density of 28 units per acre...this would allow us a total of 198 units which would support a robust management team onsite.

What is the schedule for the next meetings? Thank you...Glenn.

Glenn A. Turek, CCIM
Managing Director
SVN / Silveri Company
2959 Lucerne Dr, SE, Suite 110
Grand Rapids, Michigan 49546
Cell: (616) 450-5000
Phone: (616) 949-6168
Email: glenn.turek@svn.com

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ANCHOR
P R O P E R T I E S
OF THE GREAT LAKES, INC.

January 14, 2026

Andrea Hendrick
Cascade Township
5920 Tahoe Dr. SE
Grand Rapids, MI 49546

RE: Proposed Zoning Code

Dear Ms. Hendrick,

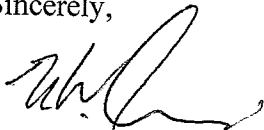
Our firm owns two commercial properties in the proposed Form Based Code areas of the Township. I have been following the process of the proposed ordinance and attended an open house last week to discuss several items with staff.

There are two items I would like to comment on. First of all, the minimum lot size from a property split in the proposed form based code ordinance is currently one acre. Since the majority of existing parcels in the form based code district are less than one acre, this requirement seems excessive. More importantly, I think this requirement would make it more difficult to complete redevelopment which I would think is a main objective here. I believe a .75 or .8 acre parcel would be more appropriate.

My second item is more of a request for clarification. In the event a property is currently utilized for a use that would be a Special Land Use under the new ordinance, I have not been able to locate a reference to how long a property would have to not be used for the approved Special Land Use before that designation expires. Staff suggested that this would be one year but were not able to explain where this could be found in the ordinance.

Thank you.

Sincerely,



Matt Williams

Zoning changes

From Scott Rissi <srissi@cascadetwp.com>

Date Wed 1/14/2026 10:28 AM

To Jade Smith <Jsmith@cascadetwp.com>; Andrea Hendrick <AHendrick@cascadetwp.com>

Good morning

Here are some of my thoughts on changes for the zoning ordinance. I shared this with Grace earlier this week.

I will start with private roads :

The ideas below solve the following concerns.

1. Allow a family to split a parcel for a child to build nearby without building a highway (22' road).
2. Allows greater flexibility for developers so public roads are not required. Private roads is part of what makes Cascade Unique. Many of our desirable neighborhoods utilize them.
3. A teared approach gives greater flexibility to a developer. Prevents huge roads in areas where they are not needed.
4. This approach gives flexibility to appeal to developers, but is more restrictive then the current ordinance for 4+ units and resolves the emergency access issues we currently have with the current rules of 18' wide.
5. Developers want to be able to create private roads to service development of 60+ acre parcels carved into 2.5 acre lots. My plan below does not appeal to them because it has a maximum of 15 lots. If there is a consensus to change that my recommendation would be something specific for parent parcels that are 60+ acres in size. Or something along those lines. This would prevent existing private roads from being able to have additional houses put on them if they weren't part of this initial large parcel split\site plan. Goal would be to find away to approve a site plan but limit it from someone coming in years later to add a couple more lots.

I am leaving this suggestion out of my proposed thoughts below because at this time I think 15 works, and until we see a plan needing a different number it's a guessing game.

10.2 C1 to read - no more than 15 lots.

C3. A

Private residential streets serving 3 or less parcels, under 500' in length only require a 20'

Easement and 10' of pavement width provided the residential units being served are no more than 100' from the private drive. The fire department must review and approve the plans. (Chief seems happy with this, we discussed it)

C3 B

Private streets serving 2-8 residential units shall be 22' wide. (Assuming they don't meet the criteria of 3CA above).

C3C

Private Streets serving over 8 units shall be 24' wide.

C3D

One-way private roads that create a loop to multiple connection points with a public road may be a reduced width of 14' if prior approval is given by planning department and fire department after reviewing the plans.

C6 minimum cleared area must be 2' from the edge of pavement on all private roads under 22' wide. Private roads 22' wide and greater require a 26' clear path from the center line.

Other thoughts.

Form based code should simply be named Village Zoning.

I'd like to see some creative language tweaks by Andrea and Chris (from McKenna) regarding what was discussed with Nick from JT's, Windy, myself and staff. There seemed to be some notes taken and easy tweaks to make sure the gray areas are in color and clearly shown for both parties. We had a good conversation and I'd like to see some of the ideas included.

1. Per my previous request. I'd like some language to regulate these donation boxes. They pop up in communities and many times don't look good. Or are in poor locations. We have one at Citgo now along Cascade road. Perhaps it's something simple. Maybe it just states they have to be next to the dumpster corral so that they're not in the front yard along 28th St. like at D & W.

2. I also had brief discussion with Mike that we lack any regulation related to data centers. I know we discussed this at a meeting a month or so back, but I would like to see something included, and I would think it would be very simple for them to find some boiler language that would at least give us some regulation so it doesn't look like we just have the door wide open. We rewrote this ordinance and left out what is the hottest topic in our area right now. Frankly, I think they're a great neighbor, but the general public I think is buying into the fact that the sky will fall. Having nothing in it for that is not right. We should have the use in the chart and some guidelines.

These are my thoughts for now. I'm sure staff can find tweaks or a better way but I think you get the main idea.

When this comes in front of us I'm happy to try and make some of these changes but prefer to have some direction from staff to make sure my ideas work and fit before I start making motions.

Scott

Sent from my iPhone

New Ordinance Proposals

From John Halland <johnhalland@hotmail.com>

Date Sat 1/17/2026 5:09 AM

To Andrea Hendrick <AHendrick@cascadetwp.com>; Nick Govan <ngovan@cascadetwp.com>; Aric Thorne <athorne@cascadetwp.com>; Grace Lesperance <glesperance@cascadetwp.com>

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Hi All,

I've been meaning to reach out for some time, and since my snowplow guy just woke me up at 4:30 a.m., I thought I'd take this opportunity to do so now.

Many of us in the fields of realty, land development, and building have noticed a lack of give and take in recent discussions. We feel it's important that our voices are heard.

Having developed Anderson Woods (2004, 42 lots at 52nd & Buttrick - Phase I and II), Laurel Ridge (1999, 17 lots on the 5700 block of Whitneyville), and numerous parcel divisions since 1999, I am well-acquainted with the current ordinance.

Here are my thoughts on how we can work together to build a better community. Some of these suggestions may already be in your draft:

- The cutoff for private streets should be 12 lots.
- Allow a 40' wide right-of-way (ROW) for private streets, similar to what Grand Rapids Township and Ada Township allow (Ada allows 30' for 3 or fewer homes). Perhaps in ARC and 2+ acre areas, maintain 66' regardless of the number of homes.
- Allow private streets to be part of any development over 12 lots when certain areas cannot meet Kent County Road Commission (KCRC) requirements, necessitating a road through that area to reach developed lots. The main road would be maintained by KCRC, while any stub streets and the homes on them would have added HOA fees for maintenance. This might already be in your draft.
- Eliminate the maximum number of homes without a second entrance. The logic behind needing a second entrance at 21 homes but not at 20 homes is unclear.
- Remove the provision concerning steep slopes from the current ordinance. This is unique to our township and unfairly penalizes some property owners.

- For downtown, allow 12 residential units per acre like many other townships. With a limit of 2 per acre, developers struggle to make projects economically viable, especially if they can't include residential components above retail or have all-residential projects. We need more residential spaces, not more stores downtown. The Village of Ada has already outpaced the Village of Cascade, with most boutique stores opening there. Focus on residential units with retail below or fronting the street, with residential behind. If you pass the current proposal for downtown, it will exacerbate the empty store front problem.

Thank you for considering these suggestions. I believe they will help us create a thriving and balanced community.

Best regards,

Best Regards;

John Halland

John Halland

President – Halland Homes & Forest Hills Realty

Ph: 616-437-3800 Email: johnhalland@hotmail.com

Builder of Anderson Woods, Ryann Ridge & Laurel Ridge Neighborhoods