

**CITY OF HUDSONVILLE  
Planning Commission Minutes**

May 1, 2024

Approved June 19<sup>th</sup>, 2024

**3302 Prospect Street – Terra Station – Formal PUD  
Prospect Flats – Formal PUD**

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

Present: Altman, Bendert, Dotson, Kamp, Northrup, Schmuker, Staal, VanDenBerg, Van Der Laan

Absent:

Staff Present: Steffens, Strikwerda

**PUBLIC COMMENTS (Non agenda items)**

1. A motion was made by Bendert, with support by Altman, to approve the minutes of the April 17<sup>th</sup>, 2024, Planning Commission Meeting.

Yeas 9, Nays 0

**2. 3302 Prospect Street – Terra Station – Formal PUD**

Chairman VanDenBerg opened the public hearing.

Chris Veneklasen of Veneklasen Construction, Dave Huizenga of Integrated Architecture, and Ryan Ysseldyke with Holland Engineering presented the request.

The staff report was presented.

Public Comment:

- None

Veneklasen Construction has submitted this PUD which contains 141 residential units and about 4,700 s.f. of commercial space on almost 4 acres. There are 6 buildings on the site with the building along School Avenue being a mixed-use building. The remaining buildings are large multi-plex residential buildings. There are also 220 private and public parking spaces, along with an extension of Harvey Street.

The following discussion took place with Commissioners:

- Parking.
  - What is the challenge of waving winter parking restrictions and access to those

public parking spaces?

- The DPW will plow Prospect Street behind the spaces and any remaining snow will have to be dealt with by that car.
- The DPW will also be working with the development on this issue as it is the first time we would allow this to happen.
- Does Grand Rapids have issues with cars being always parked on the street? They have odd/even days for their on-street parking spaces.
- Currently the city plows run through during the day with cars around. The winter parking restrictions at night just helped alleviate some issues.
- This could be additional equipment, more manpower, etc. But similar issues will come up in the rest of the downtown due to the transition of the vibrancy and use of the downtown.
- Dead ends in the parking lots.
  - Cars will turn into the southernmost parking lot before seeing that the lots are full. Is there enough room for cars to turnaround? Or will they have to back out of the lots onto Harvey Street?
  - The stretch of buildings in question on the south side of Harvey have underbuilding parking. If they made room for a little bump out turnaround, that could end up being a parking space that would be illegal.
  - If that section had to be signed for resident parking only, it could be, to help with that concern. If there was space for a 3-point turn area that might help with that issue.
- Fire.
  - The 24' width is needed for the fire trucks to get in with their equipment. They can make turns.
  - Hydrant locations are being worked on for the best layout.
  - Fire suppression will require an exterior alarm next to the FDC.
- Utility.
  - The high-power lines along School Avenue.
    - They are at a point where they are too powerful to ever be buried.
    - Western driveway entrance off School Avenue.
      - Place a planter on the north side of Harvey to visually make it feel tighter on that side, so the car favors the south side of the driveway to help with the lineup.
  - Requiring all sand backfill in the water main trench will help with corrosion of the pipes.
  - Poly wrapping the water main will help the iron pipe corrosion, therefore reducing watermain breaks.
  - Access to the watermain is tight, only 1', in some areas on the site. Require water main easements in these areas for access down the line.
  - Order of operations. What order will the utility go in, in relation to the building foundations, as the foundations are deeper than the watermain? Is it far enough away that it won't be an issue? What has been discussed.
  - Clean up the Prospect Street connection to the storm drain, now would be the time to either combine some of the pipe in the NW corner or combining those pipes for better efficiency.

- Detail for the sanitary manhole connection. With the creek next door, assume it will have groundwater. Would like to have the city review the details to be comfortable with the connection to the existing sewer.
- Has there been thought for where communication lines would be installed on the property?
  - The applicant isn't there with those more specific utilities at this point.
- Is there a plan for EV charging stations on this site? Most likely will put a few double charging stations around the site. It would be a great asset to have those located in the public parking spaces.
- Landscaping.
  - The eastern property line with placing landscape buffering on city property.
    - The plan is for the property to remain city owned. The landscaping installed would have the intent to be the applicants to maintain.
    - The intent is for the area to remain maintained, regardless of who does it.
  - Retaining wall.
    - Exposed would be 42" at the most, the rest would be buried and not seen.
- Signage.
  - Will they have traditional street signs? That would be nicer to see rather than the ground mounted signs that are proposed.
    - They will be required to have traditional street signs.
  - The intent of the ground mounted signs was to have something that advertised the project. There could be an alternative to have a building name sign that would still achieve that look.
    - The applicant is willing to have other sign options on the site that would then eliminate the ground mounted signs.
- Architectural.
  - Venting on the mixed-use building.
    - The venting on the front of the mixed-use building is for the heating and cooling unit. It has been designed to blend into the window style.
- Lighting.
  - What will the streetlights look like if they aren't the same as Harvey Street?
    - The lighting fixtures have not been provided to the Planning and Zoning Department yet. They will have to match the ordinance as far as being directed downward.
    - There will be power to the light poles to allow the city to light them for different events or time of year.
    - There is no lighting planned for the pathway. The lighting provided on this site would not have adequate spillover onto the pathway connection.
    - The current pathway on city property is not lit.
  - Does it make sense to have shorter lighting poles to help with illumination? There would be an issue with needing more lighting that way, but it is a calmer lighting source specific to the pathway.
- Decorative Features.
  - Flowerpots will be added to the straight stretch of Harvey Street to beautify the space. The flowerpots will help narrow the street width as well.
  - Benches have been provided throughout the site; those will meet the city

specifications to have continuity across the city.

Chairman VanDenBerg closed the public hearing.

A motion was made by Schmuker, with support by Bendert, to approve the Statement of Conclusions for the Planned Unit Development submittal in accordance with Section 6.03.15 E. from the City of Hudsonville Zoning Ordinance and incorporating the findings and discussion of this Planning Commission report.

This approval is based on the finding that the Hudsonville Zoning Ordinance standards have been affirmatively met with the deviations as presented along with the following recommended conditions:

1. Easements are required for the part of the parking spaces along Harvey Street and Prospect Street that will be on private property, the pathway connection, watermain and a lighting power source.
2. The mixed-use building perimeter shall have a concrete ground cover abutting the public streets except as required for landscaping.
3. Fire chief approval is required for FDC locations, key boxes and fire hydrants.
4. The stormwater design requires city engineer approval.
5. The Harvey Street extension requires 8” of Aggregate Base.
6. Add power for city use on the light poles.
7. Provide details for the lighting fixtures that meet zoning standards, including that they must be directed downward.
8. Winter overnight parking restrictions will be waived for the Prospect Street and Harvey Street spaces that abut the subject property.
9. Private signage is not permitted for public parking spaces.
10. Provide a landscape buffer along the post office property when covered parking is not built and city hall property that meets type ‘D’ standards. The landscaping may encroach on city property where there isn’t room on the applicant’s property. The city will maintain all landscaping on city property.
11. The benches will match the city standard.
12. The signature building signs will be on buildings at the north and west entrances. The size and location of the signs will be approved by the Planning and Zoning Department.

Yeas 9, Nays 0

### **3. Prospect Flats – Formal PUD**

Trevor Petroelje of Moxie presented the request. Max Grover was also present.

Chairman VanDenBerg opened the public hearing.

The staff report was presented.

Public Comment:

- Dave Venema.
  - Parking would be limited, which could be an issue for both residents and the retail users downtown. There is a concern about the snow being moved from that location.
  - Holland doesn't have a cramped feeling to it, like this does.
  - Experience with renters has been a lot of issues and a rise in crime in that neighborhood because of that.
- Julie Clason 5520 32<sup>nd</sup> Avenue.
  - What types of renters will this property bring in? Concern of crime and low-income housing.
- Allison DeMann 5515 Pleasant Avenue.
  - Can traffic on 32<sup>nd</sup> Avenue and being able to handle the backup that exists on 32<sup>nd</sup> Avenue currently.

41 residential units are proposed. There are 22 two-bedroom units and 19 one-bedroom/studio units. A future phase to the north is possible. This property is zoned TNC – Town Neighborhood Center, which is the outer ring of the downtown form generating zone districts. A purchase agreement for the purchase of the DDA land was approved at the March 6th DDA Meeting.

The following discussion took place with Commissioners:

- Architectural/Elevations.
  - The building elevation view from 32<sup>nd</sup> Avenue is accurate to what you would see once it was built.
  - What else could be done to make this building feel less like an office building and more residential?
    - More glass on the corner where the communal spaces are.
    - Working on the facade with asymmetrical look rather than a strict central look to it.
    - Make that corner of the building feel more inviting to the public.
    - The awning that is between the second and the third levels, is supposed to be closer to the first floor rather than where it is located. It could be wrapped around to the side where the community room entrance is.
    - This way when you are walking on 32<sup>nd</sup> Avenue it feels more inviting.
  - The windows on the first floor look higher off the ground than Prospect Street. They are higher because they added them rather than transom windows to add more glass to the building.
  - The grades of the buildings on the civil set feel different than the building elevations. Some of the grades on the plan need to be corrected to match what the site will be.
  - There will be a sloped sidewalk connection between the Prospect Street building and the 32<sup>nd</sup> Avenue building.
  - Prospect building wall facing 32<sup>nd</sup> Avenue. The eastern elevation.
    - Another window could be added to each story within the right 1/3 of the building to make it more inviting.
- Landscaping.
  - The southeastern tree was requested to be removed for visual from Prospect Street onto 32<sup>nd</sup> Avenue.

- Work on shifting that tree to the north in order to retain it.
- Traffic.
  - The road diet on 32<sup>nd</sup> Avenue has helped with traffic and accidents.
  - When the Barry/Allen Realignment takes place this summer, that will eliminate one of the double lights at that intersection which will alleviate the backup.
  - There will be a New Holland and 32<sup>nd</sup> Avenue turn lane added.
  - Traffic lights and overall traffic control on 32<sup>nd</sup> will be re-evaluated when all of the projects on the road are completed to help make the road the most efficient it can be.
  - With the Master Plan being re-done in the near future all of these patterns will be looked at as well with land use, traffic, and best layout of the roads.

Chairman VanDenBerg closed the public hearing.

A motion was made by Schmuker, with support by Altman, to approve the Statement of Conclusions for the Planned Unit Development submittal in accordance with Section 6.03.15 E. from the City of Hudsonville Zoning Ordinance and incorporating the findings and discussion of this Planning Commission report.

This approval is based on the finding that the Hudsonville Zoning Ordinance standards have been affirmatively met with the deviations as presented along with the following recommended conditions:

1. Provide an easement along the west property line that provides access to the property north of the site.
2. Correct the utility plan based on engineering and DPW comments.
3. Provide Architectural Drawings to scale that the Planning & Zoning Department can approve administratively.
4. Provide written permission from the property owner to the west for the driveway radii encroaching into their right-of-way frontage.
5. Provide a photometric plan that meets zoning requirements.
6. Address additional changes to the site plan based on the review letter written by the Planning & Zoning Department.
7. Planning & Zoning Director approval is required before building permits can be provided.
8. The benches will match the city standard.
9. The final architectural will require Planning Commission Approval.

Yeas 9, Nays 0

#### **4. Discussion**

- Elmwood Pathway
- Intern summary of work
- McKenna Community Workshop
- 32<sup>nd</sup> Avenue Property - DDA

## **5. Adjournment**

A motion was made by Northrup, with support by Kamp, to adjourn at 9:28 pm.

Yeas 9, Nays 0

Respectfully Submitted,  
Sarah Steffens

Deputy Planning & Zoning Director