



**ACME TOWNSHIP PLANNING COMMISSION MEETING**  
**Acme Township Hall**  
**6042 Acme Road, Williamsburg, Michigan**  
**7:00 p.m. Monday, June 28, 2010**

Meeting called to Order with the Pledge of Allegiance at 7:02 p.m.

**Members present:** M. Vermetten (Chair), B. Carstens (Vice Chair), C. David, S. Feringa, R. Hardin, D. Krause, D. White, P. Yamaguchi, J. Zollinger  
**Members excused:** None  
**Staff Present:** S. Vreeland, Township Manager/Recording Secretary  
M. Radtke Jr., Interim Deputy Zoning Administrator  
J. Jocks, Legal Counsel

**INQUIRY AS TO CONFLICTS OF INTEREST:** None noted.

**APPROVAL OF AGENDA:** Motion by Carstens, support by Yamaguchi to approve the agenda as presented. Motion carried unanimously.

1. **Consent Calendar:** Motion by White, support by David to approve the Consent Calendar as presented, including:

**Receive and File:**

- a) **Draft Unapproved Minutes of:**
  1. [06/01/10](#) Board
  2. [05/19/10](#) Shoreline Advisory Notes
  3. [06/16/10](#) Shoreline Advisory
- b) [Status Update – VGT-Phase I SUP Application #2009-01P](#)

**Action:**

- d) **Approve [05/24/10](#) Planning Commission meeting minutes:**

3. **Correspondence:**

- a) [06/07/10 Road Commission Letter](#) regarding 2011-13 Tribal Transportation Improvement Plan: Feringa reported that the Tribe is performing studies on how to align a relocated North Bates Road in conjunction with potential development directly across M-72 to the south, the Hoxsie Farm Market location, and the new power poles. The Tribe did choose to include funding for this project in their federal funding request. They funded the recent repaving on North Bates Road from federal funds through the BIA. A percentage of federal gas taxes is given to all tribes to use as they see fit within their reservation lands, as the federal government does not maintain roads in these areas.

As to the North Bates Road realignment, the Tribe might potentially pay for both design and construction, although they most frequently like to partner with other agencies on such costs. Sidewalks, trails, lighting and landscaping are all allowable expenses in conjunction with a road. Carstens stated that it would be appreciated if room for a TART extension would be included; Feringa noted that the Tribe is trying to include non-motorized trails in all their new road projects.

Hardin noted that even at new corners it seems that semi-trucks run over the curbs. This is a function of the corner radii in the MDOT and Road Commission standards.

The Commission generally felt that there would be no need for significant lighting along the road. There was discussion about placing a non-motorized trail at the edge of the right-of-way, separated from the auto-use portions of the road. There was some discussion about the new use of rumble strips along painted center and fog lines to help bikers be aware of swerving cars. It would also be desirable to include a note of gratitude to the Tribe for their contribution for this project.

4. **Limited Public Comment:** None

5. **Public Hearings:** None

6. **Old Business:**

a) **Potential Zoning Ordinance Amendments: Private Road Signage and Fencing:** Radtke provided a memo that is respectful of the directive from the Commission at the last meeting, the removal of all reference to fence height limits being easy to accomplish. He also respectfully provided some thoughts about why maintaining some fence height standards may be a good idea in residential, lakeshore and commercial districts. There would be exemptions for agricultural districts and activities.

David recalls being one of the people proposing the elimination of fence height requirements. He has sympathy for people who are using fences to limit road noise, but he also recognizes that if all landowners erected tall fences this would not be beneficial to the community. He would support opening the discussion back up to other options. Krause and Yamaguchi concurred, the latter noting that community aesthetics are valid considerations and that perhaps the existing ordinance serves us well.

Radtke is recommending fence height limits relative to fence placement, relative to required setbacks. Krause asked why people would need fences to the right-of-way in the front yard; some people want or need to fence these areas to protect children and animals. Carstens suggested that it might be well to prohibit electrically-energized fences in residential districts.

Radtke recommends changing the maximum 3' front-yard and corner-lot fencing height to 4', which would accommodate both decorative split-rail fencing and required fencing around home childcare facilities (must be at least 48" tall.) We currently permit fencing up to 7' tall in side and rear yards. There was discussion about the use of dense plantings as a sort of fence in front yards; the ordinance currently prohibits hedges taller than 3' in a front yard. Since any plantings can be made dense enough to create a solid obstruction, perhaps it would be good to define "hedge" if such a requirement is maintained.

**Motion by Krause, support by Zollinger to direct staff to provide potential revised fence ordinance language eliminating references to hedges and changing the maximum front yard and corner lot fence height from 3' to 4'. Motion carried unanimously.**

Radtke recommended modifications to the sign ordinance to address the question of permitting the installation of traffic-related signage along private roads. The modifications suggested would delete one word and add five. Jocks recommended leaving in the "or" that was proposed to be stricken. White noted that traffic control signs on private roads or private parking areas are suggestions that are not legally

enforceable. He is concerned with regulating such suggestive signs; Radtke stated that we are attempting to remove the prohibitions against such signage on private roads. Zollinger believes that it is required to obey stop signs at the intersection of public and private roads.

**Motion by Zollinger, support by Krause to accept the signage ordinance modification suggested by staff with the reinsertion of the word “or”, to be brought back to the Planning Commission for the formal approval process. Motion carried unanimously.**

**7. New Business:**

**8. Public Comment/ Any other Business that may come before the Commission:**

The township Board has budgeted for a full-time planning and zoning administrator replacement to keep the township moving forward in land use planning. There was general agreement that someone with significant prior experience and/or a planning-related degree would be desirable. The Board will be asked to approve the commencement of the hiring process at their July 6 meeting.

Vermetten announced that this is his last meeting, as he did not apply for his expiring term of office on the Commission. He has enjoyed his involvement, and the Commission expressed appreciation for his efforts as well.

The Planning Commission will hold its annual election of officers at its July meeting.

The township closed on the remaining two Phase I Shoreline properties (Knollwood and Willow Beach Motels) this morning. Deconstruction and redevelopment planning are underway.

**Meeting adjourned at 8:05 p.m.**