



**ACME TOWNSHIP
INFRASTRUCTURE CITIZENS ADVISORY COMMITTEE
Tuesday, September 18, 2007, 4:00 p.m.
Acme Township Hall
6042 Acme Road, Williamsburg MI 49690**

Meeting called to Order at 4:05 p.m.

Members present: M. Lewis (Chair), T. Bergklint, P. Brink, D. Dunnigan, S. Feringa, M. Krakow (joined at 5:40 pm), J. Maitland
Members excused: B. Henry
Staff present: Sharon Vreeland, Township Manager
J. Hull, Zoning Administrator
N. Edwardson, Recording Secretary

Lewis welcomed a new member, Doug Dunnigan, to the meeting.

A. Limited Public Comment: None

B. Approval of 10/17/06 and 11/16/06 Advisory Committee Meeting Minutes:

MOTION BY MAITLAND, SECONDED BY BRINK TO APPROVE THE 10/17/06 AND 11/16/06 MINUTES AS PRESENTED. MOTION CARRIED UNANIMOUSLY.

C. Discussion Items:

1. Discuss potential Private Road Ordinance

Lewis handed out a draft copy of Acme Township Private Road Ordinance to committee members and also a copy of Fire Apparatus Access Roads. Committee members went through the entire document in detail, offering comments and suggestions for revision.

In particular there was discussion about whether or not existing private roads that do not meet the proposed standards are fully grandfathered, or if the township should require that existing segments be fully upgraded to current standards if and when such roads are extended and/or additional parcels of land or development units are created/proposed. Hull observed that the proposed ordinance would be a general ordinance rather than a zoning ordinance. The latter category of ordinances generally do contain grandfathering clauses; the former are police power ordinances that generally do not. In this circumstance the advisory would recommend to the Planning Commission and Township Board that existing private roads be grandfathered; language for this will be added to the draft.

Vreeland observed that the Land Division Ordinance (LDO) will need to be amended concurrently to any adoption of this proposed ordinance. The current LDO contains some basic access easement standards and requirements that would be removed, and instead the LDO would state the access would have to be provided by public road or by private road meeting the standards in the Private Road Ordinance. The LDO currently requires private roads to be constructed immediately when a land division is approved, but to her knowledge this requirement has not been enforced. She asked if the advisory felt that the full set of plans and designs required by the Private Road

Ordinance should be required as part of a land division application, or if road construction should be deemed to be required immediately; the advisory felt not.

An amended draft ordinance will be prepared and submitted to legal counsel for review, and returned for further discussion at the next advisory meeting.

2. **Discuss Sanitary Sewer Systems :**

Lewis handed out copies of reports and documents prepared by Gourdie Fraser dated August and September 2004 regarding the general status of the sanitary sewer system within the township. These materials were also displayed on a screen for the public. Lewis focused attention first on the Lochenheath service district, Acme Service district #1 and Acme Lift Station 1. This pump station is also known as the “Bunker Hill Lift Station” and has the largest service district and capacity of all of the Township’s pump stations. A system upgrade was completed around March 2004, extending a force main from Lift Station 1 to East Bay Pump station 2 (located under the billboard near the Burger King on US 31). It collects flows from Pump stations 2 and 3, and its main collection gravity trunk line runs north along US-31. The main customers to this station are the Grand Traverse Resort and the US-31 business district.

Lewis pointed out District #2, containing Lift Station #2 (also known as the Deepwater Point Pump Station), which generally serves the residents along the East Bay shore line north of M-72. It pumps flows to a 10 inch diameter sewer main that flows to Acme Pump Station 1’s main trunk line along US-31, and then to Acme Pump Station 1. This pump station has a capacity of 260 GPM, or 600 benefits. Currently there are approximately 275 benefits on the station so there are approximately 325 benefits available. This station is 27 years old and could benefit from an ungrade in pumps and controls. This year, one of its two pumps was repaired at a cost of around \$6,000. This pump station is unique in several ways, making it an especially good candidate for a future upgrade. First, it is lower in grade than the land to the north and east. This lends well to possible gravity sewer extensions to the north and east because the sewer mains would not have to be as deep. Second, the station is located north of M-72, in an area that is opportune to collect flows from future developments in the area. Third, it offers flexibility in sending flows south, towards Acme Pump station 1, or east along M-72 towards other possible wastewater treatment facilities as they may become available. This pump station currently discharges wastewater into the US-31 North gravity main, a main that is nearing capacity. It is adding to the capacity problem in the gravity sewer main that flows into Acme Pump Station 1. If an upgrade to the Station was made, and the force main was extended directly to Acme lift station 1 then the flows in the US-31 North gravity main would be reduced from about 500 GPM (gallons per minute) to 300 GPM. This would provide capacity for 462 additional benefits through the US-31 North gravity main.

Improvements to District #2 are part of the work that would have been done as early as 2005 using the second half of the funds from the 2003 sewer bond. The first half of the bond funds were used to construct the relief line from Lift Station #1 to East Bay Station #2. This is the bond that was “defeased” in 2005, based in part on a recommendation from this advisory to the Board of Trustees. Some of the reasons for defeasement included: concern that the township had already invested heavily in infrastructure to accommodate development that was not occurring as quickly as anticipated to repay the debt; projections indicating that while the work most likely

needed to be done at some future point in time, that point in time was at least five years in the future and any associated debt could and should be deferred for a while; and the philosophy expressed in the Master Plan and zoning ordinance that developments requiring infrastructure expansions and/or enhancements should pay the costs involved rather than the public.

Lewis then displayed and turned discussion to Sewer District #6. This district contains Lift Station 6 in Acme Village just off M-72, also known as the M-72 East Pump station because it collects flows from the East side of the township. This station lifts flows from the M-72 Corridor to a gravity line flowing downhill through Acme Village and into the gravity main that flows through Lift Station #1 and on to the treatment plant through East Bay Township. Projections indicate that projects already approved but not yet constructed, such as the Village at Grand Traverse and Meijer, will require a significantly higher amount of capacity than is currently available in Lift Station #6.

Currently the township sewer service district, as amended in 2005, expands as far east along M-72 as the eastern edge of the Meijer-owned parcels just east of Lautner Road. The township has been approached by the owner of a B-3 zoned property near the intersection of M-72 and Bates Road with a Special Use Permit application for a shopping center. The applicant has requested that the township consider expanding the sewer district to include their property and permit them to connect to the regional sanitary system. The Planning Commission will have some preliminary discussion regarding this concept at their September 24 meeting; Vreeland felt the advisory should be ready to provide input and support to their deliberations and eventual recommendation to the Board of Trustees on whether or not the district should be expanded.

The advisory noted that this is a complex issue based on many factors, including but not limited to: Lift Station #6 capacity needing to be expanded in the future to serve the existing district, regardless of whether or not the district is expanded; impacts of potential inclusion of the entire area between the Meijer property and Bates Road in the district to reach the subject parcel; the allocation of system expansion and upgrade costs between the public and the development interest making the request; whether or not a district expansion is cost-effective (whether it cost more to the public than could be justified by connection and usage revenues); how much capacity we have allocated to us and available in the East Bay Township pipes our flows use to reach the treatment plant; and the potential level of implied obligation by the township to first serve properties already in the district (perhaps even reserving capacity for them to develop later, which would require more immediate lift station capacity upgrades to serve newcomers to the district). Particularly in regards to the latter, Vreeland noted that one landowner within district 6 has already formally optioned some of the existing capacity.

Lewis also stated an impression that there could be room for discussion about how remaining capacity is calculated. All of the calculations are done based on “residential equivalent units” – the amount of flow theoretically generated by a single family residence. Lewis believes that the REU figure used by the DEQ in their permitting and evaluation processes is higher than actual average residential flows in our area. He suggested that we talk to the DEQ about a potential change in the formula; it might be a “longshot” but if successful would yield more capacity available before upgrades had to be made. Research is also needed into how Lift

Station #6 was paid for, as this may impact the answer to the question of our level of current obligation to vacant properties within the service district. He will pursue meetings with DEQ and DPW representatives on some of the issues raised.

The advisory's consensus was that more information is needed before they can provide a detailed report or recommendation to the Planning Commission and Board of Trustees, and in the meantime they urge that the township "proceed with caution" in evaluating the request.

ADJOURNED AT 7:10 p.m.