

CHARTER TOWNSHIP OF GARFIELD
SPECIAL
PLANNING COMMISSION MEETING

Wednesday, October 26, 2016 @ 5:30 pm
Ashland Park PUD
1503 North Garfield - (Please meet at Birmley Rd entrance- east parking lot)
Traverse City, MI 49684
Ph: (231) 941-1620

A G E N D A

Call Meeting to Order

Roll Call of Commission Members

1. Review and Approval of the Agenda - Conflict of Interest
2. Minutes
3. Correspondence
4. Business to Come Before the Commission
 - a. Ashland Park - Site Visit
5. Public Comment
6. Items for Next Agenda
 - a. Master Plan Discussion
7. Adjournment

Joe Robertson, Secretary
Garfield Township Planning Commission
3848 Veterans Drive
Traverse City, MI 49684

Garfield Township will provide necessary reasonable auxiliary aids and services, such as signers for hearing impaired and audio tapes of printed materials being considered at the meeting to individuals with disabilities upon the provision of reasonable advance notice to Garfield Township. Individuals with disabilities requiring auxiliary aids or services should contact Garfield Township by writing or calling Lanie McManus, Clerk, Ph: (231) 941-1620, or TDD #922

CHARTER TOWNSHIP OF GARFIELD
PLANNING COMMISSION MEETING

Wednesday, October 26, 2016 @ 7:00 pm
Garfield Township Hall
3848 Veterans Drive
Traverse City, MI 49684
Ph: (231) 941-1620

A G E N D A

Call Meeting to Order

Roll Call of Commission Members

1. Review and Approval of the Agenda - Conflict of Interest
2. Minutes
October 12, 2016
3. Correspondence
4. Reports
 - a. Township Board
 - b. Planning Commissioners
 - c. Planning Department
5. Business to Come Before the Commission
 - a. Ashland Park- Continued discussion
 - b. PD 2016-66 Master Plan Discussion
6. Public Comment
7. Items for Next Agenda
 - a. To be Determined
8. Adjournment

Joe Robertson, Secretary
Garfield Township Planning Commission
3848 Veterans Drive
Traverse City, MI 49684

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**CHARTER TOWNSHIP OF GARFIELD
PLANNING COMMISSION MEETING
October 12, 2016**

Call Meeting to Order: Chair Racine called the meeting to order at 7:00pm at the Garfield Township Hall, 3848 Veterans Drive, Traverse City, MI 49684.

Roll Call of Commission Members:

Present: Kit Wilson, Chris DeGood, John Nelson, Joe Robertson, and John Racine

Absent and Excused: Pat Cline, Gil Uithol

Staff Present: Rob Larrea

1. Review and Approval of the Agenda – Conflict of Interest (7:01)

Wilson moved and Nelson seconded to approve the agenda as presented.

Yeas: Wilson, Nelson, DeGood, Robertson, Racine

Nays: None

2. Minutes (7:01)

a. September 28, 2016 Regular Meeting Minutes

Nelson moved and DeGood seconded to approve the September 28, 2016 Regular Meeting Minutes as amended noting that in Item 4 – Reports, the text should read, “. . . person to cross the new bridge was former Planning Commissioner Jack Robbins.”

Yeas: Nelson, DeGood, Robertson, Wilson, Racine

Nays: None

3. Correspondence (7:03)

None

4. Reports (7:03)

Township Board Report

Wilson said that the Crown Development proposed Stay and Play use was scheduled for a Public Hearing at the Township Board meeting on November 15th.

Planning Commissioners

None

Planners Department

None

5. Business to Come Before the Commission

a. PD 2016-62 Ridges @ 45 – Conceptual PUD Review

This application proposes a PUD on primarily vacant land to the south of the recently approved “Ridges @ 45” apartment complex on LaFranier Road. The applicant proposes additional multi-family units an assisted living facility, a pharmacy, two medical office buildings, and storage units. The land is master planned as a Planned Development zone and the proposed uses appears to meet the developmental objective. Architect Mark Oppenhuizen presented the concept to the Planning Commission. The proposed development is located at the Northwest corner of Hammond and LaFranier Roads. They propose to build 150 units of Senior Housing consisting of 120 units of assisted living and 30 units of Memory Care living. They propose senior apartments in another building to the west. Two entrances were discussed – one tying in with Lloyd Lane and another boulevard entrance further to the east.

Commissioners asked questions regarding stormwater, entrances, fire safety and traffic. Commissioners also wanted to know if the proposed storage facility was for the use of residents or the public at large. Scott Knowlton with Midwest LLC said that the three buildings currently under construction will open in December, and the rest of the buildings would have scattered openings between January and late summer of 2017. Buffer requirements were discussed as were concerns with the phasing of the project. The setback along Lloyd Lane was discussed in depth as the applicant wishes to keep the setbacks to 30 feet rather than the 50 feet required by the PUD setback.

Commissioners reacted positively to the conceptual review.

b. PD 2016-63 Ashland Park – Amendment (8:03)

The applicant requests to amend Phase Two and Phase Three of the Ashland Park PUD. The most significant request is to replace the proposed quad-plex units with single family housing. The density would decrease by 87 units.

Ben Brower with Peachtree Investments discussed the amendment with commissioners. He said that the hill on the southwest boundary will have higher end single family homes and the proposed duplexes near the center of the PUD would continue to be built as approved. There are bike trails and sidewalks throughout the whole PUD as well as street trees. The infrastructure is in place and they wish to remove as few trees as possible. A connector road to Traditions Drive, approved uses and setbacks were also discussed

The applicant said that to create a sense of uniformity, he would like the setback to be remain as approved along that western border and would like the commission to once again waive the PUD buffer setback in that area. The utilities are already in the ground therefore dictating the design

of the project. Lot sizes will be compatible with the adjacent single family properties and be approximately 165x80 in size.

Commissioners discussed tree preservation with the applicant and could not come to an agreement regarding a setback. Brower suggested that Commissioners make a site visit to see the layout of the property.

Wilson moved and Robertson seconded to hold a Special Meeting on October 26, 2016 at 5:30 at the proposed Ashland Park PUD.

Yeas: Wilson, Robertson, Nelson, DeGood, Racine

Nays: None

7. **Public Comment (9:06)**

None

8. **Items For Next Agenda (9:06)**

a. To be determined

9. **Adjournment**

Wilson moved to adjourn the meeting at 9:07.

Joe Robertson, Secretary
Garfield Township Planning
Commission
3848 Veterans Drive
Traverse City, MI 49684

		Charter Township of Garfield	
		Planning Department Report No. PD 2016-66	
Prepared:	October 18, 2016	Pages:	1 of 3
Meeting:	October 26, 2016 Planning Commission	Attachments:	<input checked="" type="checkbox"/>
Subject:	Master Plan - Residential Densities and Zoning Plan		

STAFF COMMENT:

Included in your packet is an updated Draft Master Plan. The primary updates are to include the Future Land Use Map, as well as the written descriptions of the intent of each of these land use categories. (See attached draft, starting around page 30).

The revised Future Land Use (FLU) Map which reflects previous discussions by the Planning Commission. Because it has been some time since the Planning Commission discussed this map, this report also includes a quick update on the results of previous discussions and an explanation of changes made to the FLU Map.

The following content is now incorporated into the Master Plan and Future Land Use Map.

- **Rural Land - Less than 1 unit per acre**
 - Current zoning ordinance: maximum densities of 1 unit per acre.
 - Correlates with both the Rural Residential and Agricultural Zoning Districts
 - Previous Planning Commission discussion: no change. The previous future land use map included both Agricultural and Rural Land categories.
 - Update:
 - While studying the Future Land Use Map, it occurred to staff that we might as well just combine the Rural Land category with the Agricultural category because the densities are the same. The proposed FLU map has been updated and the draft master plan description has been provided.

- **Low Density Residential - 1 to 3 units per acre**
 - Previous Planning Commission recommendation: Create a Master Plan Category of Low Density Residential to be from 1 to 3 units per acre
 - Correlates with R-1 zoning district
 - Update: Change incorporated

- **Moderate Density Residential - 3 to 6 Units Per Acre**
 - Previous discussion: Consider revising the Moderate Density Residential to be from 3 to 6 units per acre rather than 2-6 units per acre.
 - Correlates with R-2 Zoning District
 - Update: Change incorporated

- **High Density Residential - 6 - 10 Units Per Acre**
 - Correlates with R-3 Zoning District
 - Previous discussion:
 - Revise the Master Plan description for High-Density to a level which is more in line with what is allowed in the R-3 District (limited to 10 units per acre).
 - Update: Change incorporated

Miscellaneous Map Updates:

- Incorporated the Ashland Park PUD into the Low Density Residential Zone (Previously shown as Rural but densities are more compatible with Low Density).
- Lake Ridge Apartments / Premier Manor - (Previously shown as Low Density; updated to High Density to reflect current density and R-3 Zoning District).
- Incorporated the Traverse Manor parcel into the Rural Land - this is compatible with the existing agricultural zoning district under which the SUP was issued.
- Area bounded by Barney Road, Harris Road, Gray Road, and Lone Pine (see map at top of next page)
 - Current Master Plan: Moderate Residential
 - Recommendation: Change to Rural Land. This would accommodate existing large lot sizes, recognize the priority of keeping outskirts rural in character, and allow zoning for either Agricultural (as all of this area is currently zoned) or R-R (which allows similar densities to what currently exists).
- Removed Boardman Dam and Sabin Dam impoundments to reflect ongoing dam removal project, and described that the former impoundments will revert to the Recreational category when the water is drawn down.
- Removed "Government" category; replaced Road Commission Building as Industrial, County Government building on LaFranier as Office, and Township Hall building as Office.
- Country Club Drive - changed from High Density Residential to Low Density Residential to reflect existing density and correct an inadvertent error.

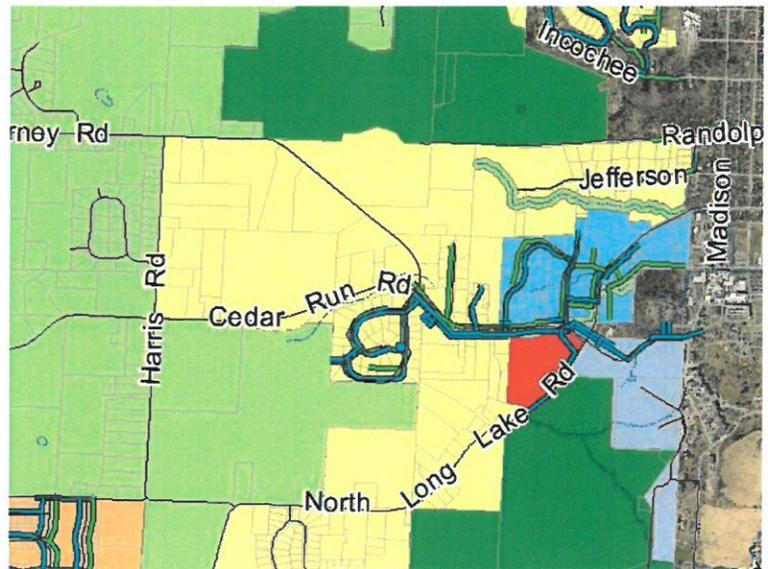
Zoning Plan:

Another important element of the Master Plan is the Zoning Plan. The Zoning Plan will describe the relationship between designated FLU Map categories and appropriate zoning districts. It will be used to evaluate zoning map amendment requests. The proposed Zoning Plan is also attached for discussion, and the Master Plan land use descriptions have



Further Discussion:

Moving to the east of the area described immediately above, would it make sense to also include these large parcels within the R-R future land use category?



ACTION REQUESTED:

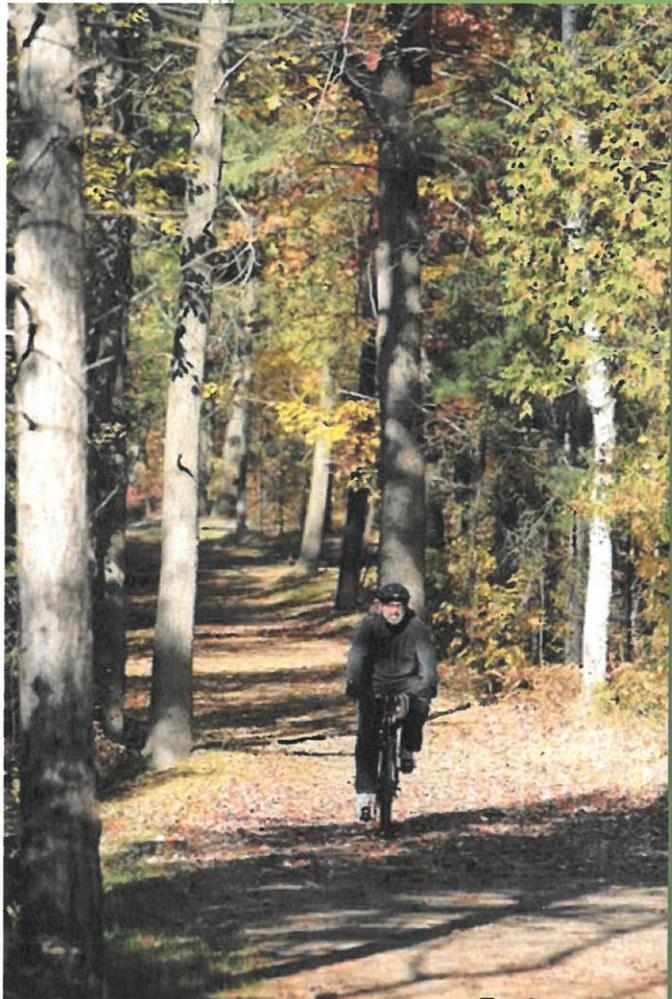
No formal action is necessary. The Planning Commission's discussion will provide Staff with guidance on how to continue with the Master Plan development.

Charter Township of Garfield

Grand Traverse County, Michigan

2015 - 2020

DRAFT Five-Year Master Plan October 2016



Expires:

INTRODUCTION

The Charter Township of Garfield Planning Commission has developed this 5-year Comprehensive Plan (or Master Plan) after undertaking a thorough process of inventory, analysis, and public input collection. This plan is a road map for land use decisions to be made over the next five years and beyond. The process of preparing the plan has given the Township a better understanding of its residents' needs and desires for the future growth of the Township.

The plan contains the following components:

OVERVIEW

This chapter includes a brief description of the Township's location and population trends.

EXISTING LAND USE

This chapter is a more subjective analysis of recent and current land use and development patterns within the Township. This chapter will also include a brief analysis of the land use trends of surrounding municipalities. The chapter will include maps, pictures, and text in an effort to present a description of the Township as it exists today.

HOUSING

This chapter presents a specific analysis of housing trends and conditions including the number and types of housing units, the cost and value of the units, and the age of housing in the Township. Trends are used to project anticipated development need and demand in the future.

TRANSPORTATION AND COMMUNITY SERVICES

This chapter describes existing public services in the Township including the circulation system, corridor planning, public facilities, utilities, schools, and other public services.

NATURAL RESOURCES

This chapter describes characteristics and qualities of the environmental amenities and natural features present in the community.

PARKS AND RECREATIONAL OPPORTUNITIES

This chapter provides a brief overview of the Township's park system.

PUBLIC INPUT

This chapter describes the process used to collect input from the public and efforts to incorporate the results of that input into the Plan. This discussion will also incorporate recent public planning exercises such as the Grand Traverse County Master Plan and Grand Vision

FUTURE LAND USE MAP, THOROUGHFARE PLAN, AND SELECTED CORRIDORS.

This chapter will provide the vision for the future possibilities in the development and use of lands within the Township, including a future transportation plan.

SUB-AREA PLANS

The Planning Commission may wish to consider more detailed sub-area plans of specific areas within the Township, such as a smaller geographic area or specific road corridor. In the current master plan the Township has adopted a sort of sub-area plan in the form of “planned development” areas; these concepts may be expanded upon.

IMPLEMENTATION

This section will answer the “How” of the Master Plan. With specific programs, ideas, and regulations such as the Zoning Plan, it will guide the Township along the path of shaping the future.

OVERVIEW¹

This Master Plan was prepared for the Charter Township of Garfield, Grand Traverse County which is located in Michigan's northwest Lower Peninsula. This area of Michigan is known as a welcoming four-season tourism destination, drawing visitors to enjoy beaches, vineyards, golfing, natural resources, and culinary pleasures.

Garfield Township is abutted by the City of Traverse City to the north and east. The Township is also bordered by Elmwood Township to the north, Long Lake Township to the west, Blair Township to the south, and East Bay Township to the east. All are located in Grand Traverse County with the exception of Elmwood Township, which is in Leelanau County.

Garfield Township measures 26.59 square miles, with a population density of 611.3 persons per square mile. Garfield Township is one of the most populous municipalities in northern Lower Michigan and the Upper Peninsula. As a tourism destination, the region experiences an annual transient population increase of 11% higher than the permanent population counted by the US Census, with July being the busiest tourism month.

Map 1. Location Map.

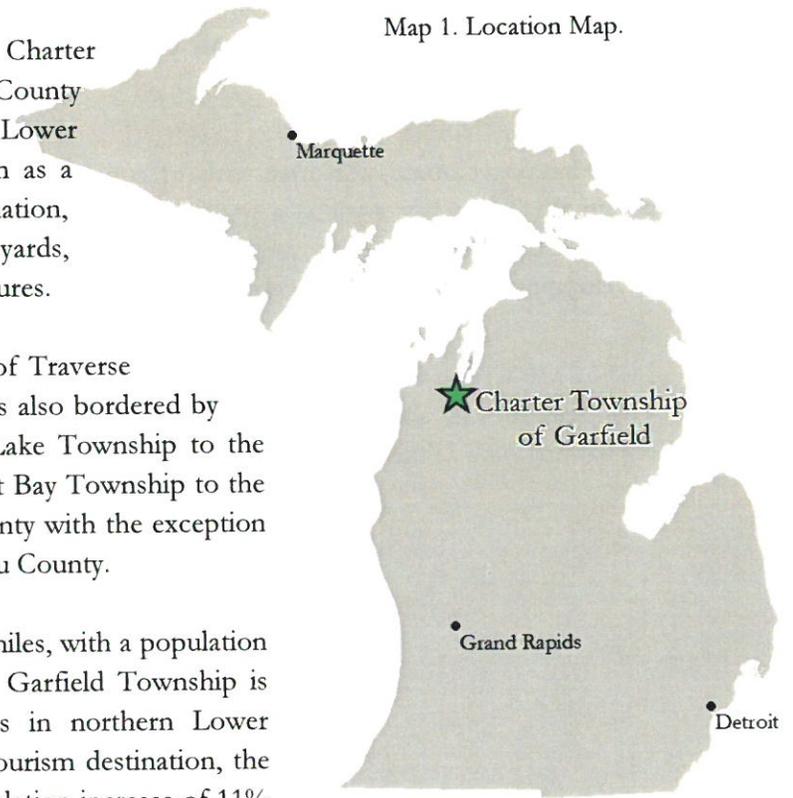
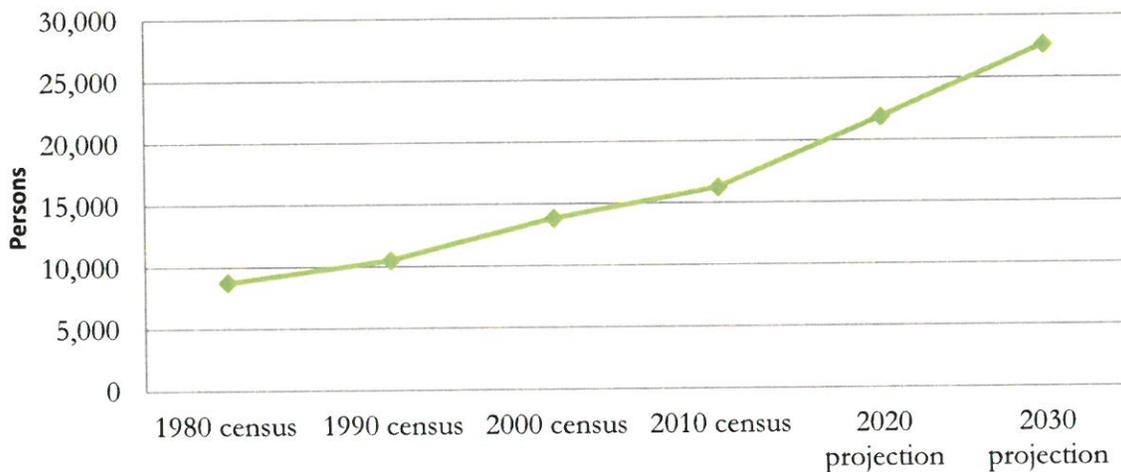


Figure 1. Garfield Township Population Trends



¹ Chapter data sources: US Census; 2013 Grand Traverse County Master Plan

DRAFT GARFIELD TOWNSHIP MASTER PLAN OCTOBER 2016

As indicated in Figure 1, Garfield Township's population has increased steadily over the past 40 years. From 2000 to 2010, the Township's population increased by 17% to 16,256 residents, making it the most populated municipality in the County. In 2010, Grand Traverse County had a population of 86,986, an increase of 12% from the 2000 population of the county of 77,655 – making it the third fastest growing county in Michigan during this time period. Over the same time the overall population of the State of Michigan actually decreased, the only State in the Union to experience loss. (add current estimated population). The estimated population of Garfield Township as of July 2013 was 16,663.

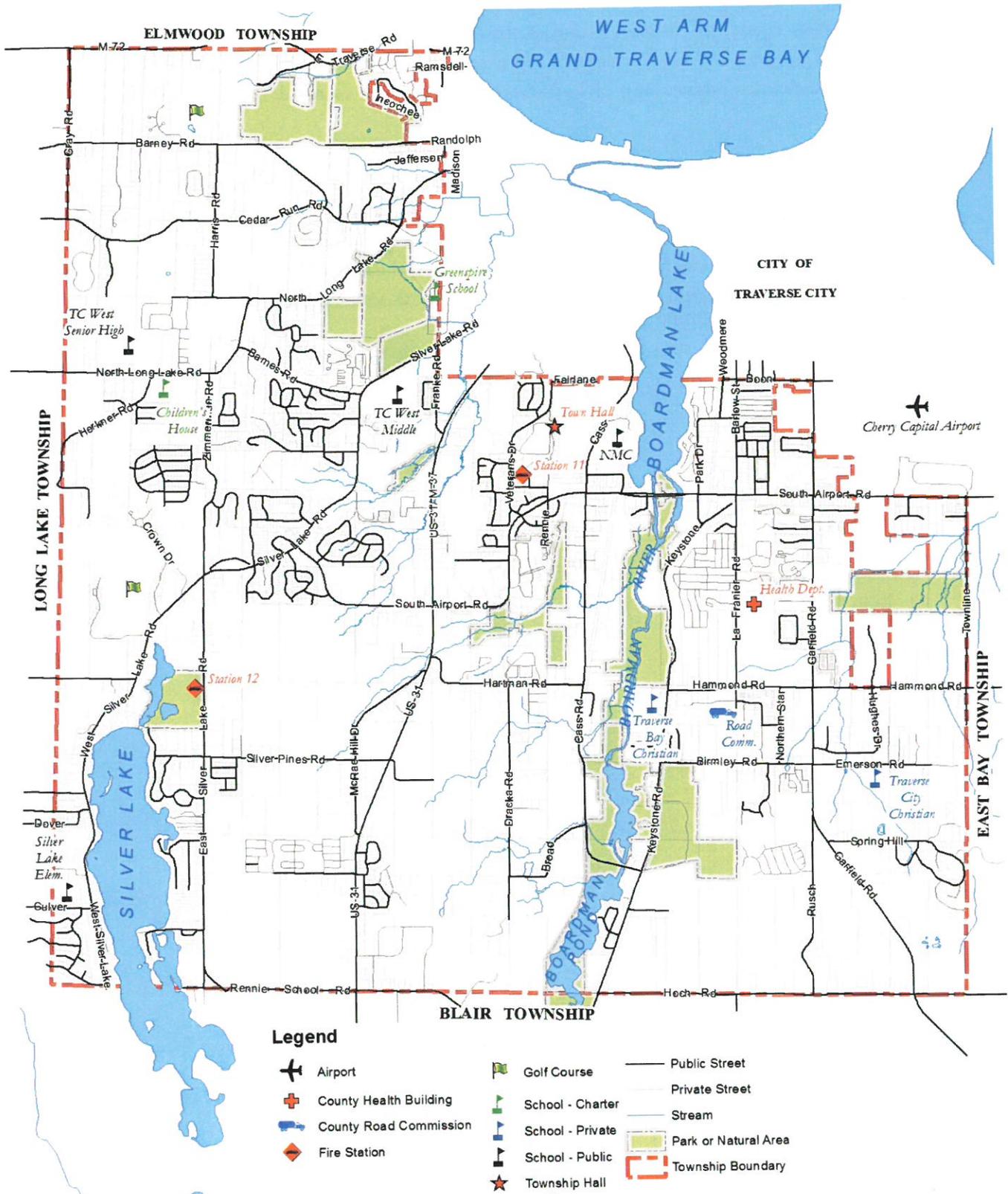
The median age in Garfield Township is 43 years, with 20.1% of the population under age 18 and 20.4% over 65 years. The Township median age is higher than the County-wide average of 41.3 years, which itself is higher than the state and national median averages. The proportion of aged residents is projected to continue to climb to a County-wide average of 36% of households in 2040 being 65 years or older. As the region grows and ages, housing for seniors and the disabled will become increasingly important (see HOUSING element).



Map 2. Grand Traverse County Map.

DRAFT GARFIELD TOWNSHIP MASTER PLAN OCTOBER 2016

Map 3. General Garfield Township Overview Map.



EXISTING LAND USE

Once a rural farming community, the Township experienced significant growth from the 1970s through the present as development pressure expanded outward from the City of Traverse City.

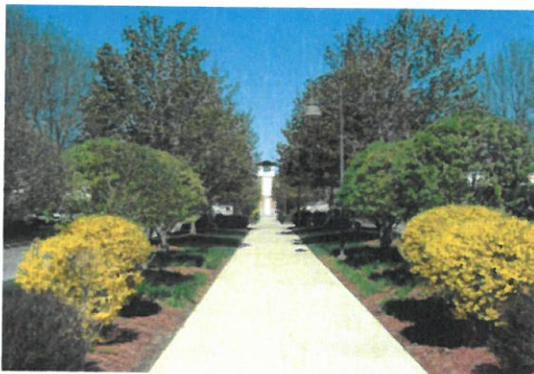
The Township now includes a wide variety of land uses, including commercial development, industrial corridors and centers, some remaining agriculture, and residential uses ranging from low to moderately high density.

The Township experiencing growth, with three times the number of building permits being issued in 2013 as compared to 2010. This growth is seen in all aspects of commercial, industrial, and residential development.

Arterial roadways within the Township include US-31 (a State highway), W. South Airport Road, and Garfield Road, each of which is also among the most developed commercial corridors. Other primary roads include Cass Road, which is heavily industrial, and Silver Lake and North Long Lake Roads, each of which are primarily residential in nature. Two rail lines cross the Township from north to south on each side of the Boardman River valley and access the Township's industrial corridors, but are not presently in a condition suitable to accommodate passenger cars. The Township is also served by the Cherry Capital Regional Airport. Roadways within the Township are discussed in greater detail in the TRANSPORTATION element of this Plan.



At over 20% over traffic design capacity, South Airport Road is one of the Township's oldest and heavily travelled commercial corridors.



Grand Traverse Crossings Mall is a mixed-use Planned Unit Development completed in the late 1990s.

Much of the Township has been developed for commercial uses, such as the Grand Traverse Crossings, Grand Traverse Mall, Cherryland Mall, and the Great Buffalo PUD. The Township boasts one of the highest commercial tax bases in Northern Michigan, including a higher commercial taxable value than its two largest neighbors, Traverse City and East Bay Township, combined. Significant opportunities to redevelop aging commercial corridors exist, as does opportunity for greenfield commercial development. Recent commercial development has generally focused on infill redevelopment along US-31. Significant opportunity to redevelop aged commercial

properties along South Airport Road also exists.

The Township has likely the highest concentration of industrial activity in northern Michigan, and these land uses are dispersed across the east and south areas of the Township. Recently, the

Photo place holder

The Township has adopted mixed-use zoning for its traditional industrial districts, reflected by this IT service provider located on Park Drive. However, a high level of tradition industry remains and is growing, such as Britten Banner, below.

Photo place holder

Township adopted Mixed-Use Industrial zoning for these areas to provide flexibility to allow non-industrial uses which are compatible with traditional industry, but with an emphasis that the primary intent of this district remains industrial in nature. As referenced above, Cass Road is a heavy industrial corridor, as is an area bounded by Barlow Street and Park Drive. Other industrial areas include the Hammond Commerce & Industrial Centre, Garfield-Heidbreder Industrial Park, Airport Industrial Park, and Blue Star Estates. The Township is supportive of traditional industry and has granted a number of Industrial Facilities Tax (IFT) abatements to help these businesses grow.

Residential land uses are widely distributed across the Township. Traditional single-family platted developments are generally located on the west side of town, which is also where the Township's public middle school and high school facilities are located. Various projects including residential uses have also been approved as PUDs across the Township. The Township has a number of mobile home parks, including King's Court, Town and Country, Meadow Lanes. Large apartment developments include the Arbors Apartments on

Hartman Road, Lake Pointe Village on Park Drive and along the shores of Boardman Lake, and Harbour Ridge and Boardman Lake Apartments on Veterans Drive. As the years have passed the Township has adapted to recognize and permit a variety of housing types to keep up with the changing requirements of the population.

Though development now occupies a number of former farm fields, large agricultural or otherwise undeveloped parcels still exist, generally within two miles of the south and west township boundary lines. Many of these properties are being actively farmed, such as the McManus orchards along Garfield Road, Gallagher farm on North Long Lake Road, the Edgcomb farm and market on Hammond Road, and the Robbins farm on Cass Road. Additionally, the Township is home to the Oleson Buffalo herd, once the largest such herd east of the Mississippi River. Regionally, the Traverse City area is widely farmed, with an existing and growing number of value-added agriculturally based businesses.

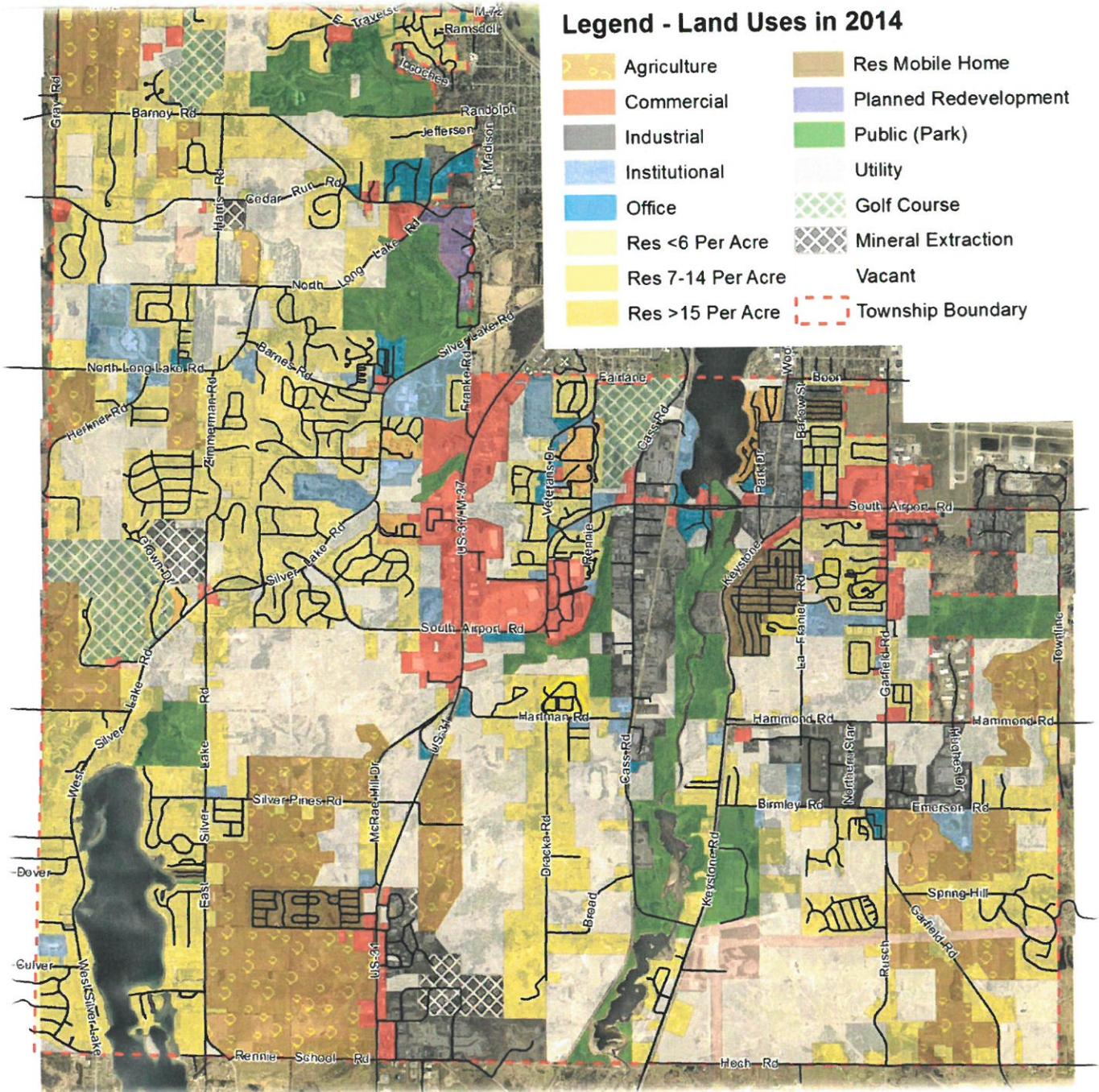


A significant amount of farming still occurs, such as this orchard along Garfield Road

Following the economic downturn of the mid 2000's, nine approved planned unit developments stalled or failed completely. In recent years building activity has returned to some of these projects, primarily within the residential portions of the development. *(insert number of approved but unbuilt res/commercial building sites?)*

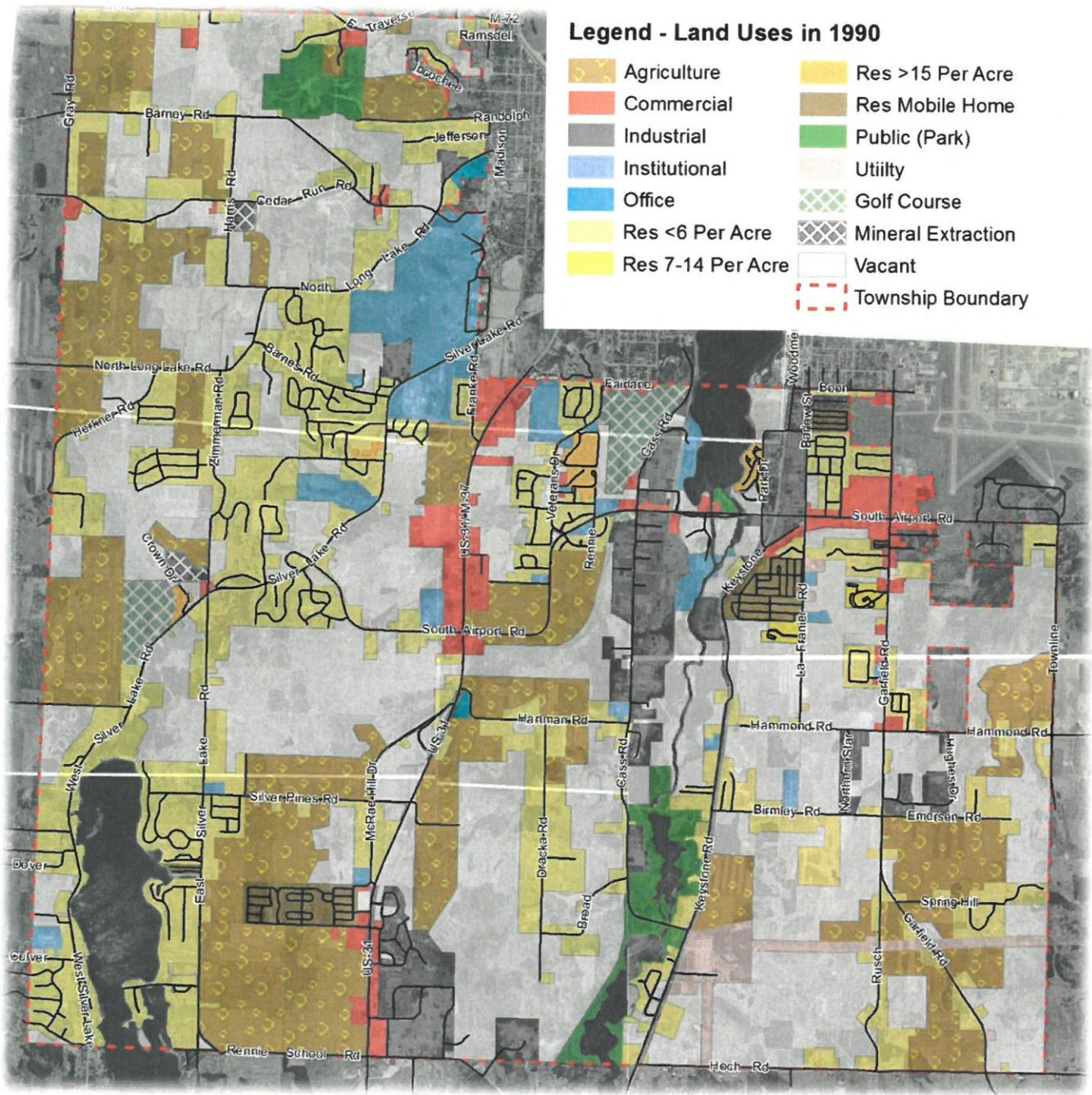
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Map 4 indicates land use in 2014, when the most recent Township aerial photography was generated. Note the concentration of commercial uses along US-31 and South Airport Road, as well as small pockets of commercial activity elsewhere. Primarily industrial areas are located in close proximity to rail lines or major arterial streets. Office “nodes” are found on Cedar Run Road, Silver Lake Road, and South Airport Road. The map reflects the concentrated single-family residential development on the west side of the Township, as well as isolated pockets of low-density housing elsewhere. Higher-density residential development is located on Veterans Drive, Park Drive, and La Frasier Road. Many of the public parks noted on this map have “sprung up” over the past 10 years as the Township concentrated on both the recreational benefits and natural resource protection values of these lands.



Map 4. 2014 Land Use Map.

Map 5 shows land use in 1990 to provide a change comparison over the past 24-years of growth. Of note between 1990 and 2014 is infill commercial development along US-31, commercial development along South Airport Road, growth in the traditional single-family areas near Zimmerman Road, and outward expansion towards the Township's south and west boundaries. Many active farms were lost to development over this period.



Map 5. 1990 Land Use Map.

SURROUNDING ZONING AND PLANNED LAND USE

Garfield Township is abutted by the City of Traverse City, Elmwood Township, Long Lake Township, Blair Township, and East Bay Township (see [Map 2](#) and [Map 3](#)). Garfield Township has held combined planning meetings with these neighbors, and will continue to do so. In addition, the Grand Traverse County Planning Department has done a good job in helping neighboring communities work together towards common goals.

The following is a brief discussion of how neighboring land use and zoning relate to that of the Township's.

THE CITY OF TRAVERSE CITY

The City's zoning is generally consistent with the Township with a high amount of land along the boundary line being zoned for residential purposes. Front Street (Long Lake Road) is developed as a medical/office corridor, as it is within the Township. Multi-family residential development along Boardman Lake is consistent. Industrial activity along Park Drive / Woodmere Avenue is consistent. Traverse City has adopted a Corridors Master Plan designed to improve the appearance, function and vitality of the City's commercial corridors, many of which are shared with the Township. Joint planning opportunities to broaden the vision of this Corridors Master Plan to include Township corridors should be considered.

One particular portion of the Township, known as the Grand Traverse Commons, is jointly planned and zoned under the authority of the City of Traverse City and Charter Township of Garfield Joint Planning Commission.

EAST BAY TOWNSHIP

Planning and zoning is generally consistent with the exception of East Bay Township encouraging the redevelopment of dated single-family residential lots with multi-family units along South Airport Road. Garfield Township and East Bay Township have collaborated on a corridor plan for Hammond Road.

BLAIR TOWNSHIP

Blair Township's development patterns are similar to Garfield Township's along US-31 in the area near Chums Corners. However, Blair Township's planning and land use patterns include high density residential development adjacent to the Township's plans for low-density residential uses.

LONG LAKE TOWNSHIP

Planning is consistent between the two communities in identifying low-density residential development along the south three-fourths of the shared border, and moderate-density residential along the northern 1.5-miles of the border.

ELMWOOD TOWNSHIP

Elmwood Township's land use and zoning is relatively consistent along the M-72 corridor, which the Township's share. Adjacent land uses between the two townships are generally low-density residential in nature.

HOUSING²

This chapter presents an overview of housing trends and conditions in the Township. Trends are used to project anticipated development need and demand in the future. The information used in this section was generated by the 2012 Grand Traverse County Housing Inventory, which is hereby incorporated by reference and should be used where a deeper analysis of housing needs in the region is required.

DIVERSITY

Based on a particular community and household demographic, a variety of housing choices leads to easier decisions regarding the type, location, and size of the housing a family may choose, including whether they rent or own. As an urban area with established municipal water and sewer services, the Township includes a number of apartment complexes and condominium developments, and as such has a good mix of single and multi-family units.

***GOAL:** Diversity in the rental market is also important in terms of unit size. In particular, there is a known shortage of single-bedroom or loft-style units, leading to a drain in income as renters are forced to choose a larger, more expensive option.*

***OBJECTIVE:** The Township should encourage development which includes a mix of housing options. The market does seem to be naturally adjusting to meet this demand, as indicated by projects such as the Arbors Apartments constructing 24 loft/garage choices in place of standard carport buildings (see illustration above).*



GARAGE 'H' - FRONT ELEVATION
Scale 1/8"=1'-0"

Thoughtful design can provide diverse housing options while also making financial sense for the development community, such as this loft-garage structure at the Arbors Apartments in place of a traditional carport.

Image courtesy Oppenhuizen Architects.

ACCESSIBILITY

Accessible housing means homes which are designed with features to meet the needs of individuals with either permanent or short term disabilities. Disability can occur at any age and at any moment, and it is believed that 80% of persons will have a disability at some point in their lifetime³. Analysis of apartment complexes in Grand Traverse County indicates that only about 440 out of a total of 7,839 rentals are designated as senior and/or disabled housing.

Between 2000 and 2010, the number of households with individuals over 60 years old increased by 48%.

² The data source for all housing element facts except as otherwise cited are the 2012 Grand Traverse County Housing Inventory and the 2013 Housing Strategy (DRAFT), as prepared by the Northwest Michigan Council Of Governments (NWMCOG)

³ Disability Network Northern Michigan

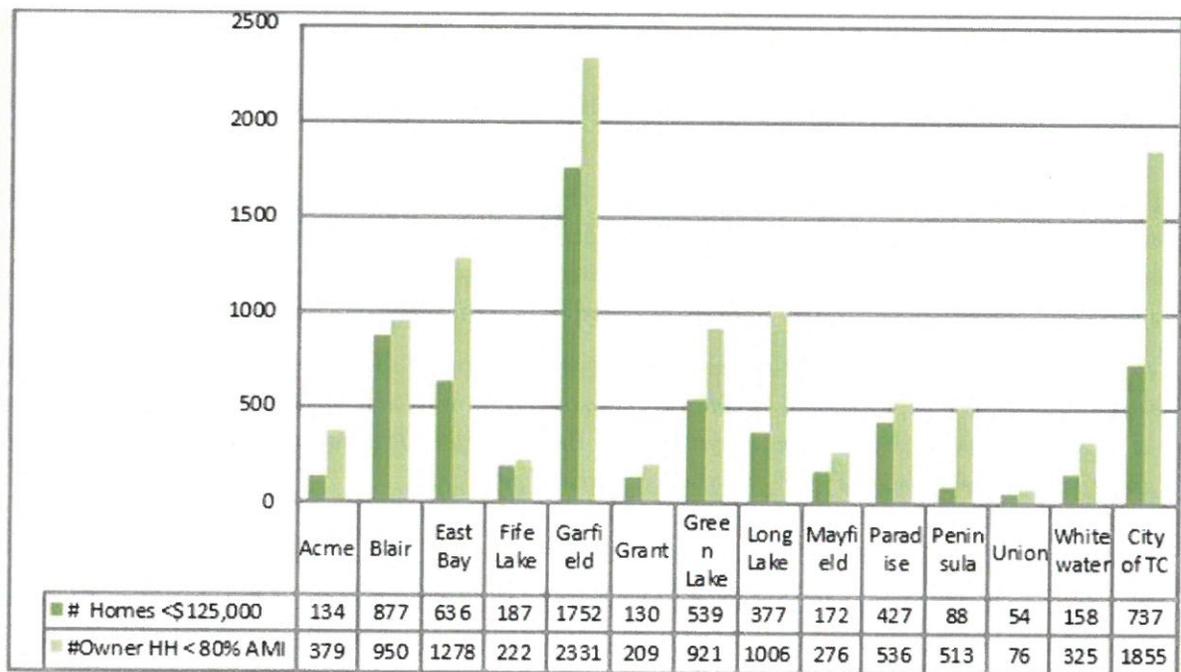
GOAL: *It is increasingly important to consider an adequate accessible housing supply. Accessible housing options will allow aging or disabled individuals to remain in their home.*

OBJECTIVE: *Consider incentives such as density bonuses to encourage the development community to include accessible housing.*

AFFORDABILITY

A household is considered low-income based on what percentage of the area median income it is earning. In 2009, the Township had the highest number of “affordable” homes in Grand Traverse County, at 1,752 homes valued at under \$125,000. However, with 2,331 low-income, owner-occupied households, the Township is facing an “affordability gap” in the supply of owner-occupied homes (see Figure 2, below).

Figure 2 - Low-Income Households and Affordable Rentals by Township
 Source: 2012 Grand Traverse County Housing Inventory; 2009 American Community Survey



Rental housing is expected to make up an increasingly important part of the nation’s housing stock. In Grand Traverse County, the majority of rental households (64%) are located in Garfield Township and Traverse City. 39.4% of Garfield Township’s total housing stock was occupied by renters in 2010. Yet, with 1,247 affordable rental units and 1,528 low-income renting families, the demand for affordable rental units is also outstripping supply.

GOAL: *Continue to lead the region in supporting affordable housing.*

OBJECTIVE: *Many of the Township's residential developments are subsidized to allow lower rents, primarily through the Michigan State Housing Development Authority (MSHDA) but also through the Township Board's approval of Payment In Lieu Of Taxes (PILOT). The PILOT option significantly reduces property taxes, and thus allows for lower rental rates. As of 2014, the Township has issued 14 PILOT agreements, as described in Addendum X.*

HOUSING CONDITION

Evaluating the condition of a community's housing stock is difficult on a large scale, but several "proxy" factors help to gauge this factor. As described below, a number of factors lead to substandard housing conditions which can negatively affect health and wellness.

The American Community Housing Survey considers the lack of complete plumbing or kitchen facilities as indicators of physical condition issues or substandard quality. In 2009, 185 housing units in Garfield Township lacked complete kitchen or plumbing facilities.

Overcrowding can lead to poor conditions. The level of overcrowding (more than 1 occupant per room) is below both state and national rates for overcrowding.

Overall, the age of the Township's housing stock is considerably newer than state and national averages, with most structures built within the last 40 years. However, certain Township neighborhoods near the Traverse City limits (which has the oldest housing stock in the County) are both older and in poor condition.

Depreciation is a subjective interpretation of the Township Assessing Department, which rates conditions based from unsound to excellent. Depreciation data indicates that, overall, the housing stock consists of well-maintained homes. However, because the majority of homes in poor condition are mobile homes, higher concentrations of deteriorating properties are found within the Township.

OBJECTIVE: *The Township has adopted a building maintenance code which requires routine inspections for multi-family rental units on an annual basis. Additionally, tenants of any rental unit may report poor conditions and request an inspection. Appropriate actions may be taken by the Building Official to require that deficiencies or safety issues be addressed, up to and including declaring the residence uninhabitable.*

LOCATION

Equally important to the need for quality and affordable housing is the availability of desirable housing options close to public transportation, sidewalks and bike paths, jobs, health care, services, shopping, and entertainment, so as to limit the amount a family must spend on transportation costs.

GOAL: *Locating new housing developments (or housing redevelopments) proximate to these resources can reduce the overall costs of housing and transportation while helping to create more efficient use of infrastructure in existing urban areas.*

OBJECTIVE: *Target appropriate areas and incentivize their development or redevelopment through density bonuses.*

TRANSPORTATION AND COMMUNITY SERVICES

This chapter describes public services in the Township including the circulation system, public facilities, utilities, schools, emergency services, and other public services.

ROADWAYS & TRANSPORTATION PLANNING

As indicated by [Map3 , General Township Overview Map](#), the Township is served by a network of public and private streets. Major north/south roads include US-31, Cass Road, Keystone Road, and Garfield Road, all of which are County Roads except for US-31, which is a federal highway. Major east/west roads include M-72 (a state highway), South Airport Road, North Long Lake Road, West Silver Lake Road, and Hammond Road. With the exception of the state roads, which are administered by the Michigan Department of Transportation, all public roads are administered by the Grand Traverse County Road Commission.

Particular corridors of interest include:

- South Airport Road, which was initially developed for industrial uses but subsequently developed in a primarily commercial manner. This corridor is shared with East Bay Township.
- Garfield Road, which is a shared corridor with the City of Traverse City. The City has adopted a corridor improvement plan for this street which calls for improvements that may also make sense within the Township.
- Hartman Road, Hammond Road, Cass Road, and Keystone Road, each key factors in the long-running discussion of improving east-west connectivity throughout the Grand Traverse region. Hammond Road is a shared corridor with East Bay Township, with Cass Road and Keystone Roads are shared with Traverse City to the north and Blair Township to the south.
- La Franier Road and Barlow Road, which serve dense urban areas but lack adequate pedestrian facilities.

Corridor Plans for the above referenced roadways are discussed in greater detail in the Future Land Use and Thoroughfare Plan element of this Master Plan.

~~TRANSPORTATION PLANNING~~

The Traverse City Area Transportation and Land Use Study (TC-TALUS) provides coordinated transportation funding and planning for the Traverse City Urban Area. TC-TALUS was the lead in the development of the [Grand Vision](#), a citizen-driven vision of a six-county area and which includes a strong transportation emphasis.

One benchmark for effective road infrastructure is called “Level of Service,” or “LOS,” which grades roadways from “A,” where traffic is free-flowing, to “F,” where traffic is congested or stopped for long periods. The following major roads were rated in 2007 by vehicle counts and projected out to 2035 by traffic modeling programs as follows:

- South Airport Road, full corridor. 2007 LOS – E. Projected 2035 LOS – F.
- Garfield Road, north of South Airport Road. 2007 LOS – C. Projected 2035 LOS – D.
- Garfield Road, south of South Airport Road. 2007 LOS – C. Projected 2035 LOS – D.
- Keystone Road, north of Hammond Road. 2007 LOS – A. Projected 2035 LOS – D.
- Keystone Road, south of Hammond Road. 2007 LOS – F. Projected 2035 LOS – F.
- N. Long Lake Road, west of Zimmerman Road. 2007 LOS – C, E. Projected 2035 LOS – F.
- N. Long Lake Road, east of Zimmerman Road. 2007 LOS – B. Projected 2035 LOS – C.
- La Franier / Barlow Roads, full corridor. 2007 LOS – C. Projected 2035 LOS – B / C.
- W. Silver Lake Road, north of Boone Rd. 2007 LOS – C. Projected 2035 LOS – D.
- W. Silver Lake Road, north of Boone Rd. 2007 LOS – C. Projected 2035 LOS – D.

The above ratings indicate that generally, the Township’s roadways are overly burdened or will become so within the next decades if the “status quo” holds.

GOAL: *Build a basis of support for potential remedies to overburdened roadways.*

OBJECTIVE: *Work with local road agencies to develop access management plans, to consider signal improvements, or consider roadway reconfigurations. Support the development of alternate transportation to reduce demand on area roadways. Require detailed traffic impact analysis in development review and consider the impact of additional traffic in the legislative review process.*

ALTERNATE TRANSPORTATION

Opportunities for alternate (i.e. other than a personal vehicle) transportation vary depending on geographic location within the Township. The Bay Area Transportation Authority (BATA) provides public transit options for certain areas of Garfield Township but does not extend service throughout the Township. BATA’s goal is to continue its growth of fixed routes to service densely populated and highly frequented locations.

GOAL: *Improve public transportation opportunities within densely populated and highly frequented locations.*

OBJECTIVE: *Collaborate with BATA when new developments, roadway improvements, and route planning are underway. Consider zoning ordinance requirements for the provision of facilities such as bus stops and shelters.*

Similarly, non-motorized routes reach certain developed areas of the Township but do not yet reach the perimeter. The Mall Trail parallels US-31, linking the City of Traverse City with the Grand Traverse Mall area. The Boardman Lake Trail follows the east side of the lake, and will eventually encircle it. The Buffalo Ridge Trail is a partially completed trail that will connect the western developed areas of the Township with the Traverse City urban area, linking neighborhoods, parks, and schools along the way. Multiple natural-surface trails within the Township’s parklands also exist, serving both the park users as well as destination-driven travel. The Township has developed a non-motorized improvement plan to meet the need for both recreation and alternative transportation, but has never required non-motorized improvements by ordinance.

GOAL: *Improve non-motorized opportunities throughout the Township.*

OBJECTIVE: *Using a combination of public funds, grants, and zoning ordinance requirements, implement the non-motorized plan.*

AIR TRAVEL

The Grand Traverse Region is served by the Cherry Capital Regional Airport, a public-use facility adjacent to the northeast corner of the Township. The airport provides both passenger and cargo service, and is also home to the U.S. Coast Guard Air Station Traverse City.

The airport's most recent (2006) master plan includes a recommendation to develop a consolidated air freight handling areas in the southwest quadrant of the airport, to be accessed from Garfield Avenue. This proposed freight area carries with it unknown effects of increased truck traffic on nearby corridors including Garfield Avenue and South Airport Road. In addition, a planned extension of the primary east-west runway may require that Garfield Road be rerouted in a bend to the west between South Airport and Boon Roads.

RAIL TRAVEL

Two rail corridors bisect the Township on a north-south route - one each on the east and west sides of Boardman River. The lines are occasionally used for freight but are not currently rated to accommodate passenger traffic. However, future opportunities may exist to repair and upgrade the rail lines to provide an additional mode of travel between Traverse City and southern Michigan, such as Great Lakes Central Railroad's planned passenger service between Ann Arbor and Traverse City⁴.



Great Lakes Central Railroad, the largest regional railroad in Michigan, plans to establish regional passenger service between Traverse City and Ann Arbor.

MARITIME SHIPPING

Although located on the shores of the Great Lakes, the Traverse City region does not actively import or export products by water. The area's only deep-water port is located in Elmwood Township, just north of Garfield Township. This port has been used in the past for coal, oil, and fuel deliveries but is currently inactive. The future use of this port is uncertain at this time.

UTILITIES

Municipal sanitary sewer and water services are concentrated to the north-central portions of the Township and are less available in the northwest quarter and southern areas. The general location of these utility lines are indicated on the Municipal Water Lines and Sanitary Sewer Lines maps, attached

⁴ <http://www.glcrrailroad.com/passenger.php>

as **Appendix X**. The Township has prioritized a new water tower in the northwest quarter to improve service to existing and planned development in this area. Sewer and water facilities are administered by the Grand Traverse County Department of Public Works.

***GOAL:** Direct development to areas which are served by adequate facilities.*

***OBJECTIVE:** Identify areas with existing utilities which can support higher density and mixed uses.*

Well and septic permits, where municipal sanitary sewer and water are unavailable, fall under the jurisdiction of the Grand Traverse County Health Department. Due to State and local law, connection to (and possible extension of) municipal facilities are required where a project boundary falls within a certain distance of a property line.

The Township does not have an extensive storm drain system, though some infrastructure does exist on heavy arterial roads such as US-31 and Garfield Avenue. Generally, stormwater management occurs through on-site infiltration basins. The Township has in recent years encouraged, and in some cases required, the implementation of Best Management Practices to improve filtration of accumulated debris and chemicals that could adversely affect water quality. The Township enforces its own Stormwater Control Ordinance.

***GOAL:** Ensure storm water controls are considerate of environmentally sensitive areas.*

***OBJECTIVE:** Incentivize or require Best Management Practices such as low-impact design.*

Much of the Township is served by natural gas (DTE Energy) but many of the outlying areas rely on propane for a heating source.

Electricity is provided by either Traverse City Light & Power, Cherryland Electric, or Consumers Energy, depending upon location.

SCHOOLS

Traverse City Area Public Schools (TCAPS) is the primary K-12 public education provider in the Township. Traverse City West Senior High School, Traverse City West Middle High School, and Silver Lake Elementary School are all located within the Township. Additionally, many homes are within the Traverse City East district, which operates K-12 schools in East Bay Township and the City of Traverse City. The approximate TCAPS enrollment is 10,267 students⁵.

The Grand Traverse region is home to Northwestern Michigan College, a publicly funded community college which offers associate degrees and professional certificates, bachelor's degrees through the Great Lakes Maritime Academy, and eight partner universities grant baccalaureate, graduate and doctoral degrees⁶. Additionally, the Traverse Bay Area Intermediate School District (TBAISD) operates a Career Tech Center on Parsons Drive in East Bay Township as a secondary career and technical education center.

⁵ https://www.tbaisd.k12.mi.us/about_us/about_tcaps.html

⁶ <https://www.nmc.edu/about/index.html>

Additional schools include The Greenspire School, a publicly funded Montessori, The Children's House, a privately funded Montessori, and private schools Traverse Bay Christian, Traverse City Christian, and Traverse City St. Francis.

EMERGENCY SERVICES

The Grand Traverse Metro Emergency Services Authority (Metro Fire) provides services to Garfield Township, East Bay Township, and Acme Township. Metro Fire consists of the three former Township fire departments which were consolidated in 1980. The Authority operates two of its five stations within Garfield Township, including Station 11 on Veteran's Drive and Station 12 on East Silver Lake Road, adjacent to the Silver Lake Recreation (see [Map 3](#)).

Police protection is provided by the Grand Traverse Sheriff's Department. The Sheriff Department's home office is on Woodmere Avenue within Traverse City, but the Department also maintains a satellite office with the Garfield Township Hall on Veterans Drive.

Ambulatory services are provided in part by Metro Fire but more commonly via Northflight EMS, the largest Emergency Medical Service in northern Michigan which provides integrated ground and air transport for critically ill and injured patients.

With a high proportion of the County's population Garfield Township consistently experiences the highest call volumes for emergency assistance.

NATURAL RESOURCES

Silver Lake, Boardman Lake, and the Boardman River are the most prominent natural features within Garfield Township. The river flows north through Garfield Township before emptying into Boardman Lake, which subsequently enters the City of Traverse City before draining to Grand Traverse Bay. The Boardman River and Boardman Lake divide the Township from east-to-west. Roughly $\frac{1}{4}$ of the Township's geographic area lies to the east of the river and lake.



A number of tributaries in the Boardman River watershed are also located within Garfield Township. These tributaries include Miller Creek, Jack's Creek, and Kids Creek. Mitchell Creek is located in the east of the Township and drains directly to East Grand Traverse Bay. The Township is Master Planned to protect and enhance these surface water resources, as well as associated wetland areas.

Topographic elevations fall from a high point of about 1,100-feet above sea level in the west of the Township to roughly 600-feet within the Boardman River valley, before rising once again to over 900-feet above sea level in the southeast corner of the Township.

GOAL: *Protect, enhance, and showcase the natural environment.*

OBJECTIVES: *Implement the **Green Infrastructure Plan**. Make environmentally conscious decisions in review of development applications or zoning policy considerations. Continue to work with area environmental groups to improve the health of the environment.*

Consider establishing a comprehensive natural resources overlay zoning district similar to what has been established in neighboring communities. Protect streams, wetlands, and water bodies from direct or indirect stormwater runoff or other encroachment.

SILVER LAKE

Silver Lake is located in the southwest corner of the Township and measures 645-acres. The shoreline has been heavily residentially developed, and the lake is used primarily for boating opportunities for lakefront residents and the general public. Silver Lake is divided north to south between Garfield and Blair Townships. The lake's water level is regulated by a drainage control device under the jurisdiction of the Grand Traverse County Drain Commissioner.

The Township's Silver Lake Recreation Area is the only public park with frontage on Silver Lake. The Michigan DNR maintains a boat launch on East Silver Lake Road; however, swimming is not

permitted at the launch. Anglers can expect to catch a variety of fish including bluegill, bass, northern pike, walleye, and yellow perch.

BOARDMAN LAKE

Boardman Lake is a 315-acre natural lake within the Boardman River watershed. The water elevation is approximately 9.1 ft. above its historic natural level due to the Union Street dam in Traverse City. The southern half of the lake is located within Garfield Township, while the northern half is located within the city limits of Traverse City.



Hikers enjoying the Boardman Lake Trail

The shores of Boardman Lake have been developed for residential purposes within both municipalities. In the past the lake was an industrial hotbed, and certain areas are still used for this purpose. Unfortunately, past industrial activities resulted in a number of contamination sites, primarily concentrated in the northwest corner of the lake near 14th Street.

Due to contamination sites, public enjoyment of this resource is lower than usual for a lake in an urban area. However, studies such as the [Boardman Lake Management Plan](#)⁷ have indicated that the contamination is contained in the lake bottom and that the water is fine to swim

in and the fish are safe to eat. By continuing to improve the health of Boardman Lake and by working to improve perceptions of the lake, the Township can encourage greater public use and enjoyment of this in-town fishery and recreational resource.

The most recent DNR fisheries survey, conducted in 2003, indicated good populations of yellow perch, walleye, sunfish, and smallmouth bass that were from 1-to-2 inches above State averages in terms of growth rates. Because of past slow growth rates of northern pike, the DNR removed the minimum size limit of the species in 1983, and the northern pike in the lake are now also above State averages. The DNR has studied the health of the fish and determined no unsafe contamination. In any case, even if fisherpersons choose not to keep their catch due to contamination concerns, the lake is an excellent in-town fishery.

There is a public boat launch at Traverse City's Hull Park on the north east end of the lake, as well as opportunities to launch canoes, kayaks, and other lightweight boats from the County's Medalie Park on the south end of the lake. An organization named [Traverse Area Community Sailing](#) offers sailing programs which are popular among all age groups.

⁷ The Boardman Lake Management Plan is available for review Watershed Center Grand Traverse Bay webpage, www.gtbay.org under "About Us" -> "Achievements."

The Boardman Lake Trail has been constructed along the entire east shore of the lake, and plans to complete the pathway all the way around the lake are ongoing. Opportunities to include fishing platforms along this trail should be explored.

BOARDMAN RIVER

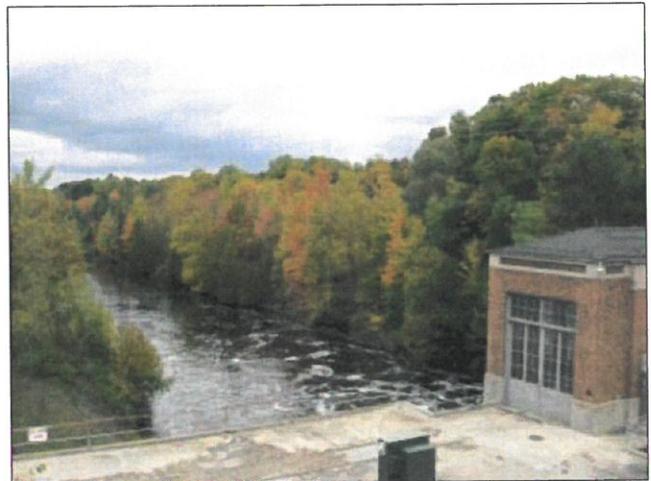
The Boardman River flows north through Garfield Township before entering Boardman Lake at South Airport Road. An estimated 2 million user days are logged on the Boardman River each year (as a whole) for recreation opportunities such as canoeing, kayaking, hunting, and fishing. 36 river miles are presently designated as Blue Ribbon river sections for trout fishing.

Current and past planning efforts have strongly focused on the preservation and recreational value of the Boardman River Valley. The Township's Boardman Valley Nature Preserve includes over 100 acres, 1.5 miles of trail, and over a mile of river frontage on the west bank. The County's Natural Education Reserve, which abuts the BVNP to the south, includes an additional 505-acres and 7 miles of trail along both banks of the river.

The Boardman River has been impounded by a series of dams since the late 1800s. From upstream to downstream, the dams include Brown Bridge Dam, Boardman Dam, Sabin Dam, and Union Street Dam. Two of the dams, Boardman and Sabin, are within Garfield Township. The three upstream dams have historically been used for hydroelectric power generation, but have not been in operation since 2006 and are now slated to be removed and an open river condition restored. Completion of the removal of Brown Bridge Dam, in East Bay Township, occurred in 2013.

As the dams are removed, numerous environmental, community, regional, and educational benefits will be realized. The project will enhance and restore habitat for native and naturalized fish species and organisms that prefer cold water. Over 3.4 miles of free flowing river, roughly 2 miles of which are in Garfield Township, will be restored, and 160 miles of high-quality river habitat will again be linked, unencumbered by dams. More than 250 acres of wetland and nearly 60 acres of upland will be restored.

It is important to recognize that though the dams will be gone, ongoing management and restoration will be necessary for the decades to come, including stream bank restoration, invasive species management, and management of pressures for anticipated commercial use of the river such as livery and guide services.



The removal of three dams on the Boardman River, two in Garfield Township, will allow the river to return to a more natural state as a free-flowing, cold-water river. This project is the largest dam removal project in Michigan's history and the largest wetlands restoration in the Great Lakes Basin.

Source: www.theboardman.org

Concurrent with the dam removal is an effort to create a [Boardman River Watershed Prosperity Plan](#). The goal of the plan is to promote the protection and wise use of the watershed while also reflecting the economic and community development factors of this resource, including business and job creation. A leadership team of 12 Grand Traverse and Kalkaska county regional organizations has been tasked with developing this new approach to natural resource planning.



Kids Creek Park; Before and After

KIDS CREEK WATERSHED

Kids Creek is on the State of Michigan's list of impaired waters due to being overloaded with sediments and high water flows. Where the opportunity arises, the Township works with public and private interests to implement Stormwater Best Management Practices to improve the water quality of this creek and all water resources.

For example, the land that would become Kids Creek Park was dedicated as open space when the surrounding property was developed. Formerly a buffalo pasture, the stream had been impacted by decades of erosion sites. In restoring over 30 specific erosion sites and stabilizing 3,000 feet of stream, an estimated 145 tons of sediment will be stopped annually from entering the stream.

The Kids Creek project showcases how urban communities can protect and restore their streams by using urban planning techniques like planned unit developments (PUDs) to help fund such activities. The PUD is a useful tool when contemplating stream corridor protection and restoration projects in a rapidly developing area.

INVASIVE SPECIES

Invasive species are non-native organisms that cause harm to people, the economy, or the environment. For example, the sap from wild parsnip can cause intense blistering after coming into contact with skin and being exposed to sunlight. These species can harm the economy by increasing costs for farmland management or acting as a host to common pests, and by degrading the natural resources that so many tourists visit the area to enjoy. Perhaps most importantly, invasive species harm the natural environment by displacing the native species which would otherwise support the food web. Invasive species often out-compete and displace native species, reducing biodiversity and destabilizing ecosystems.

Over the past several years area land managers have grown increasingly concerned about how invasive plant species impact the Grand Traverse region. As a result, the Grand Traverse Regional Invasive Species Network (ISN) was formed to survey and manage species in regional natural areas over a five-county area, as well as to educate the public about our shared natural resources. One of the ISN's primary goals is to work to prevent the introduction and spread of new invasive species.

Two township parks, Kid's Creek Park and the Grand Traverse Commons Natural Area, have been identified as already significantly impacted by invasive plants.

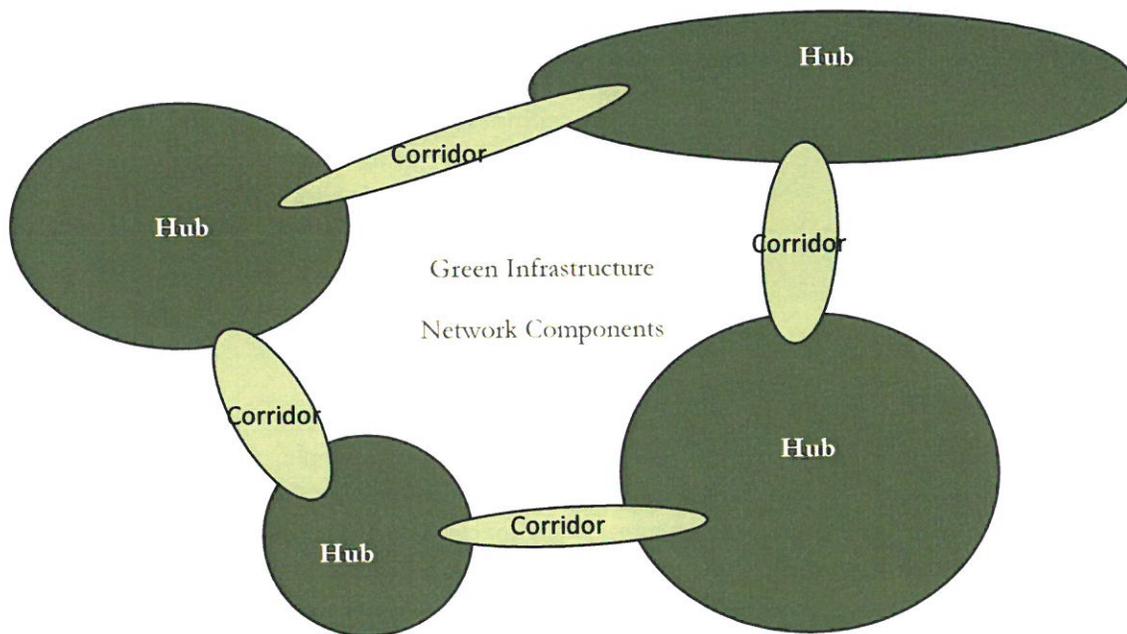
Water resources, including Silver Lake, have also been impacted by invasive aquatic species, including Eurasian Milfoil, the Round Goby and Zebra Mussel.

GOAL: *Attempt to limit the spread of invasive species and reduce the impact of invasive species already present in the area.*

OBJECTIVES: *Require the incorporation of a majority of native plantings in commercial landscaping*

GREEN INFRASTRUCTURE

Green infrastructure is a combination of linear or contiguous open space, habitats, wildlife corridors and trails which link parks, nature reserves, and other open areas. The foundation of a green infrastructure system includes elements such as woodlands, wetlands, streams, rivers, and grasslands. The network is anchored by a number of "hubs," or large areas of protected lands, which are then linked by a series of natural resource corridors.



PARKS AND RECREATIONAL OPPORTUNITIES

Following a significant public process, the Township adopted a detailed 5-Year Parks and Recreation Master Plan, which is hereby incorporated into this Plan as Appendix X. This section is intended to provide a brief overview of parks and activities in the Township.

TOWNSHIP-OWNED PARKS

Garfield Township owns and maintains five parks and natural areas, including the Grand Traverse Commons Natural Area, Kids Creek Park, the Miller Creek Nature Reserve, the Boardman Valley Nature Preserve, and the Silver Lake Recreation Area. Together, these areas provide over 525-acres of active and passive recreation. Prior to 1993, when Grand Traverse Commons was acquired, the Township owned no parkland.

As described in the highlights below, some of the Township's parks came about through partnerships with the development community, particularly as open-space and environmental preservation techniques with certain Planned Unit Developments.

- Grand Traverse Commons. 142-acres of wooded, hilly natural area adjacent to the Village TC historic redevelopment district.
- Kids Creek Park. 20-acres of relatively level stream environment, including a branch of Kids Creek. The park was dedicated to the Township as part of the Great Buffalo PUD project and has undergone extensive environmental rehabilitation, as highlighted on Page 24, above.
- Miller Creek Natural Area. 89-acres of varied topography, including multiple branches of Miller Creek. Much of the parkland was dedicated as open space elements of surrounding PUDs.
- Boardman Valley Nature Preserve. 187-acres of lowlands and uplands along both banks of the Boardman River. The park has been developed in phases through a series of Michigan Natural Resources Trust Grants. Though primarily in a natural state, the northern area of the park includes tennis, Pickleball, and beach volleyball.
- Silver Lake Recreation Area. 85-acres of varied topography, and the Township's only park which includes a variety of wide active recreation, including walking trails, tennis, basketball, playgrounds, multi-purpose athletic fields, and a dog park.

Guided by the Park Master Plan, the Park Commission is actively planning and budgeting for the continued improvement of the Township's parkland.

Multiple outside organizations also maintain parkland within the Township, including the State of Michigan, Grand Traverse County, the City of Traverse City, the Grand Traverse Regional Land Conservancy, and the Traverse City/Garfield Township Joint Recreational Authority. Though not owned by the Township, these resources provide an important source of recreation. All together, nearly 1,500 acres of public land is available for enjoyment, with many of these parks also serving a key function in the existing and planned non-motorized network.

RECREATIONAL PROGRAMMING AND SERVICES

Governmental agencies in the Grand Traverse region generally act as landlords to park lands, relying upon private entities to provide services and programming to meet needs of area residents. Examples of these service providers include but are not limited to TBAYS (soccer), the Grand Traverse Conservation District (advocacy, contractual management, and education), TART (trail advocacy), Traverse City Little League, and the Grand Traverse Bay YMCA. Various hiking, biking, sailing...

Partnerships include the Parks and Recreation Network...

DESCRIPTION OF PUBLIC INPUT

FUTURE LAND USE & THOROUGHFARE PLAN

This chapter will provide the vision for the future possibilities in the development and use of lands within the Township, including a future transportation plan.

FUTURE LAND USE CATEGORY DESCRIPTIONS

(NOTE: ALSO REFER TO FUTURE LAND USE MAP, PAGE 34)

AGRICULTURAL / RURAL LAND (NO MORE THAN 1 UNIT PER ACRE)

The intent of this land use type is to provide areas for agricultural operations and low intensity land uses in the outlying areas of the township. These districts are composed primarily of unsubdivided lands that are vacant or are in agricultural use with some dwellings and accessory uses. This area is suitable for large tracts of open space, agricultural areas, woodlands and fields. It is intended to promote the protection of the existing natural environment and to preserve, enhance and stabilize the essential characteristics and economical value of these areas as agricultural lands. This classification districts may be used to encourage development in and near the core areas of the township by limiting the development densities of parcels less suited for intensive development. This land use type is also used to protect natural resources and environmentally sensitive areas such as stream buffer zones.

Most compatible zoning districts: R-R/A Potentially compatible zoning district: R-1

LOW DENSITY RESIDENTIAL (FROM 1 TO 3 UNITS PER ACRE)

This designation provides area for traditional single-family residential dwelling units. This includes areas of existing one family development as well as areas within which such development appears likely and desirable. They are intended to encourage more intensive development in and near the core areas of the township with less intensive development moving outward towards the more rural and remote areas of the township. The category is intended to encourage a suitable neighborhood environment for family life by including among the permitted uses such facilities as schools and parks that will promote a sense of community and urban vitality.

Most compatible zoning district: R-1 Potentially compatible zoning district: R-R / A

MODERATE DENSITY RESIDENTIAL (FROM 3 TO 6 UNITS PER ACRE)

This designation provides areas for medium density one and two family residential dwelling units in and near to the developed core areas of the township. The districts include areas of existing one and two family developments as well as areas within which such development appears likely and desirable. This area should encourage a suitable neighborhood environment for family life by including among the permitted uses such facilities as schools, places of worship and parks. This area is meant to provide a range of housing choices and promote a sense of community, urban vitality and the efficient provision of infrastructure.

Most compatible zoning district: R-2 Potentially compatible zoning district: R-1 / R-3

HIGH DENSITY RESIDENTIAL (FROM 6 TO 10 UNITS PER ACRE)

This designation provides areas for medium to high density one and two family residential dwelling units mixed with a variety of multiple family residential dwelling types, including apartments where adequate public facilities and services exist with capacity to serve such development. The districts are composed mainly of areas containing an existing mix of these dwelling types as well as areas within which such development appears likely and desirable. They are intended to encourage more intensive development in and near the core areas of the township. Design should encourage a neighborhood environment for family life and include uses such as schools, places of worship and parks that will promote a sense of community, urban vitality and the efficient provision of infrastructure. Zoning district regulations should allow for market and design flexibility while preserving the neighborhood character and permitting applicants to cluster development in order to preserve environmentally sensitive and natural land areas.

Most compatible zoning district: R-3 Potentially compatible zoning districts: R-1 / R-2

MOBILE HOME RESIDENTIAL (STATE OF MICHIGAN DEFINES DENSITY)

This designation indicates areas which are suitable for mobile home subdivisions and mobile home parks, including areas of existing developments as well as areas proposed and approved for such development. This classification are intended to encourage medium to high density mobile home subdivisions and mobile home park developments where adequate public facilities and services exist with capacity to serve such development.

Most compatible zoning district: R-M

PROFESSIONAL OFFICE

This designation provides areas for service-oriented enterprises and institutions having relatively low traffic generation. This includes areas of existing office developments as well as areas within which such development appears likely and desirable. They are intended to facilitate the support and expansion of local business, while serving as a buffer between residential areas and more intensive commercial areas. Zoning regulations should be primarily restricted to office and ancillary uses that do not have peak weeknight or weekend usage so as to provide an orderly transition and buffers between uses.

Most compatible zoning district: C-O Potentially compatible zoning districts: C-L

COMMERCIAL

The commercial land use designation indicates where commercial uses of varying intensity may be appropriate. The Master Plan includes only one broad "Commercial" category intended to encompass a variety of commercial zoning districts which may be appropriate on a case-by-case, property-by-property basis. For example, depending on surrounding land uses and zoning patterns, it may be appropriate to consider zoning a property C-L (Local Commercial) but totally inappropriate to consider zoning property any other commercial zoning district. Zoning district regulations should be

designed to protect abutting and surrounding areas by requiring certain minimum yard and area standards which are compatible to those called for in surrounding, non-commercial zoning districts.

Please see the zoning plan for additional information.

Potentially compatible zoning districts: C-L / C-P / C-H / C-G / C-O

INDUSTRIAL

The intent of the industrial areas is to remain primarily industrial in nature while allowing a limited number of non-industrial uses that are envisioned as accessory or complimentary to existing and future industrial uses of the districts. Non-industrial uses of property within these districts are subject to industrial impacts from adjacent parcels including, but not limited to, noise, dust, and vibrations.

Please see the zoning plan for additional information.

Most compatible zoning districts: I-G / I-L

Potentially compatible zoning districts: C-L

GRAND TRAVERSE COMMONS

This area indicates the Grand Traverse Commons Redevelopment District, a jointly planned area established under the authority of the Michigan Joint Municipal Planning Act 226 of 2003, as amended. This area is subject to a separate Master Plan and Zoning Ordinance.

Most compatible zoning district: GTC

RECREATIONAL

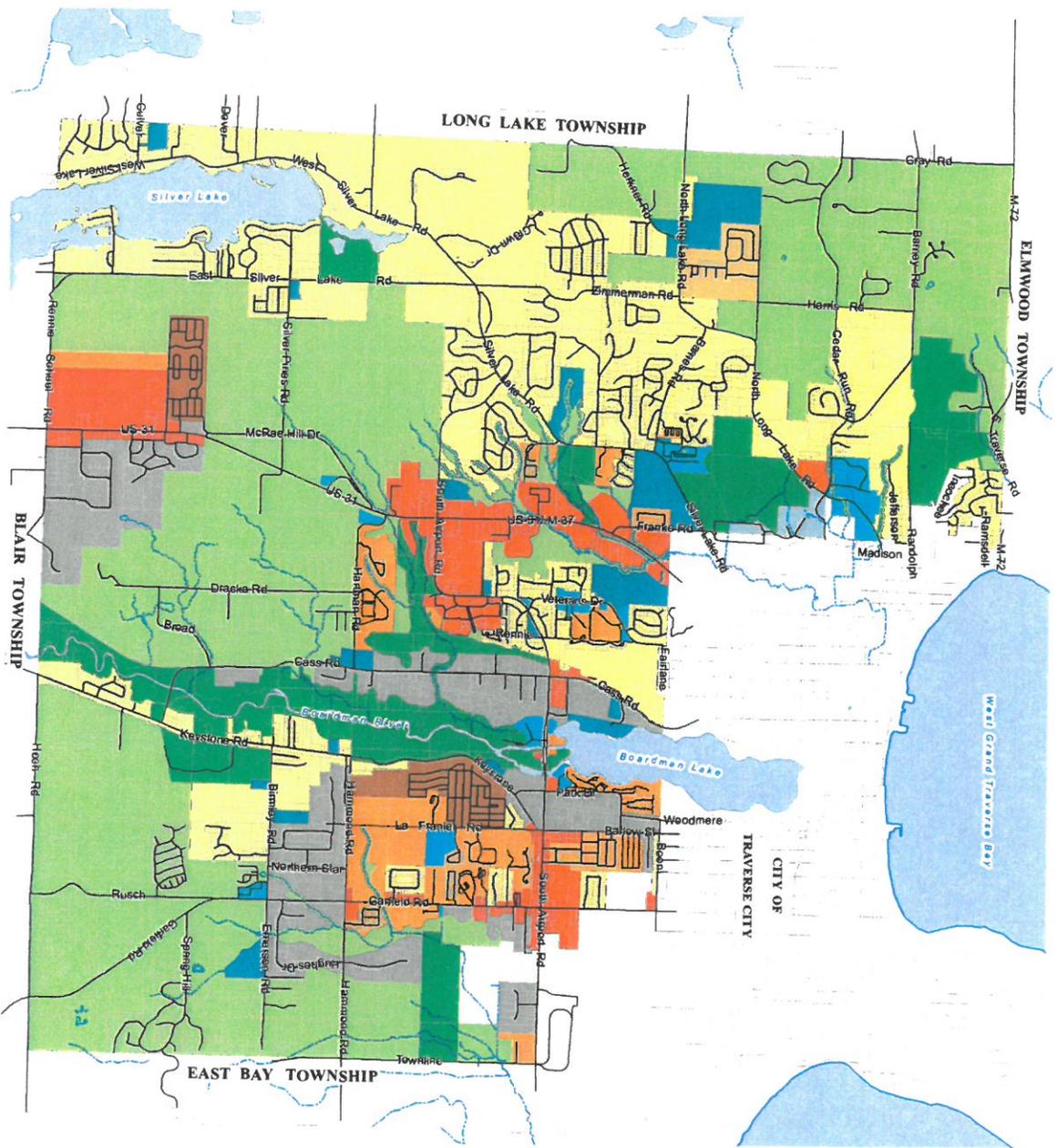
This land use designation indicates areas suitable for active and passive recreation, and which are already owned by a municipality or other governmental entity. This classification is not intended to identify future properties which may be acquired as the parkland system grows, but rather to protect and preserve existing parks and sensitive natural areas. This area also includes lowlands along the Boardman River Valley which are currently, or were formerly, inundated by the Boardman River.

Most compatible zoning district: P-R

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Garfield Township Master Plan 2016

October 26, 2016 DRAFT Future Land Use Map



- Legend**
- Land Use 2016**
- Agricultural / Rural Land (>1 Units Per Acre)
 - Low Density Residential (1-3 Units Per Acre)
 - Moderate Density Residential (3-6 Units Per Acre)
 - High Density Residential (6-10)
 - Mobile Home Residential
 - Professional Office
 - Institutional
 - Commercial
 - Industrial
 - Recreational
 - Grand Traverse Commons
 - Street Centerlines
 - Streams

Garfield Charter Township
3646 Veterans Drive
Traverse City, MI 49884
Phone: 231.941.1620
Fax: 231.941.1688
www.garfieldmi.com

NOT A LEGAL SURVEY

Garfield Township Planning Dept. 10/20/2016

CORRIDOR PLANNING

As briefly discussed in the Transportation and Community Planning element of this plan, a number of roadway corridors should be studied in greater detail for opportunities to improve both motorized and non-motorized efficiency, as well as the built form of the roadway environment. These particular corridors of interest include West South Airport Road, Garfield Avenue, Barlow Road, and La Franier Road.

It is not the intent of this plan to thoroughly analyze these corridors, but a brief summary of the opportunities and constraints of these corridors is as follows:

WEST SOUTH AIRPORT ROAD BETWEEN PARK ROAD AND GARFIELD ROAD:



This corridor is developed with commercial uses to the east of Barlow Road and with industrial uses to the west of that street. The roadway includes four travel lanes, a center turn lane, and a number of deceleration and turn lanes. Non-motorized pathways are almost non-existent.



In certain cases, as shown in the graphic to the left, a proper landscaping buffer between parking lots and streets has been provided (see property to the north), but in many cases asphalt extends to within the road right-of-way, greatly reducing green space. Because of the high number of commercial driveways within this corridor, access management is a major concern. Electrical lines within this corridor are all above ground, which further degrades the aesthetics of this aged corridor.

Properly planned and funded, perhaps with the assistance of a Corridor Improvement Authority, this corridor could be re-imagined to greatly improve its function and aesthetic appearance.

WEST SOUTH AIRPORT ROAD BETWEEN CASS ROAD AND PARK DRIVE:



This corridor crosses the Boardman River Valley. Uses include industrial to the west, and offices, public parkland, and retail to the east. South Airport Road splits into a boulevard-type street in the area near Logan's Landing. Access management is more properly applied for this section of the roadway than it is to the east.

Non-motorized pathways remain a high priority for this corridor, with a need for improved east-west paths but also for a safe pedestrian connection between the Boardman Lake Trail, to the north, and the Boardman River Trail, to the south. In a 2010 feasibility study, the County Road Commission determined that a pedestrian tunnel under the road near Art Van would be the most preferred option to accomplish this connection, but will come at a high cost and would be best considered in the event that the roadway is completely reconstructed. In the meantime, the Road Commission has considered reconfiguring the boulevard area into a "Michigan left," so that the roadway connection between Racquet Club Drive and Logan's Landing can be converted to pedestrian-only, signalized crossing.

The grassy and vegetated median within this corridor is irrigated and maintained by the Township. Combined with the parkland on each side of the road in this location, portions of this roadway showcase the natural environment of the Boardman River Valley. By working to "green" the western, industrial section, the Township could unify this corridor into a more welcoming invitation to explore and enjoy the Boardman River.



GARFIELD ROAD BETWEEN BOON ROAD AND HAMMOND ROAD:

Garfield Road is a highly developed, north-south corridor. It includes a mix of uses including high-density housing, offices, retail, industrial, and the Cherry Capital Airport. It is a regional arterial road providing connections to Traverse City from downstate locations.

For the life of this plan, it is expected that this road will remain as a five-lane road, with two travel lanes in each direction and a middle turn lane. Access management strategies would likely improve the level of service of the corridor.

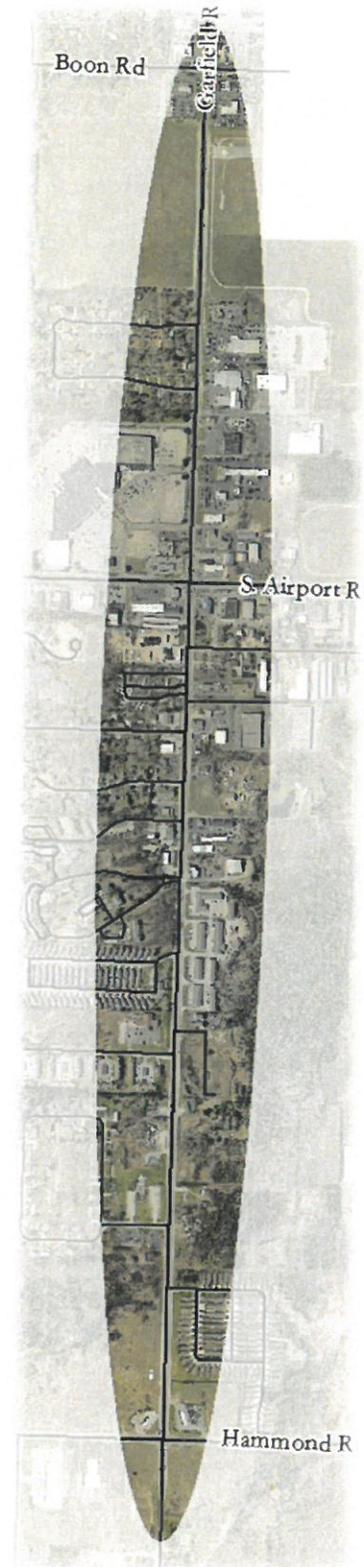
Challenges of this corridor include a lack of pedestrian connectivity and safe routes, even though pedestrian activity is common along this route. Most often, pedestrians are forced to walk alongside the busy roadway, or within the road itself. Additionally, the built environment is not conducive to the construction of separated walkways.

Streams and wetlands are present in this area. In certain cases, it may be appropriate for the Township to consider shifting allowable density to the areas closest to Garfield Road to protect these resources while providing for continued infill and redevelopment. This discussion could also include an increase in allowable building height where appropriate (keeping in mind the proximity of the airport).

The potential for redevelopment and reuse of this corridor is significant. As properties redevelop, and as the remaining vacant parcels are built on, the Township should take the opportunity to improve mobility along the corridor for motorists, pedestrians, and cyclists.

The variety of uses within this corridor is a strength. With a better non-motorized network, opportunities will increase for this corridor's residents to walk or ride a bike to nearby opportunities for shopping, entertainment, and employment. The Township should encourage a high-density mix of uses within this corridor.

Particular opportunities for redevelopment and density increases within this corridor include the Cherryland Mall, at the northwest corner of Garfield Road and South Airport Road. In the same vicinity but across Garfield Road and adjacent to the airport, opportunities exist for a land developer to acquire and consolidate older structures. Within this vicinity, there is likely market support for airport-service oriented businesses such as car rentals, conference centers, hotels, and other similar uses.



BARLOW ROAD BETWEEN BOON ROAD AND WEST SOUTH AIRPORT ROAD:

Barlow Road is a mixed-use corridor in close proximity to the City of Traverse City. On the west, the current mixed-use industrial zoning remains appropriate.

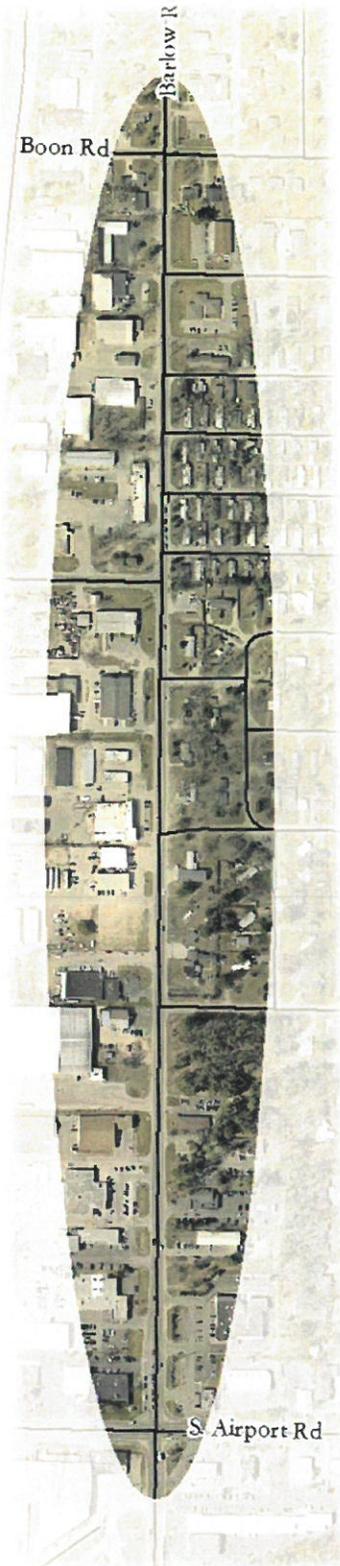
The east side of the corridor includes commercial and office uses from Floresta Street to West South Airport Road. To the north of Floresta Street, the Master Plan calls for increased density, potentially including a redevelopment of dated residential areas. Because of the proximity to walkable employment in both Traverse City and Garfield Township, encouraging affordable housing in this area is a priority.

This street is another example of a corridor with high pedestrian demand but minimal pedestrian facilities. Because of the built environment, separated sidewalks may be difficult to construct, but should be required wherever feasible. In the absence of sidewalks, designated bike lanes could accommodate both pedestrians and cyclists.

LAFRANIER ROAD BETWEEN WEST SOUTH AIRPORT ROAD AND HAMMOND ROAD:

To the south of West South Airport Road, Barlow Road becomes LaFranier Road. This corridor is targeted for higher density residential development because of its proximity to the City of Traverse City and access to public transit.

As with Barlow Road, pedestrian activity along this corridor is consistent. Non-motorized facilities should be required as properties develop or redevelop.



HARTMAN AND HAMMOND ROADS:

Connecting Hartman Road and Hammond Road via a bridge over the Boardman River is a long-running debate for the Traverse City region. At the heart of the discussion is a common belief that this connection would help to relieve east-west traffic flow across the Traverse City area; in particular, by providing an alternate route to overburdened roads such as South Airport, 8th Street, and US-31.

In the early 2000's, the Grand Traverse County Road Commission attempted to fund and build this connection, but due in large part to an environmentally insensitive design, the project was shelved in the face of public opposition.

In 2016, as a part of the broader effort to remove three dams on the Boardman River, the Cass Road bridge over the river was replaced. However, transportation models show that the replacement of this bridge will do little to mitigate east-west traffic issues.

Much has changed since the days of the original Hartman-Hammond discussion, when the decision had not yet been made to remove the dams, or to remove and replace a river crossing between W. South Airport Road and Beitner Road. The county's population increased from 77,764 in 2000 to an estimated 89,987 residents in 2013 and is expected to continue to grow. Garfield Township's Master Plan calls for dense residential infill development along La Franier Road north of Hammond Road and east of the river, which development would benefit greatly from a direct roadway connection to the commercial centers to the west of the Boardman River.

Proposed Master Plan Designation	Current Master Plan Designation	Current Zoning	Zoning Ordinance District Intent	Potentially Compatible District	Considerations for down zoning (less density)	Considerations for up zoning (more density)
Low Density Residential (1-3 U/A)	Moderate Residential	R-1 One-Family Residential	<p>The R-1 (One Family Residential) districts provide areas for low to medium density one family residential dwelling units. The districts include areas of existing one family developments as well as areas within which such development appears likely and desirable. They are intended to encourage more intensive development in and near the core areas of the township with less intensive development moving outward towards the more rural and remote areas of the township. The R-1 districts are designed to encourage a suitable neighborhood environment for family life by including among the permitted uses such facilities as schools and parks that will promote a sense of community and urban vitality.</p>	R-R / A / R-2	<p>R-1 properties are intended to encourage traditional neighborhoods for families that prefer to be located outside mixed use and mixed residential areas. These areas are typically designed and located within walking distance to schools and park areas. Larger minimum lot sizes for this purpose would likely be supported and consistent with the Agricultural and Rural Land Zoning classifications.</p>	<p>A rezoning from R-1 to two family R-2 Residential would largely depend on surrounding land uses and compatibility with those uses. In some areas, an R-2 district consideration could provide needed affordable housing opportunities adjacent to amenities or create a transitional district.</p>
Moderate Density Residential (3-6 U/A)	Moderate Residential / Medium Residential	R-2	<p>The R-2 (One and Two Family Residential) districts provide areas for medium density one and two family residential dwelling units in and near to the developed core areas of the township. The districts include areas of existing one and two family developments as well as areas within which such development appears likely and desirable. The R-2 districts are designed to encourage a suitable neighborhood environment for family life by including among the permitted uses such facilities as schools, places of worship and parks. They provide a range of housing choices and promote a sense of community, urban vitality and the efficient provision of infrastructure.</p>	R-1 / R-3	<p>A lack of undeveloped R-1 Single family lots outside of mixed use developments is a concern. Stand alone single family projects are in high demand and considered appropriate in areas of water and sewer. This transition may be compatible with the Moderate Density Residential District classification.</p>	<p>A change to a more intense R-3 District may be appropriate in areas identified for redevelopment, high density, or in areas located near amenities. Special attention should be given to the surrounding land uses when considering a change to a more intense R-3 District or High Density Residential classification.</p>
High Density Residential (6-10 U/A)	Medium Residential / High Density Residential	R-3	<p>The R-3 (Multiple Family Residential) districts provide areas for medium to high density one and two family residential dwelling units mixed with a variety of multiple family residential dwelling types, including apartments where adequate public facilities and services exist with capacity to serve such development. The districts are composed mainly of areas containing an existing mix of these dwelling types as well as areas within which such development appears likely and desirable. They are intended to encourage more intensive development in and near the core areas of the township. The R-3 districts are designed to encourage a suitable neighborhood environment for family life by including among the permitted uses such facilities as schools, places of worship and parks that will promote a sense of community, urban vitality and the efficient provision of infrastructure. R-3 district regulations are designed to allow for market and design flexibility while preserving the neighborhood character and permitting applicants to cluster development in order to preserve environmentally sensitive and natural land areas.</p>	R-2 / R-1	<p>Allowing a downzoning in designated redevelopment areas may be detrimental to the overall redevelopment plan. In some cases, however, when platted subdivisions are in play, a down zoning may accelerate the redevelopment process. Areas designated as R-3 are typically located close to the City core and amenities. The R-3 district is consistent with the High Density Residential Zoning classification however where platted subdivisions are prevalent an R-1 / R2 designation may be more appropriate and compatible.</p>	<p>The R-3 District allows the greatest density possible.</p>

Rural Land	Rural Land	R-R	The R-R (Rural Residential) districts provide areas for predominantly low density one family residential dwelling units that will harmonize with the natural resource capabilities of the Township. The districts are intended to be semi-rural in character and include areas of the Township where: (1) public water and sewer facilities are not now available and are likely to remain without services indefinitely; and (2) natural resources and environmental conditions, such as hillsides, scenic areas, wetlands and shore lands, tend to make more intensive types of urbanized development destructive to environmental values.	A / R-1	The Rural Residential district was created at the request of the land owners. This district should remain as zoned or changed to a compatible district such as the A-Agriculture district. Should an increase in density be contemplated, a PURD may be more appropriate than a rezoning. The RR district and Rural Land Classification are considered to be compatible.	Properties identified as R-R were zoned as such at the request of property owners. Changes should be considered to similar lot size districts and compatible uses.
High Density Residential / Moderate / Mobile Home Residential (State defines density)	Mobile Home Residential	R-M	The R-M (Mobile Home Residential) districts provide areas for mobile home subdivisions and mobile home parks. The districts include areas of existing developments as well as areas proposed and approved for such development. They are intended to encourage medium to high density mobile home subdivisions and mobile home park developments where adequate public facilities and services exist with capacity to serve such development. The R-M districts are designed to encourage a suitable neighborhood environment for family life by including among the permitted uses facilities that will support and promote a sense of community.	R-M	Caution should be taken when changing a zoning district from the R-M designation. The availability of this type of affordable housing should be considered prior to a change. If the change is going to require additional manufactured home park designations, the district should remain as zoned. The R-M district is consistent with the Medium/High Density Zoning	The density associated with the R-M districts is determined by the State of Michigan and is typically the maximum permitted on the site.
Agricultural (1 U/A)	Rural Land	A-Agricultural	The A (Agricultural) districts provide areas for agricultural operations and low intensity land uses. These districts are composed primarily of unsubdivided lands that are vacant or are in agricultural use with some dwellings and accessory uses. The A districts are suitable for large tracts of open space, agricultural areas, woodlands and fields. They are designed to promote the protection of the existing natural environment and to preserve, enhance and stabilize the essential characteristics and economical value of these areas as agricultural lands. The A districts may be used to encourage development in and near the core areas of the township by limiting the development densities of parcels less suited for intensive development. The A districts may also be used to protect natural resources and environmentally sensitive areas by preserving these areas for low intensity land uses.	R-R / R-1 / R-3	Farmland and value added agriculture should be encouraged in Garfield Township. Historically, the Township has zoned sensitive lands to agricultural to help protect those areas from a higher density development. The Rural Land Classification and A Agricultural districts are considered to be compatible.	In many instances the land is not considered high value farmland and a change to a residential district may be appropriate. An evaluation of the properties location, proximity to amenities, and surrounding land uses should determine the most compatible district and density. A change to R-R would likely be supported due to the similarity with the districts. A PURD should be encouraged / required over a request to rezone farmland to a more intense residential use.
Local Commercial	Neighborhood Convenience	C-L	The C-L (Local Commercial) districts provide nodal areas for convenient, day-to-day retail shopping and service facilities, servicing persons in the adjacent residential areas and designed in scale with surrounding residential uses. The districts include areas of existing commercial use as well as areas proposed and approved for such development. Due to their local service nature, C-L districts are likely to be stand alone or small collective sites located so as to have a minimum impact upon the surrounding residential areas. C-L district regulations are designed to protect abutting and surrounding residential areas by requiring certain minimum yard and area standards which are compatible to those called for in the residential districts. These districts are also intended to reduce automobile trips by permitting a limited group of commercial uses to be located in close proximity to residential areas.	C-O	The C-L zoning classification is viewed more of a transitional commercial district, however, some uses permitted in the district may be deemed too intense or not compatible with adjacent residential uses. The C-O district should be considered as a possible alternative to a C-L designation.	The commercial designation does not contemplate the various types or intensities of the commercial districts, increasing the need for the Planning Commission to evaluate the adjacent land uses, their compatibility, the need for increased commercial, and combined intensity of the change when rezoning to a more intense commercial designation.

Professional Office	Professional Office	C-O	C-O (Office Commercial) districts provide areas for service oriented enterprises and institutions having relatively low traffic generation. The districts include areas of existing office developments as well as areas within which such development appears likely and desirable. They are intended to facilitate the support and expansion of local business, while serving as a buffer between residential areas and more intensive commercial areas. The C-O districts are primarily restricted to office and ancillary uses that do not have peak weeknight or weekend usage so as to provide an orderly transition and buffers between uses.	C-L	The C-O district should remain a low intensity district and transitional zone. Uses in the C-L district may be considered, provided the uses are limited in intensity and deemed compatible with adjacent land uses. Caution should be taken when intense automobile based businesses are requested near residential uses and areas.	The C-O Office Commercial District was often viewed as a transitional district and alternative to the more intense commercial retail districts. Office Commercial districts should remain in tact and should not be rezoned to other more intense commercial districts.
Commercial	Community Commercial	C-G	The C-G (General Commercial) districts provide areas for a broad range of commercial activities and services designed to cater to the needs of a large consumer base. The districts include areas of existing commercial developments as well as areas within which such development appears likely and desirable. They are intended to encourage more intensive commercial development in and near the core areas of the township. The C-G districts are designed to support diversification of the economic base in a manner compatible in use, character, and size to the site and the surrounding areas.	C-H / C-P	The more restrictive C-H District is similar to the C-G district as it relates to allowable uses, however, it is more advanced from a planning perspective due to cross-access requirements, service drive agreements and installations. A change to the C-H district would likely be encouraged. Discussion should continue regarding the combination of these two districts.	Due to the leniency of the C-G district, a change to a more lenient/higher density district would be limited to the C-P District.
Commercial	Community Commercial	C-H	The C-H (Highway Commercial) districts provide areas for retail business and service activities that generate a considerable amount of traffic and may be appropriately developed on an arterial or major collector road. The districts include areas of existing commercial development as well as areas within which such development appears likely and desirable. They are intended to encourage appropriate automobile oriented development on and near the arterial and major collector streets of the Township. The C-H district regulations are designed to minimize the undesirable effects of commercial strip development, avoid undue congestion on major highways and at major intersections, and to encourage cross-access and shared access between commercial properties via service drives.	C-G / C-O	The Highway Commercial District was adopted to ensure connectivity between non-residential properties along major corridors such as US 31. A request to rezone the property to the less restrictive C General Commercial district should be carefully scrutinized.	The C-H District may be compatible with the C-O Office Commercial district, which would allow the property to increase development density /and or include residential live/work units to support the commercial.
Commercial	Planned Commercial	C-P	The C-P (Planned Commercial) district is intended to provide for and encourage the development of grouped retail sales and service establishments at logical and sound locations within Garfield Township. Typically, such planned centers are located on a single, unified site and are designed and constructed as an integrated unit for shopping and other business activity. The group of store units which make up such a center may range in size and type from the relatively small neighborhood shopping center furnishing a wide range of consumer goods and services to the whole Township.	C-H	The Planning Commission should consider an overhaul of this section as the adopted Ordinance provides simpler, less restrictive, alternatives to this dated section.	

Industrial	Mixed Use Business	I-G	<p>The intent of the General Mixed Use Industrial Business (I-G) District is to remain primarily industrial in nature while allowing a limited number of non-industrial uses that are envisioned as accessory or complementary to existing and future industrial uses of the districts. Non-industrial uses of property within these districts are subject to industrial impacts from adjacent parcels including, but not limited to, noise, dust, and vibrations.</p>	R-M / I-L	<p>The R-M district may be deemed compatible in various areas of the township. These areas could provide workforce housing in close proximity to manufacturing opportunities. Nuisance issues should be considered for future residents when considering a change in zoning to allow for residential uses. Generally, the I-C and I-L districts should remain as employment hubs and not be changed to a commercial zoning.</p>	<p>In areas adjacent to I-L, consideration could be given to rezoning an area to a more intense zoning classification. The I-L district allows for more intrusive uses so consideration to surrounding areas should be carefully scrutinized.</p>
Industrial	Mixed Use Business	I-L	<p>The intent of the Limited Mixed Use Industrial Business (I-L) District is to remain highly industrial in nature while allowing a limited number of non-industrial uses that are envisioned as accessory or complementary to existing and future industrial uses of the districts. Non-industrial uses of property within these districts are subject to industrial impacts from adjacent parcels including, but not limited to, noise, dust, and vibrations. The Planning Commission will attempt to limit these adverse impacts when considering development applications.</p>	I-G	<p>The more intense industrial areas could be rezoned to a lesser intense district when appropriate. Incorporating a mix of support services to traditional manufacturing and new technical industrial uses when compatible should be encouraged. Consideration should be given to the amount of higher intensity parcels currently available and if a change would negatively affect our industrial balance for these highly sought after parcels.</p>	<p>Properties that are owned by another municipality and not actively being used for recreation or recreational support services may be considered for a rezoning at the municipalities request. A request to rezone should only be considered for a district that is compatible with the recreational use and surrounding properties.</p>
Recreational	Identified only by the letter "P" Park or "R" Recreational not an actual district-	P-R	<p>The P-R (Park and Recreation) districts provide areas for passive and active recreational facilities which are owned or operated by a municipality or other governmental entity.</p>	N/A	<p>This district reflects publically owned lands and would not support a rezoning to any other district.</p>	<p>Properties that are owned by another municipality and not actively being used for recreation or recreational support services may be considered for a rezoning at the municipalities request. A request to rezone should only be considered for a district that is compatible with the recreational use and surrounding properties.</p>
GT Commons	Planned Development	GTC	<p>The Grand Traverse Commons Development District is a jointly planned jurisdictional area established pursuant to the Michigan Joint Municipal Planning Act 226 of 2003, as amended.</p>	N/A	<p>Pending a sale or expiration of a lease, parcels owned by Grand Traverse County shall be zoned to a similar township zoning category only.</p>	

