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Planning Commission Approved - January 2007
COMPREHENSIVE PLAN 2007
CHARTER TOWNSHIP of GARFIELD
 Traverse City, MI

Planning Commission Approved
**GARFIELD CHARTER TOWNSHIP
COMPREHENSIVE PLAN UPDATE
2007**

Charter Township of Garfield
3848 Veterans Dr.
Traverse City, Mi. 49684
(231) 941-1620
www.garfield-twp.com

GARFIELD TOWNSHIP PLANNING COMMISSION

2007

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John Racine, Vice Chairman

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Julie Arends

Joe Robertson

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GENERAL NOTES - 2007 UPDATE

The proposed 2007 Comprehensive Plan revision recognizes significant economic, employment, and community development changes which have occurred throughout the United States and have impacted development in the Township in the years since the adoption of the Township's current Plan. The current plan was designed to accommodate a manufacturing job based economy rather than a service-knowledge based economy. To make the adjustment to a service-knowledge based economy community, the 2007 update combines and redefines General Business and Industrial designated land areas, designating them as Mixed Use Business.

The plan continues to recognize the desirability of developing larger land holdings, those of twenty (20) acres in size or greater as planned unit developments, by designating additional areas which may already have been approved or developed as PUDs, or parcels which are known to have been considered by their owners for potential planned developments.

Included in this update are the Future Land Use, Thoroughfare and Non-Motorized Ways Plans. Future updates will include Utility Infrastructure and Green Infrastructure Plans which will complete the content of the Comprehensive Plan.

The appendices included with this plan are base or planning studies which have been prepared as a part of the ongoing work of the Township Planning Commission and Township Planning Department. They are included herewith for background and reference purposes only, in support of the Comprehensive Plan.

LAND USES

The designated land uses and their intended character and requirements as illustrated on the Comprehensive Land Use Plan are defined and described as follows:

Rural Land

Areas having a rural character where agricultural and other typical rural uses are encouraged to be continued for the greatest time possible. Where on-site sewage treatment and water supply are required, a density of one (1) residential unit per acre is appropriate. In an effort to reduce land consumptive sprawl development, large parcels in these areas are deemed suited to planned unit developments, conservation design subdivisions, or clustered housing, having bonus densities for set asides of open space which protect important areas of high resource value, biodiversity, and rural character.

Moderate Density Residential

Areas having a density of 2 to 6 residential units per acre, ideally served by municipal water and sewer services.

Medium Density Residential

Developments of 7 to 14 units per acre in areas which are serviced by sewer and water and which are accessible by collector and arterial thoroughfares. Most multiple family developments, as well as manufactured home parks, fall within this category. It is a specific objective of this plan to discourage suburban sprawl by encouraging development in these areas to have densities in this range which can both provide for the housing needs of the Township and support related local convenience commercial stores. Rezoning from holding classifications such as rural land may not be approved for these areas unless it can be demonstrated that the resultant project(s) will satisfactorily address this objective.

High Density Development

Areas suited to developments of fifteen (15) units per acre or greater.

Planned Commercial

Areas occupied by or suited for the development of regional retail sales and service establishments. Typically such planned centers are located on a single unified site, are designed and constructed as an integral unit for shopping, other business activity, and related land uses. To foster the concept of a housing-jobs balance, planned centers are encouraged to have a residential component, or be located in close proximity to residential uses.

Community Commercial

Areas outside of planned commercial centers occupied by or suitable for the development of commercial activities intended to serve the area-wide community.

Neighborhood Convenience Commercial (C)

The plan recognizes that as the area population continues to grow, accompanied with increased congestion on area roads, there will be an increased need for convenience commercial uses located in close proximity to residential development. At these locations one may purchase items required on a convenience basis without needing to travel to a community or planned commercial area. Convenience commercial uses are contemplated in locations close to or within residential developments so they may be reached safely by pedestrians, yet have appropriate buffering from adjacent residential development to limit conflict between uses. It is anticipated that these uses will range from 3,000 sq. ft. to perhaps as much as 10,000 sq. ft. in floor area.

Professional Office

Areas intended to provide for service-oriented enterprises and institutions having relatively low traffic generation primarily during normal day time or limited evening operating hours. It is intended that this land use will be suitable as a buffer between residential and commercial uses, and that the general character of development within this area will be compatible with adjacent residential uses.

Mixed Use¹ Business

Land use areas within the Township which accommodate a wide range of businesses, including manufacturing, that support the economic needs of the greater Traverse City Area and Northwestern Michigan. Uses within these areas may range from “light”² manufacturing to personal service establishments, however, excluding store retailers³ as typically located in community and planned commercial districts.

These areas recognize the contemporary Smart Growth Principle of mixing land uses. To foster a housing-job balance, housing may be integrated into planned projects. Walkability is considered essential as a means of access from other areas of the community. The compatibility of uses in this district will result from the application of performance standards found within the Zoning Ordinance.

1 “Mixed Use” in the Garfield Township context, means a broad combination of business establishments and residential land uses, *determined to be mutually compatible by the Township through its planning and zoning activities*, located within a designated area or district. Subject to the above (see italicized caveat), business establishments may include those found in the “North American Industry Classification System Sectors 23 through 92, Executive Office of the President, Office of Management and Budget, 2002

2 “Light” manufacturing = modern manufacturing facilities using electrical energy as a power source which is produced off site and fed to the facility from the power grid as opposed to facilities which generate their own operating power on site - Low impact manufacturing.

3 “Store retailers” = store retailers operating fixed point-of-sale locations, located and designed to attract a high volume of walk-in customers. In general, stores which (i) use extensive displays of merchandise, (ii) mass-media advertising to attract customers, and (iii) which typically sell to the general public for personal or household consumption will constitute “store retailers”.

Planned Development

It is the purpose of designating planned development areas to provide the Township flexibility in the regulation of land development, to encourage innovation and variety in land use and design of projects of sufficient size to be considered self-contained. Planned projects shall be directly accessible from major thoroughfares, as designated on the Township Major Thoroughfare Plan, and shall not have any adverse economic, social, or environmental impact on surrounding land uses. Planned unit developments may be located anywhere in the Township upon approval by the Township Board.

Specific planned development areas contemplated within the Township by this plan are as follows:

(A) U.S. 31 Moraine Viewshed

Section 28 and approximately eighty (80) acres in the North One-Half of Section 33. This area remains rural and somewhat sparsely developed. For the most part the area lies on the north facing slope of the Manistee Moraine which surrounds the most highly developed portion of the Traverse City urban area.

The face of the moraine is characterized by relatively rugged terrain, springs, streams, wetlands, and a few small tillable fields. The moraine, although well developed in areas west of the City in Sections 8, 17, and 20, remains for the most part to the south, a natural impediment to the outward growth of urban development associated with the City. Protection of the face of the moraine from dense urbanization in this area will act to safe guard the small town character of Traverse City. Future development should reflect this goal. Planned developments shall be designed to protect the view sheds associated with the area particularly along U.S. 31/ M 37. Open space developments which cluster buildings and preserve the fields within the view sheds are considered essential.

(B) Crown Neighborhood

Section 19, northwest of West Silver Lake Road, approved golf course and moderate density residential planned development. The neighborhood convenience commercial component of this development area is limited to the most eastwardly property within the Crown PUD and the property parcels, in single ownership, having duo frontages on both Zimmerman/East Silver Lake Rd. and Silver Lake Rd.

(C) South Airport & U.S. 31 Mixed Use Center

Southwest Quarter of Section 21, Southeast Quarter Section 20. Sam's Club Planned Unit Development incorporating La Senorita, the Courtyard, and Fifth Third Bank. Significant area along Miller Creek, as well as those areas to the west along Kid's Creek, are designated as stream environment areas. It is anticipated that there will be some convenience commercial in this area with the balance of the area devoted to high density residential mixed use development, including affordable housing.

(D) U.S. 31 & Rennie Town Center

The East One-Half of Section 32. It is contemplated the development of this area will embody new urbanist and smart growth principles having a development center, an internal road system accessed from state and county roads, a balanced jobs/housing mix, a variety of employment and dwelling types, an urban density, and a walkable scale.

(E) Miller Creek Mixed Use Center

West One-Half Section 22, and that area in the Southeast Quarter of Section 21 lying between South Airport Road and Miller Creek. Uses in this planned development area are anticipated to be single and multiple-family residential, office, and retail commercial, together with open space along Miller Creek and the bluff which extends north paralleling Cass Road. Of significant importance in this planned development area is the buffering of the existing single family residential development in the Southwest corner of Section 15 with similar single family residential development, increasing density and intensity of use as development proceeds to the south.

Development in that area in Section 21 north of Miller Creek should be undertaken in a fashion to respect the terrain of the area with special consideration being given to accesses from South Airport Road, and to appropriate setbacks and protection of Miller Creek. The stripping of this area for strip-mall type development is considered inappropriate as is any significant terracing or general reconfiguration of the land form to accommodate development. Development should be in response to the land form as it exists.

(F) LaFranier Neighborhood

South One-Half Section 23.

This area extending generally from Keystone Road to Garfield Road and south from the commercial development on South Airport Road to Hammond Road currently contains a significant mix of kinds and types of uses. It includes a full mix of residential development from single family to multiple and mobile home parks, a number of institutional uses and health-related facilities including nursing homes, elderly foster care facilities and so forth. There are limited commercial facilities which provide convenient services to users of the area as well as the community at large. There are significant areas used for utilities and infrastructure. There also remains limited agricultural activity.

As the existing development in this area is not homogeneous, and the existing uses tend to function in relative harmony, it is the intent of the plan to allow continued variety and use of a similar nature. Each proposed land use will be evaluated on its merits and its compatibility with neighboring uses, reserving the right by the Township on a case-by-case basis to evaluate and accommodate uses as they are proposed for development.

The high pressure gas line right-of-way, in this area, is recognized in the Non-motorized transportation plan as a potential opportunity to develop a non-motorized transportation facility which could link the various developments in the area with potential open space recreational facilities - play fields - which could be developed on the Grand Traverse County owned lands south of the Public Services Building.

(G) Grand Traverse Commons Planned Redevelopment.

This area incorporates the former state hospital properties generally located in Sections 8 and 9. The Planning Commission has adopted The Grand Traverse Commons District Plan for the Traverse City State Hospital as the plan for this area. That plan and any amendments prepared as a part of the adaptive reuse process should be referred to for specifics.

(H) Planned Development - South Garfield Neighborhood

East One-Half of Southeast One-Quarter Section 26, Southwest One-Quarter of Section 25, and Northeast One-Quarter Section 35.

(I) Planned Development - West High School Neighborhood

Large holdings in close proximity to the City and West High School suited for planned unit developments incorporating smart growth principles, with a residential emphases, approved under the special use permit provisions of the Zoning Ordinance.

(J) Bay Meadows Neighborhood

Large consolidated land holding(s) located between Barney Rd. and M - 72 suited to a recreation-oriented mixed use planned unit development.

(K) Kids Creek Headwaters Neighborhood

Mixed use development integrating nearby employment opportunities with various residential uses and neighborhood convenience commercial.

Public

Public lands owned for a variety of uses, including, but not limited to parks, open spaces, administrative offices, public utilities, and public educational institutions of all educational levels.

Semi-Public

Semi or quasi-public institutions, organizations, etc., normally of a non-profit status, which offer services to the public or to select segments of the public, frequently providing social, educational, or recreational services.

Utilities

Significant land parcels owned for utility purposes. Of greatest significance is the large Consumers Substation located along Keystone Road and its associated high tension line utility corridors.

Stream Environment/Wetland

Stream environments, wetlands, and other areas of vegetative quality. These areas are indicated on the plan as areas where considerable care must be taken with future development. They include the areas immediate to streams and wetlands which are either unsuited for development or suited for extremely low levels of development; also areas where the vegetative canopy has matured and is of such value to the Township that it deserves special attention and design considerations. These areas include significant lands in the Boardman Valley adjacent to the Boardman River.

The plan recognizes that Kid's, Miller, Mitchell and other small creeks, with their associated stream environments and wetlands are major natural features of this overall planning area. Together these creek systems provide a web of open space which if properly utilized and planned should protect the streams, their water quality, the associated environments and wetlands, provide an opportunity for open space and recreation areas, as well as for pedestrian linkages throughout the planning area and into the Boardman Valley. Planned and more conventional developments should all be carefully scrutinized to determine how these areas can compliment such proposals, and how the treatment of these areas can in the long run be integrated into an overall system to achieve the objectives outlined above.

Areas of Special Interest

(A) South Airport Road - LaFranier to the Boardman River

The abandonment of the Lear manufacturing plant along with a desire on the part of other property owners, along this stretch, on the south side of South Airport, to be positioned to advantageously market their properties creates an opportunity for a significant, rigorous, urban scale planned redevelopment of a significant parcel of land within the heart of the Township. Redevelopment of this area, embodying new urbanism and smart growth principles, would become the center piece for the eventual upgrade of the entire South Airport Rd. Corridor east of the Boardman River and would enrich the entire area of the Township bounded by the south city limits, the Boardman Valley, Garfield Ave., and Hammond Rd.

The redevelopment of this area should have a balanced jobs/housing mix, a variety of employment and dwelling types, an urban density and a walkable scale. Suitable grade separations of the railroad should be considered to provide for continuity of development on both sides of rail corridor. Low density strip development is considered highly inappropriate for the redevelopment of this area.

(B) Greenways

In addition to the natural “greenways” described above which are associated with the various stream environments and wetlands, there exists an opportunity to establish “greenways” along other linear systems such as the roadway network. These are most appropriate along major roads such as state and federal highways, as well as major county roads which have significant right-of-way widths. These roads are frequently also entrance corridors into the community, and their appearance strongly influences the positive or negative image people have of the community.

When such highway right-of-ways also include stream environments or scenic view sheds, the opportunity to enhance the image of the community is maximized. Major roads entering the Traverse City Area through Garfield Township are U.S. 31 - M-37, M-72, Garfield Avenue, the Hammond-Hartman Corridor, and Keystone Road. The U.S. 31 - M-37 corridor has a wide right-of-way. The first views of Grand Traverse Bay and panoramic views of the Traverse City area, as one approaches by auto from the south, are from McRae Hill where the highway transverses the north face of the moraine. Below the moraine the highway passes through the Kid’s Creek valley as it approaches the bay. The creek throughout a portion of this area falls either within or closely parallels the highway right-of-way.

The U.S. 31 - M-37 road corridor is perhaps the most vulnerable to visual destruction. A concerted effort shall be made to protect its view sheds by maintaining the natural land forms and vegetation within and adjacent to the highway right-of-way and fitting development into the landscape rather than altering the landscape to accept the development. The development in the north half of the northwest quarter of Section 28 exemplifies acceptable development.

many In addition to its natural features worthy of protection, the corridor is lined with many of the community’s large item retailers. For these and other retailers, the wide right-of-way is a tempting area to display merchandise and to locate signs which violate the Township’s Zoning Ordinance. These intrusions frequently detract from the appearance of this entrance corridor and from a positive image of the community.

The scenic values and stream environment of this corridor can be significantly enhanced along with the settings for the adjacent businesses and related non-motorized ways by appropriate landscaping of the right-of-way along with the landscaping of the front yards of the adjacent businesses. In recognition of the need for this effort, this plan designates this corridor as a community “greenway”.

TRANSPORTATION

Major Thoroughfare Plan

The Major Thoroughfare Plan (page 13) illustrates several major and minor road improvements at the arterial and collector level which may be needed in the future to facilitate traffic mobility. Planners in Garfield Township have in the past pursued, and continue to pursue, the goal of better East-West mobility. The linkage of Hammond Road with Hartman Road across the Boardman River has been one possible solution to this goal.

The larger community, with the help of the Grand Traverse County appointed Land Use and Transportation Study Group and TC TALUS, are tasked with the “mission to use a transparent and citizen led discussion process to ensure the development of a community vision, plans for the future, and projects that address land use and transportation challenges facing the region”. Garfield Township looks forward to implementing solutions to the East-West mobility goal that are products of this process. Improvements indicated are local collectors intended to facilitate movement of traffic to local streets in the developing area. Road right-of-ways shall be as required by the Grand Traverse County Road Commission Standard and Specifications for Subdivisions and Other Development Projects with Public and Private Roads.

It is a specific objective and policy of this plan to limit local traffic access onto major thoroughfares within the Township as identified in the TC-TALUS Transportation Plan. The creation of new lots fronting directly on such roads is considered inappropriate and unacceptable.

Non-motorized Transportation Plan

Non-motorized ways and sidewalks are important transportation, as well as recreational elements of this plan. Sidewalks are typically paved ways paralleling and within the right-of-way of major streets and roads. In a small community like Garfield Township they have a five (5) foot width dimension and facilitate foot traffic over short distances between land uses in close proximity one to another.

Non-motorized ways, trails or paths are facilities which range from paved road shoulders to minimally surfaced paths located in areas such as the Boardman Valley. These are intended to provide both a facility for non-motorized transportation as well as recreation. Where heavily used, they are hard surfaced and have a width of ten (10) feet. Where less intense use is the case, a crushed lime stone or slag surfacing of eight (8) feet in width is sufficient.

Where sidewalks or non-motorized ways are indicated on the adopted plan, they shall be installed as a part of a planned development or qualifying property improvement when the property is developed or redeveloped.

**ADMINISTRATIVE CONFLICTS
BETWEEN THIS COMPREHENSIVE PLAN AND THE
TOWNSHIP'S ZONING ORDINANCE PROVISIONS**

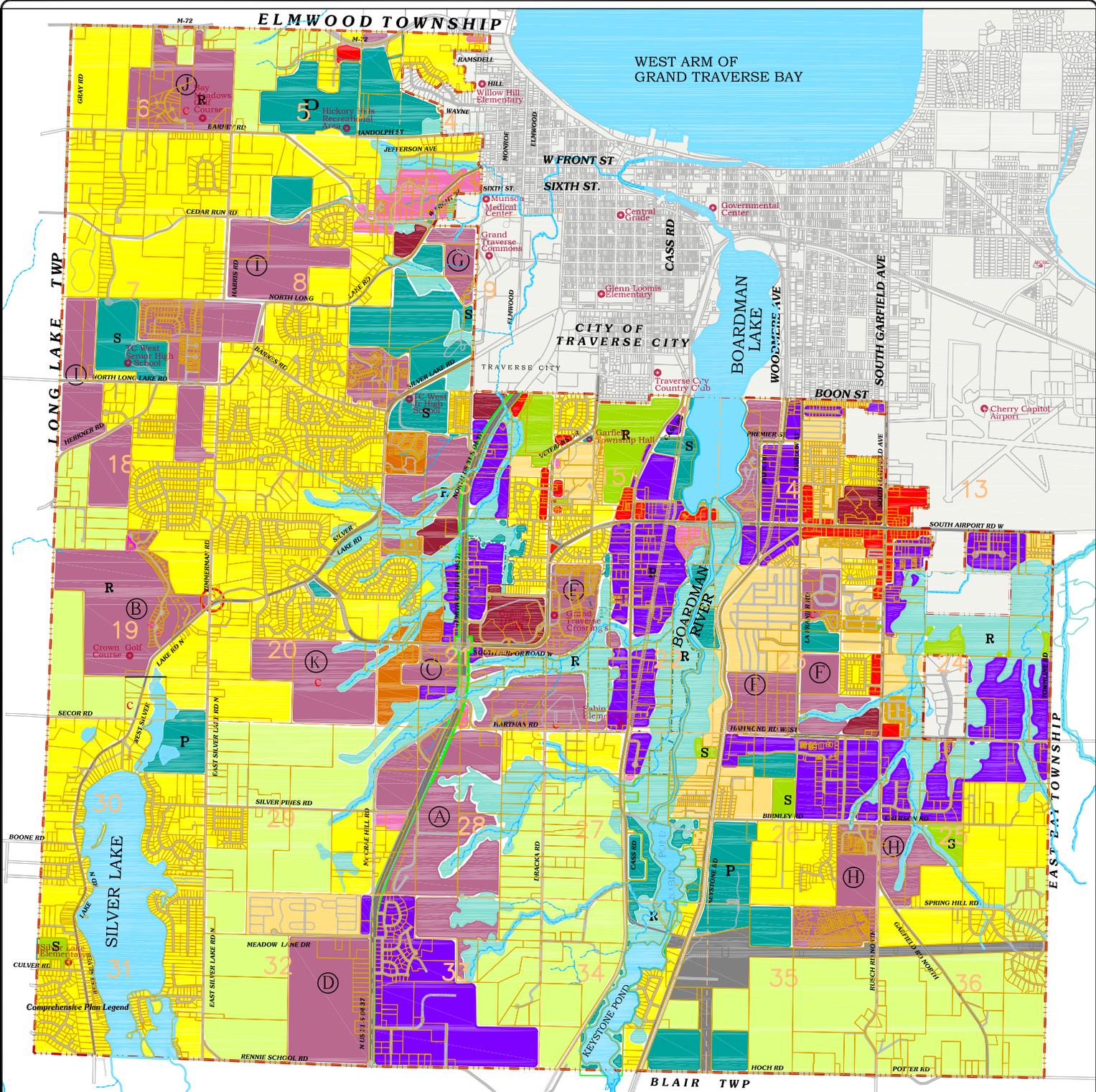
Pursuant to MCL 126.28e(4) of the Township Zoning Act ("TZA") and MCL 125.326(4) and (5) of the Township Planning Act ("TPA"), site plans for Planned Unit Developments approved under the Township Zoning Ordinance shall comply with this Comprehensive Land Use Plan map and text.

Special Use site plans, except for those site plans associated with Planned Unit Developments, shall be deemed to comply with the Comprehensive Land Use Plan map and text when all of the general and special conditions required for a particular special use permit, pursuant to the Zoning Ordinance, have been complied with.

Plans

**Comprehensive Land Use Plan
Non-motorized Plan
Major Thoroughfare Plan**

ELMWOOD TOWNSHIP



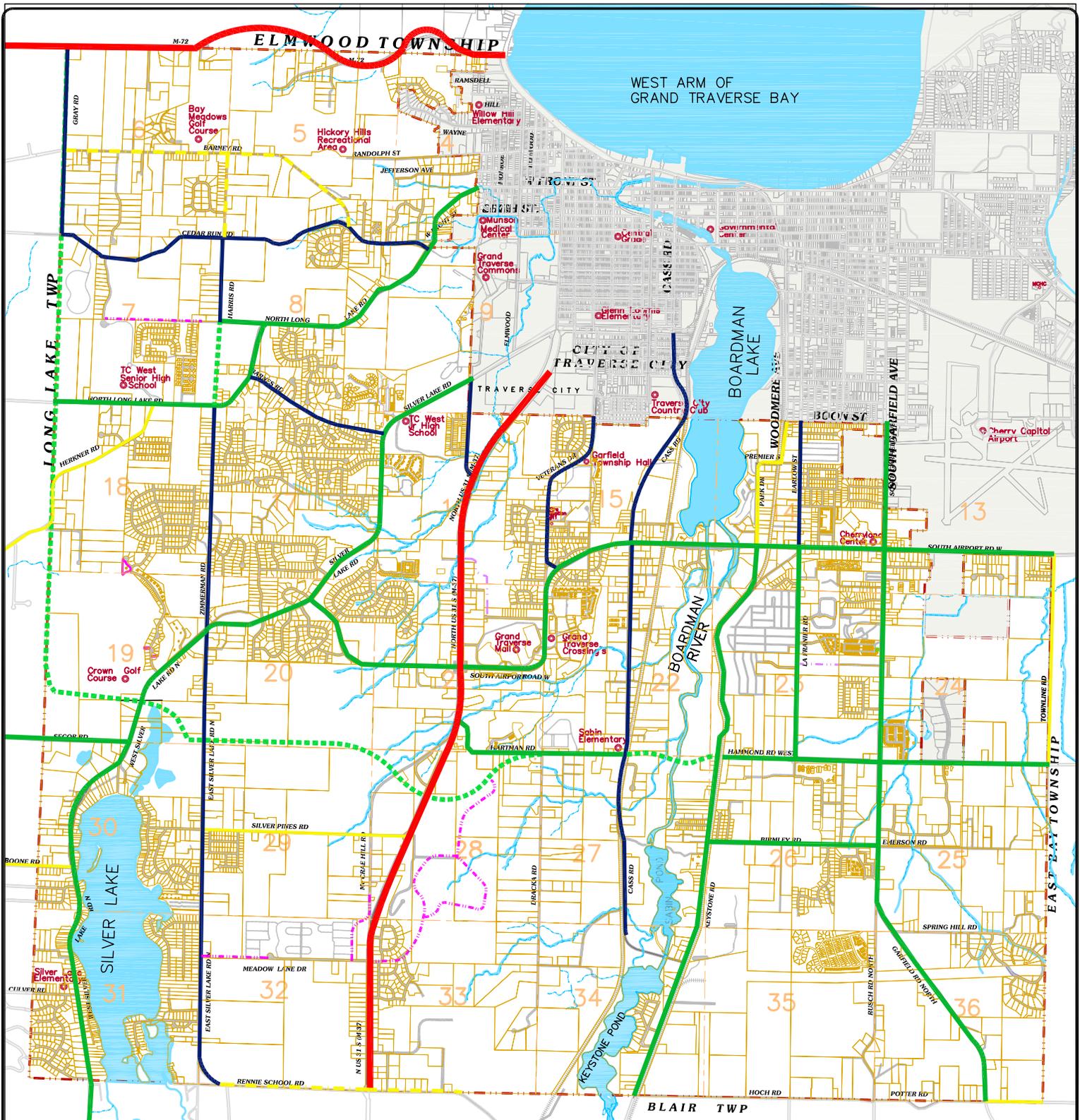
PLANNED DEVELOPMENT NOTES:

- (A) US31 MORaine VIEWSHED
Intensity of development will vary depending on its proximity to U.S. 31 and Hartman roads and existing low density development. Development to be in a manner to protect the view northeastwardly from U.S. 31.
- (B) CROWN NEIGHBORHOOD
Residential
Neighborhood Commercial
Golf Course
- (C) SOUTH AIRPORT & US31 MIXED USE CENTER
Financial Institution
Retail
Wholesale
Related Commercial
Office
High Density Residential
- (D) US31 & RENNIE TOWN CENTER
Commercial
Residential
Linkage between provision of housing and development of commercial uses required
- (E) MILLER CREEK MIXED USE CENTER
Residential
Single Family
Multi-Family
Office
Retail Commercial
Planned Development to be buffered with a significant green buffer along S. Airport Road and limited access at location of existing traffic signals
- (F) LAFRANIER NEIGHBORHOOD
Public-Semi Public
Residential
Institutional
Health
- (G) GRAND TRAVERSE COMMONS PUD
To be developed in accord with the adaptive Reuse Plan for the Traverse City State Hospital.
- (H) SOUTH GARFIELD NEIGHBORHOOD
A planned mixed use area incorporating Various Residential, Neighborhood Commercial, and General Mixed Use Business.
- (I) WEST HIGH SCHOOL NEIGHBORHOOD
TC West High School, rolling topography and large land holdings are suitable for Planned Unit Developments.
- (J) BAY MEADOWS NEIGHBORHOOD
A mixed use development integrating nearby recreational opportunities with various residential uses and neighborhood convenience commercial
- (K) RESIDENTIAL PLANNED DEVELOPMENT
A mixed use development integrating nearby employment opportunities with various residential uses and neighborhood convenience commercial

MAP LEGEND			
	Stream Env. Wetland		Community Commercial
	Public		Planned Commercial
	Semi Public		Professional Office
	Greenway		Mixed Use Business
	Rural Land		Planned Development
	Moderate Residential		Neighborhood Convenience Commercial
	Medium Residential		Existing School
	High Residential		Existing Park
			Existing Recreation

Map A - Comprehensive Plan
Future Land Use map
 Planning Commission Approved 1/10/07

**Garfield Charter Township
Planning Department**
 3848 Veterans Dr
 Traverse City, MI 49684
 Phone 231-941-1620
 Fax 231-941-1588
 Plot Date: January 25, 2007



Legend - Thoroughfare Plan Functional Classifications

Major Existing Roads

- Regional Arterials - 200' ROW
- Local Arterials - 150' ROW
- Principal Collectors - 120' ROW
- Secondary Collectors - 100' ROW

Other Existing Roads

- Local Collectors - 66' ROW
- Private Roads

Major Proposed Roads

- - - Regional Arterials - 200' ROW
- - - Local Arterials - 150' ROW
- - - Principal Collectors - 120' ROW
- - - Secondary Collectors - 100' ROW

Other Proposed Roads

- - - Local Collectors - 66' ROW
- - - Private Roads

Map B - Comprehensive Plan Thoroughfare Plan

Planning Commission Approved 1/10/07

**Garfield Charter Township
Planning Department**
 3848 Veterans Dr
 Traverse City, MI 49684
 Phone 231-941-1620
 Fax 231-941-1558
 Plot Date: January 25, 2007



NON-MOTORIZED PATHWAYS PLAN - MAP LEGEND
Existing Proposed

- | | |
|----------------------|----------------------|
| Roads | Roads |
| Sidewalks | Sidewalks |
| Paved Shoulders | Paved Shoulders |
| Non-Motorized Ways | Non-Motorized Ways |
| Non-Motorized Trails | Non-Motorized Trails |
- Private trails available to public

NOTES: ALL NON LOCAL COUNTY ROADS WHEN RECONSTRUCTED SHALL HAVE PAVED SHOULDERS SUITED TO NON-MOTORIZED USE UNLESS A SPECIFIC ALTERNATIVE FACILITY IS INDICATED ON THIS PLAN.

Non-Motorized Pathways - Facilities Descriptions
Sidewalks - an impervious path directly adjacent to the roadway curb and gutter system.

Paved Shoulder - an impervious surface adjacent and integral to the paved roadway.

Non Motorized Way - a hard surface pathway that is separate from the roadway.

Non Motorized Trails - a soft or semi hard surfaced pathway well distanced from a roadway.

Ownership

- Public
- Semi Public

Map C
Non-Motorized Ways
Planning Commission Approved 1/10/07

Garfield Charter Township Planning Department
3848 Veterans Dr
Traverse City, MI 49684
Phone 231-941-1620
Fax 231-941-1588
Plot Date: January 25, 2007



Appendix

**Township Hydrology Map
Miller Creek Illustrative Plan
Hammond/3 Mile Illustrative Plan
M - 72 Corridor Plan**

Garfield Township Hydrology Map

Garfield Charter Township Planning Department
 3848 Veterans Dr
 Traverse City, MI 49684
 Phone 231-941-1620
 Fax 231-941-1588
 Plot Date: April 10, 2006

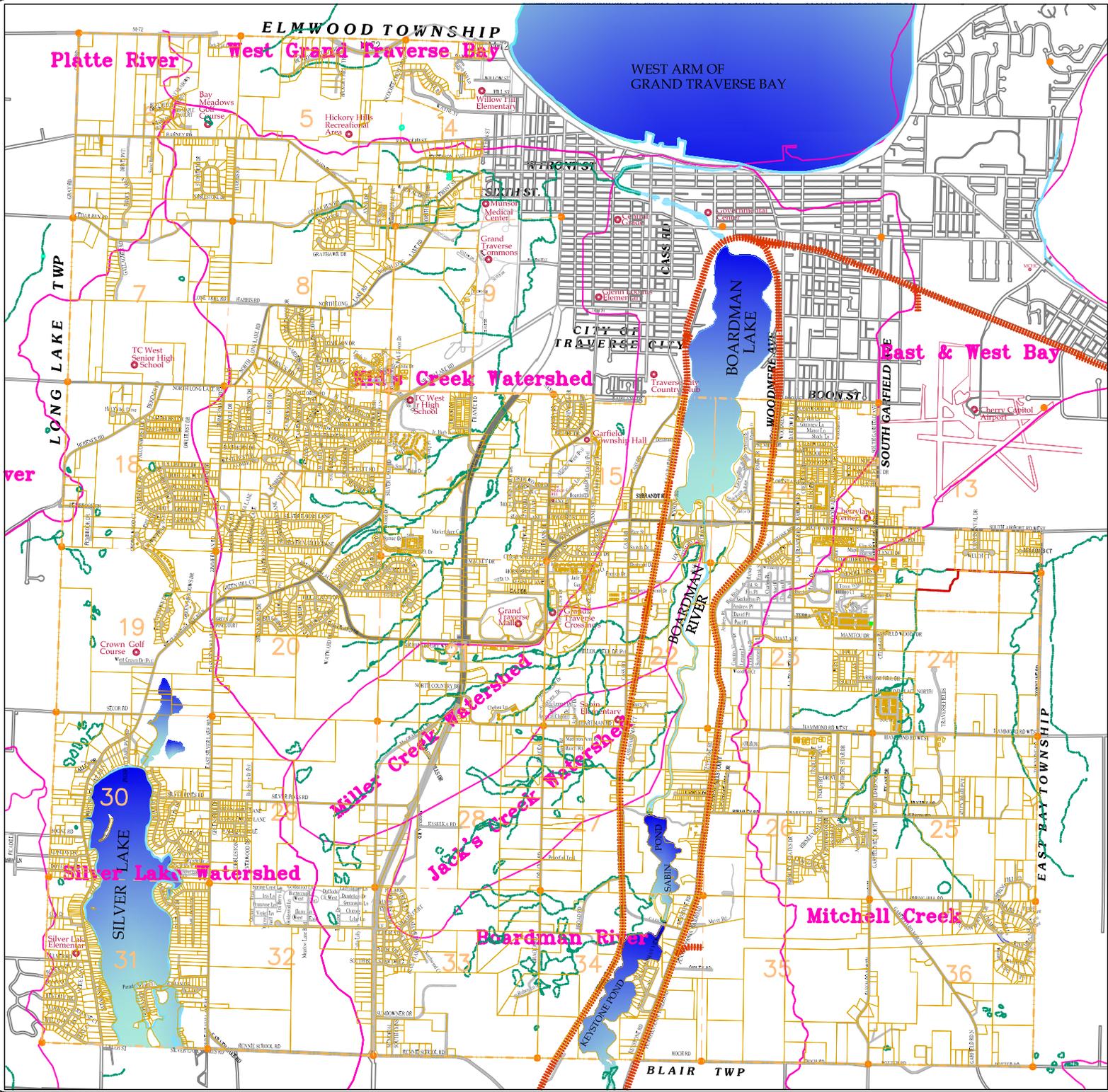


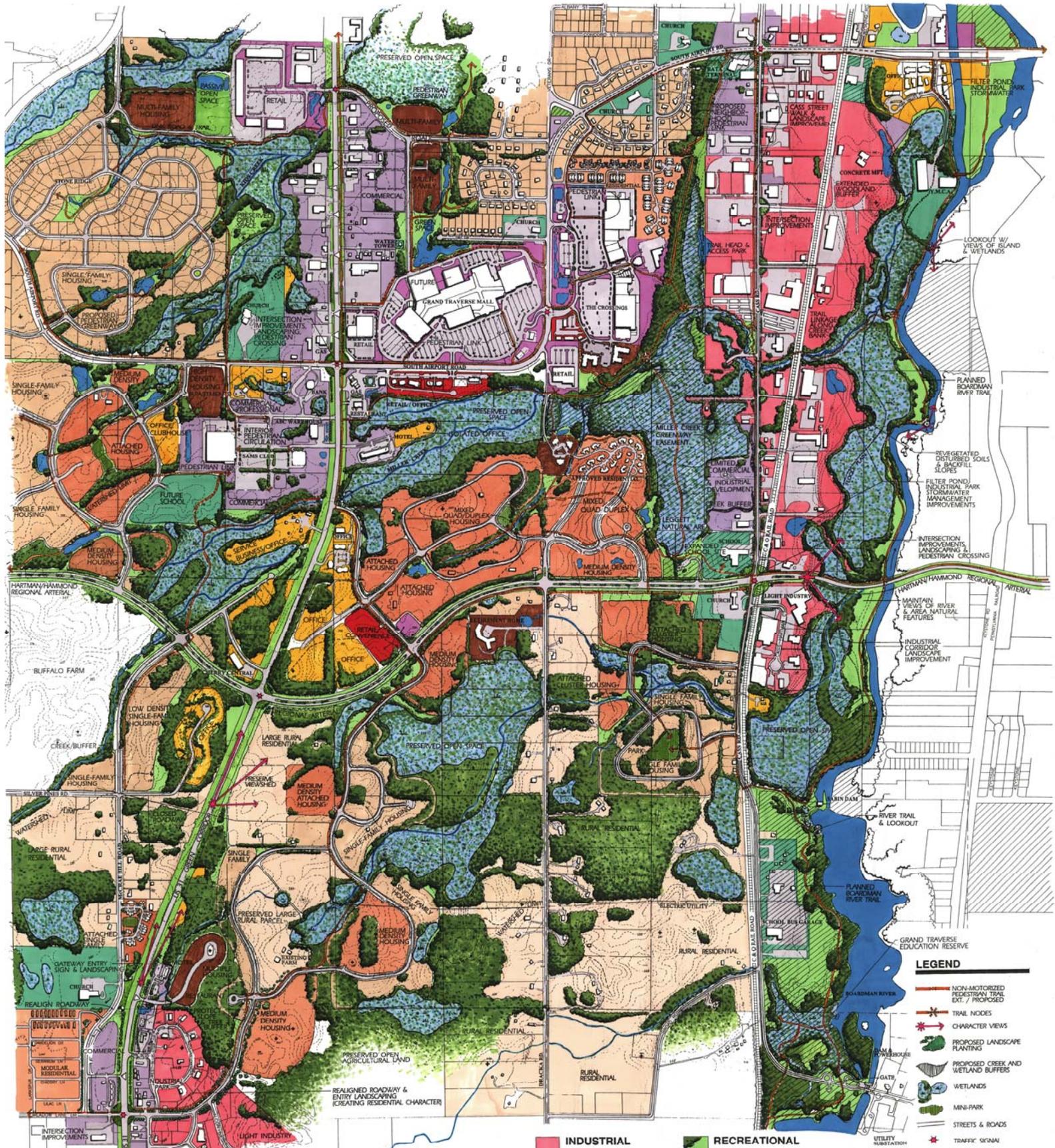
I:\2006\Keymap_2005Streams.dwg|Layout:HydroMap|

MAP KEY

-  Parcel Lines
-  Public Roads
-  Lakes
-  Streams
-  Watershed Boundaries

The hydrological features of this map are based on the 1983 provisional USGS maps as revised by the Garfield Township Planning Department based upon field observations taken during calendar year 2005. This map is to be used as only a general representation of where certain hydrological features may occur as defined by the Lake - Stream definition of the Garfield Township Zoning Ordinance.





INDUSTRIAL	RECREATIONAL
COMMERCE/SERVICE	PUBLIC LAND
RETAIL	AGRICULTURE
INSTITUTIONAL	RESIDENTIAL
MIXED USE	OFFICE

NON-MOTORIZED PEDESTRIAN TRAIL EXT. / PROPOSED	WATERSHED LIMIT
TRAIL NODES	FLOOD PLAN
CHARACTER VIEWS	PROPOSED JOINT PARKING ACCESS
PROPOSED LANDSCAPE PLANTING	INTERSECTION IMPROVEMENT
PROPOSED CREEK AND WETLAND PLANNING	UTILITY
WETLANDS	TRAFFIC SIGNAL
MINI-PARK	PROPOSED ROADWAY
STREETS & ROADS	GATE

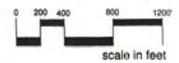
Date: 5/22/97

MILLER CREEK AREA STUDY

Charter Township of Garfield Traverse City, Michigan

•DEVELOPMENT CONCEPT

DESIGN 3
 GOLF LANDSCAPE ARCHITECTURE
 215 East Grand Street, Traverse City, MI 49782-1000



HAMMOND / 3 MILE AREA STUDY

EAST BAY & GARFIELD TOWNSHIPS, GRAND TRAVERSE COUNTY, MI

NORTH

 0 400 1000 1.4 Mile 1.2 Mile

 DATE: 3-199

 REVISIONS: 5-5-99

DESIGN 3

 ARCHITECTS OF LAND AND GOLF

1912 - 2000

LONG RANGE PLAN

LEGEND

- | | | | |
|---|---|-------------------------|-----------------------------|
| COMMERCIAL & MIXED
Retail, Neighborhood Service, P.U.D. | TRAILS & WALKS | WETLANDS | WATER/STREAM |
| INDUSTRIAL | RESIDENTIAL - RURAL
Single Family - East Bay: <1 Du/Ac
- Garfield: <2 Du/Ac | WATERSHED | HIGH POINTS |
| OFFICE | RESIDENTIAL - LOW DENSITY
Single Family - East Bay: 1-3 Du/Ac
- Garfield: 2-6 Du/Ac | LANDMARK | TRAFFIC SIGNAL |
| INSTITUTIONAL
School, Church, Community, Gov't | RESIDENTIAL - MID DENSITY
Attached, Modular, East Bay: 3-6 Du/Ac
Zero Line, 2-Family, Garfield: 7-14 Du/Ac | PROTECTED BUFFER | CHARACTER VIEWS |
| RECREATION
Parks, Golf Courses | RESIDENTIAL - HIGH DENSITY
Multiple Apartments - East Bay: 6-8 Du/Ac
- Garfield: >14 Du/Ac | PROPOSED TREES | ORCHARD |
| OPEN SPACE
Natural Areas, Preserves, Greenways | HISTORIC & VERNACULAR BUILDING | EXIST. WOODLAND | RESIDENTIAL BUILDING |
| PUBLIC LANDS | NON-RESIDENTIAL BUILDING | | |

