



Charter Township of Garfield

Grand Traverse County, Michigan

Master Plan



CHARTER TOWNSHIP OF GARFIELD
GRAND TRAVERSE COUNTY, MICHIGAN

TOWNSHIP BOARD RESOLUTION TO ADOPT MASTER PLAN

RESOLUTION #2018-34-T

A RESOLUTION TO ADOPT CHARTER TOWNSHIP OF GARFIELD 2018 MASTER PLAN, in accordance with the provisions of Act 33 of the Public Acts of 2008, as amended.

WHEREAS, the Michigan Planning Enabling Act (MPEA) authorizes the Planning Commission to prepare a Master Plan for the use, development, and preservation of all lands in the Township; and

WHEREAS, the Planning Commission prepared a proposed new Master Plan and submitted the plan to the Township Board for review and comment; and

WHEREAS, on June 12, 2018, the Township Board received and reviewed the proposed Master Plan prepared by the Planning Commission and authorized distribution of the Master Plan to the Notice Group entities identified in the MPEA; and

WHEREAS, notice was provided to the Notice Group entities as provided in the MPEA; and

WHEREAS, the Planning Commission held a public hearing on August 22, 2018 to consider public comment on the proposed new Master Plan, and to further review and comment on the proposed new Master Plan; and

WHEREAS, the Township Board finds that the proposed new Master Plan is desirable and proper and furthers the use, preservation, and development goals and strategies of the Township; and

WHEREAS, the MPEA authorizes the Township Board to assert by resolution its right to approve or reject the proposed Master Plan;

THEREFORE, BE IT HEREBY RESOLVED AS FOLLOWS:

1. Adoption of 2018 Master Plan. The Township Board hereby approves and adopts the proposed 2018 Master Plan, including all of the chapters, figures, maps, and tables contained therein. Pursuant to MCL 125.3843 the Township Board has asserted by resolution its right to approve or reject the proposed Master Plan and therefore the approval granted herein is the final step for adoption of the plan as provided in MCL 125.3843 and therefore the plan is effective as of September 25, 2018.

2. Distribution to Notice Group. The Township Board hereby approves distribution of the adopted plan to the Notice Group.

3. Findings of Fact. The Township Board has made the foregoing determination based on a review of existing land uses in the Township, a review of the existing Master Plan provisions and maps, and input received from the Planning Commission and public hearing, and finds that the new Master Plan will accurately reflect and implement the Township's goals and strategies for the use, preservation, and development of lands in the Charter Township of Garfield.


4. Effective Date. The Master Plan shall be effective as of the date of adoption of this resolution.

Moved: Denise Schmuckal Supported: Steve Duell

Ayes: Schmuckal, Duell, Blood Law, Agostinelli, McManus, Korn

Nays: None


Absent and Excused: Walters

By: 
Lanie McManus, Clerk
Charter Township of Garfield

CERTIFICATE

I, Lanie McManus, Clerk of the Charter Township of Garfield, do hereby certify that the above is a true and correct copy of Resolution 2018-34-T which was adopted by the Township Board of the Charter Township of Garfield on the 25th day of September, 2018.

Dated: 9-26-18


Lanie McManus, Clerk
Charter Township of Garfield

Introduced: August 28, 2018
Adopted: September 25, 2018
Published: September 30, 2018
Effective: September 25, 2018

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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 jurisdictions and includes maps, pictures, and text in an effort to present a description of the Township as it exists today. This chapter concludes with residential and commercial construction growth trends over the past five years.

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 & 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 the characteristics and qualities of the environmental amenities and natural features present in the community.

PARKS & 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 that input into this Plan.

[FUTURE LAND USE MAP, THOROUGHFARE PLAN, & SELECTED CORRIDORS,](#)

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

[ZONING PLAN](#)

This chapter shows how the future land use categories described in this Plan correspond to the zoning districts in the Township's Zoning Ordinance.

[IMPLEMENTATION](#)

This chapter answers the "How" of the Plan. With specific programs, ideas, and regulations such as the Zoning Plan, it will guide the Township along the path of shaping the future.

[APPENDIX](#)

This chapter includes a description of the survey methodology used in distributing the community survey that underlies this Plan, as well as a copy of the survey instrument.

OVERVIEW¹

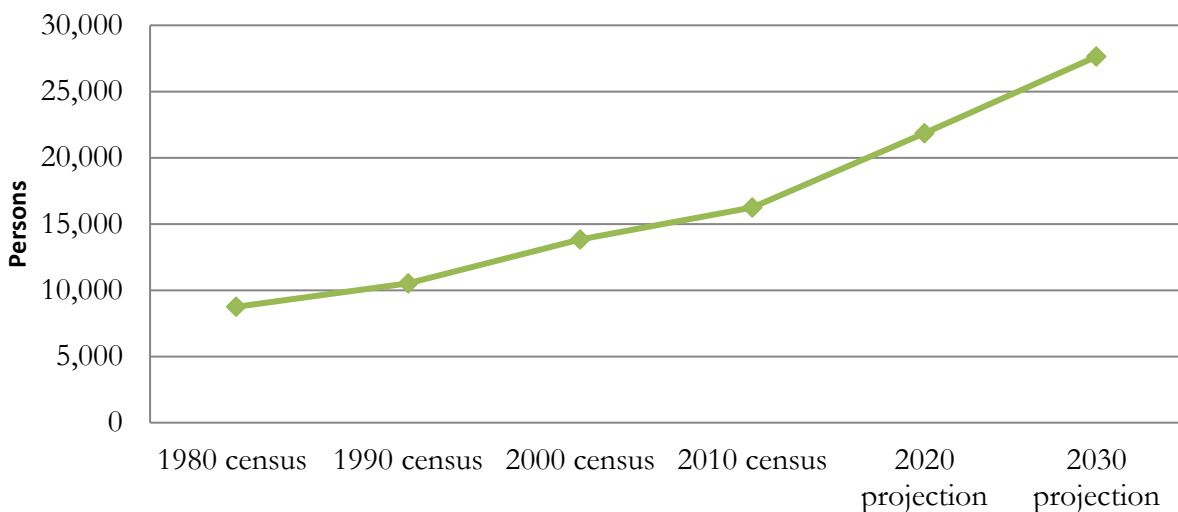
This Master Plan was prepared for the Charter Township of Garfield, Grand Traverse County, which is located in Michigan’s northwest Lower Peninsula. This area of Michigan is known as a welcoming four-season tourism destination, drawing visitors to enjoy beaches, vineyards, golfing, natural resources, 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. The 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 U.S. Census, with July being the busiest tourism month.



Figure 1. Garfield Township Population Trends



¹ Chapter data sources: U.S. Census; 2013 Grand Traverse County Master Plan

As indicated in **Figure 1**, the 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 Grand Traverse County. In 2010, the County had a population of 86,986, an increase of 12% from the 2000 population 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. The estimated population of Garfield Township as of July 2015 was 16,673².

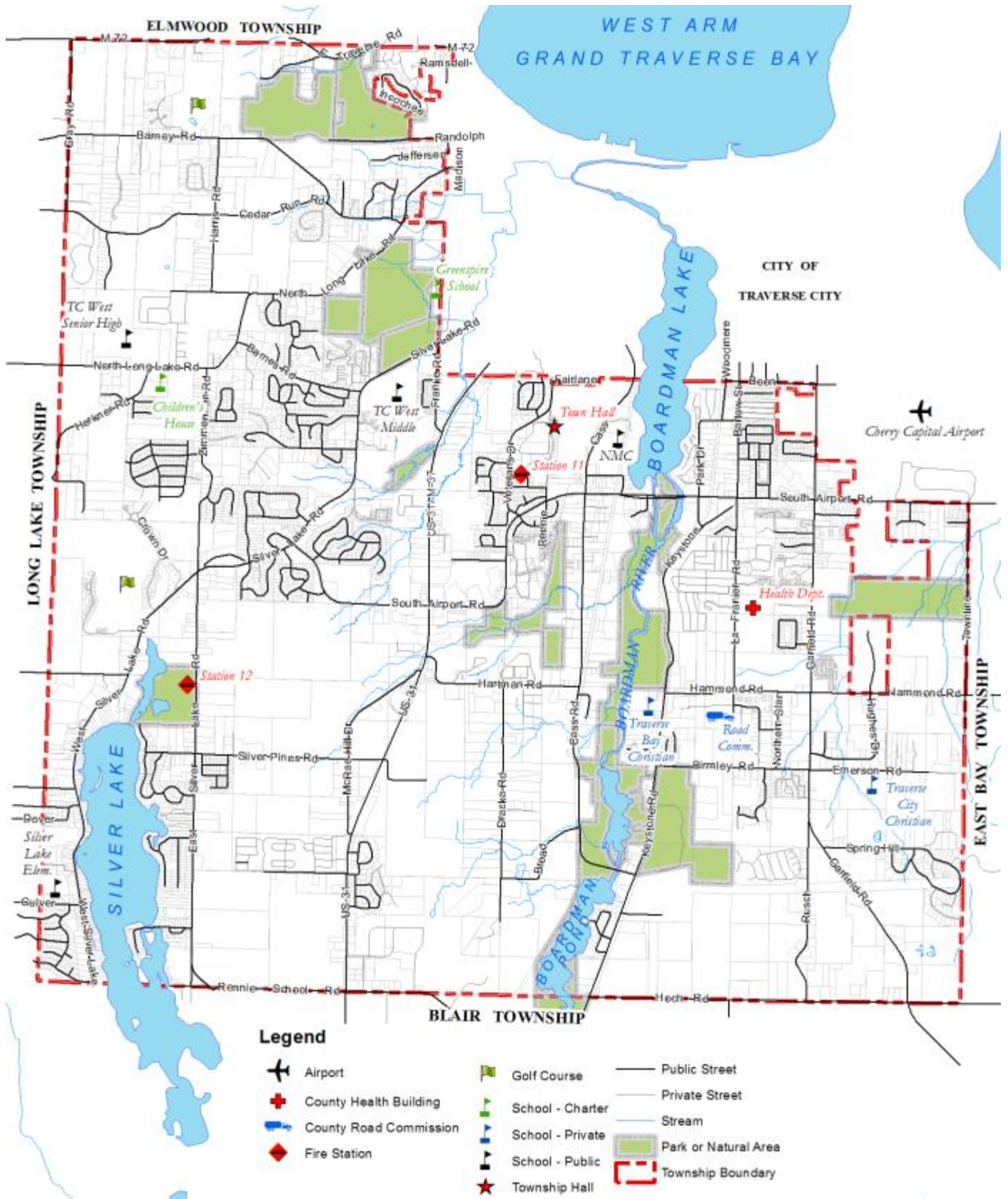
The median age in Garfield Township is 43 years, with 20.1% of the population under age 18 and 20.4% over 65 years. The Township median age is higher than the County-wide average of 41.3 years, which is itself higher than the state and national median averages. The proportion of aged residents is projected 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 of this Plan).

Map 2. Grand Traverse County Map



² 2015 American Community Survey 5-Year Population Estimate

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.

Garfield Township is experiencing steady growth, investment, and reinvestment in all aspects of commercial, industrial, and residential development (*See "Trends" charts on page 11*).

Arterial roadways within the Township include US-31 (a State highway), W. South Airport Road, and Garfield Road, each of which are 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.



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

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 railcars. The Township is also served by the Cherry Capital Regional Airport. Roadways within the Township are discussed in greater detail in the TRANSPORTATION & COMMUNITY SERVICES element of this Plan.



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

exists.

Much of the Township has been developed for commercial uses, such as the Grand Traverse Crossings, Grand Traverse Mall, Cherryland Center, and the Buffalo Ridge Center. 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. Recent commercial development has generally focused on infill redevelopment along US-31. Significant opportunity to redevelop aged commercial properties along South Airport Road also

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 Township adopted Mixed-Use Industrial zoning for these areas to provide flexibility in allowing non-industrial uses which are compatible with traditional industry, but with an emphasis that the primary intent of this district remain industrial in nature.

Over a number of years, the Township was pressured to rezone traditional industrial properties to commercial zoning due to a perceived lack of need, or oversupply of mixed-use industrial sites. However, renewed demand for industrial uses in high-traffic areas, such as near the intersection of W. South Airport Road and Park Drive, has been shown as these historic sites have redeveloped into modern industrial businesses such as building supply, large contractor, and high-tech manufacturing.

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 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, and Meadow Lanes. Large apartment developments include Ridge 45 on LaFranier Road, 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.

Although 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 Edgecomb 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.

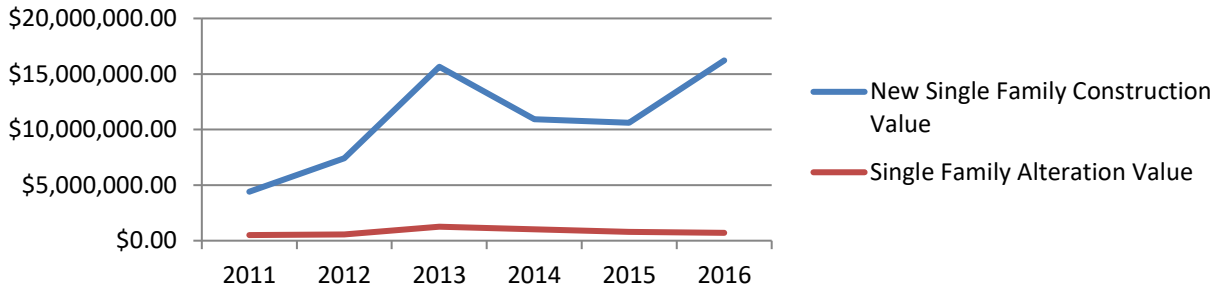


A significant amount of farming still occurs, such as this orchard along Garfield Road.

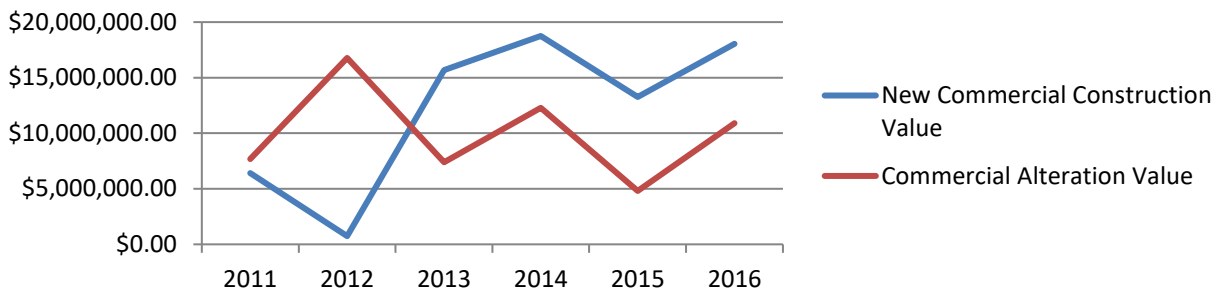
Following the economic downturn of the mid 2000s, nine approved PUDs stalled or failed completely. In recent years, building activity has returned to some of these projects, primarily within the residential portions of those developments.

RESIDENTIAL & COMMERCIAL GROWTH TRENDS³

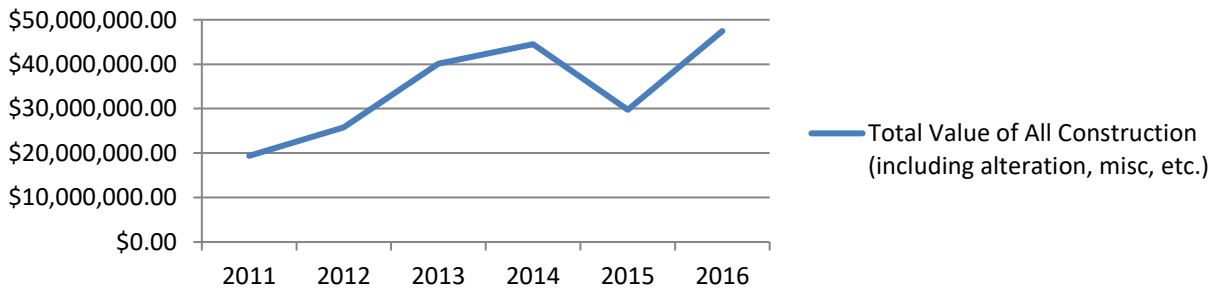
Total Single Family New Construction and Remodel Values by Year



Total Commercial New Construction and Alteration Values by Year

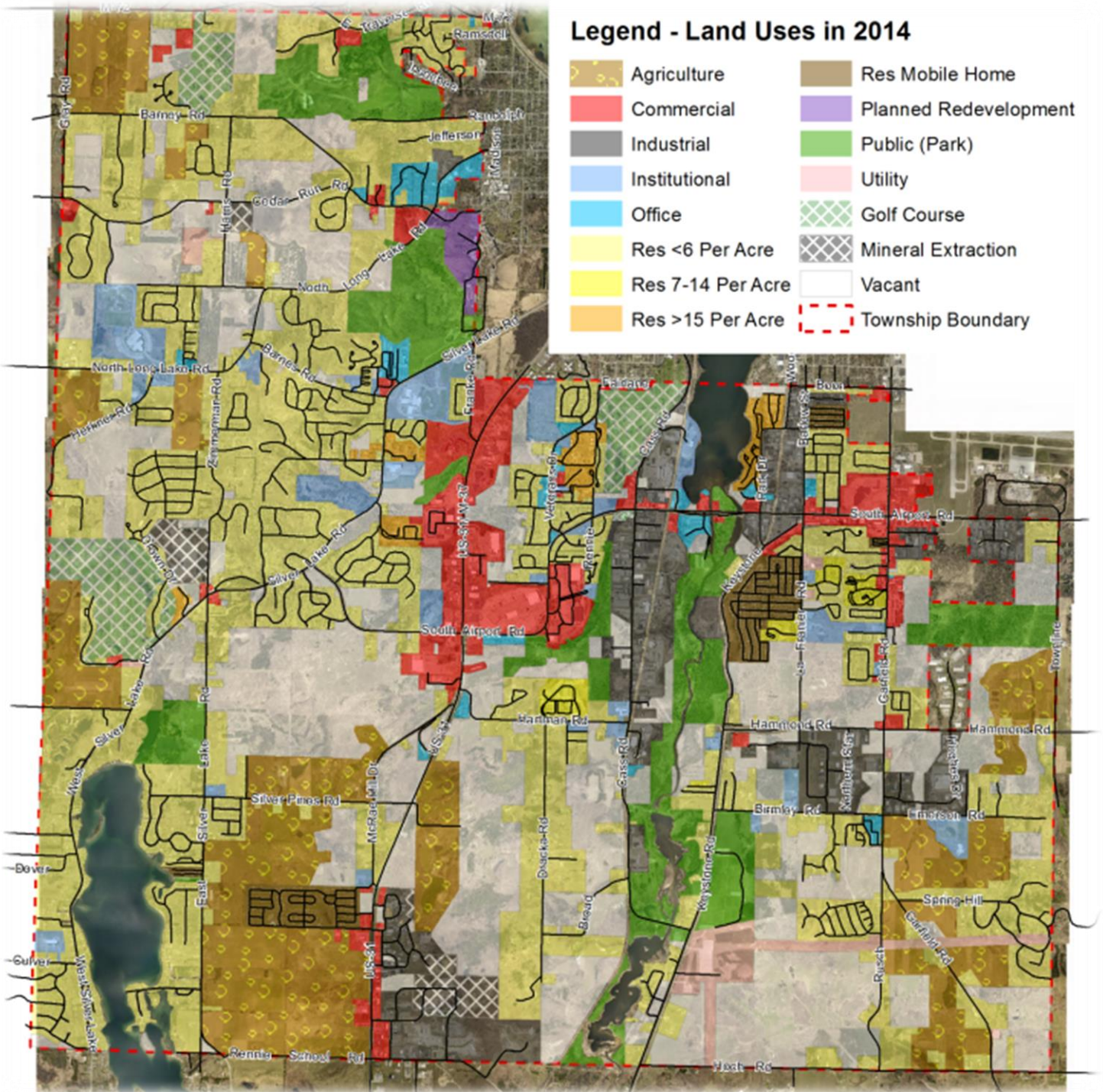


Total Value of All Construction by Year



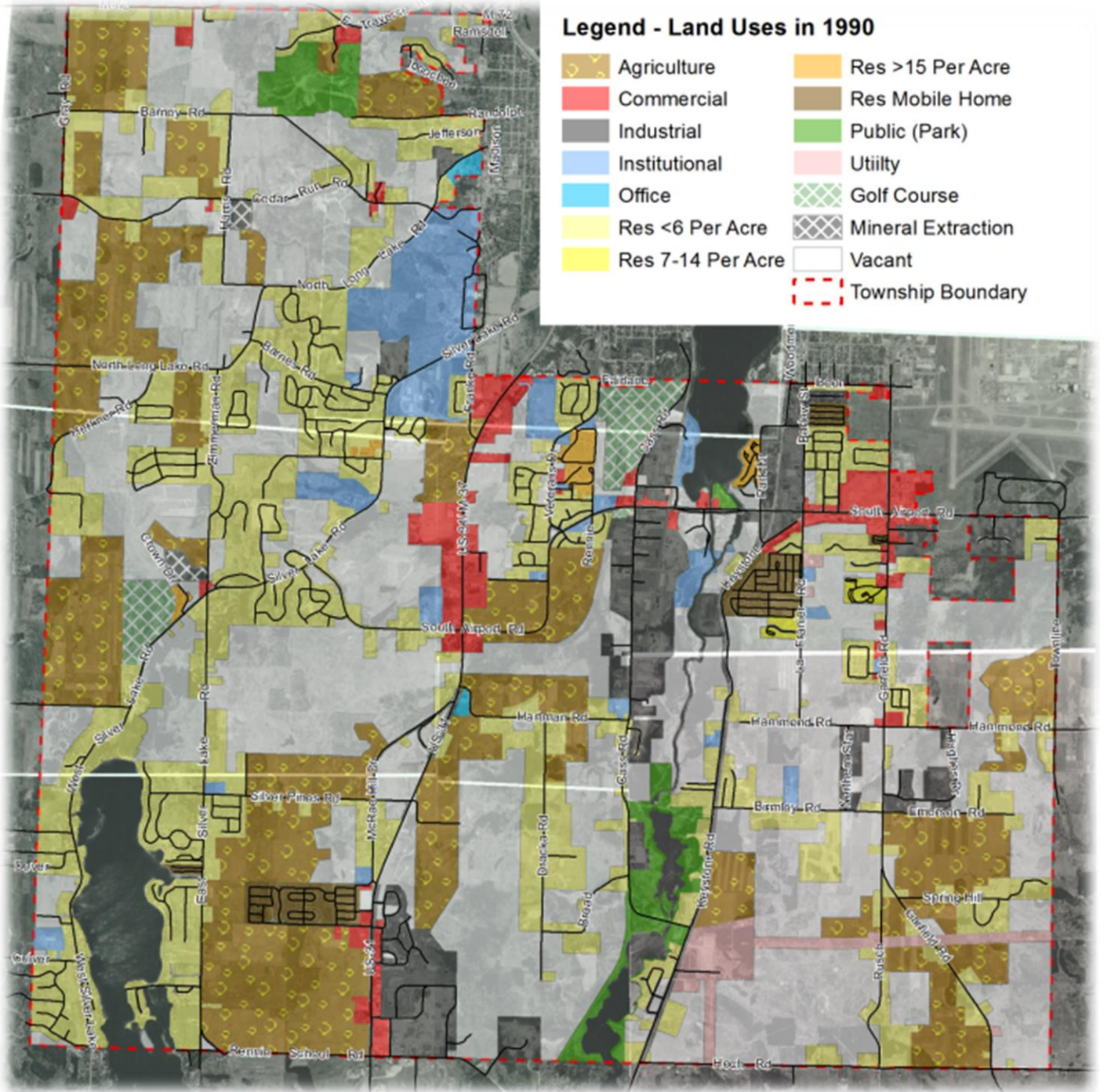
³ Source: Garfield Township Building Department January 2017. Please note that non-single family residential values are included in the Commercial Construction charts.

Map 4 indicates land use in 2014. 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 LaFranier 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 value of these lands.



Map 4. 2014 Land Use Map

Map 5 shows land use in 1990, which provides 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 toward 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 & 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:

THE CITY OF TRAVERSE CITY

The City's zoning is generally consistent with the Township's with a large amount of land along the boundary line being zoned for residential purposes. Front Street (Long Lake Road) is developed as a medical and office corridor, as it is within the Township. Multi-family residential development along Boardman Lake is consistent. Industrial activity along Park Drive and 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, with a new zoning ordinance adopted in May of 2017.

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 Garfield 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 townships share. Adjacent land uses between the two townships are generally low-density residential.

HOUSING⁴

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 it therefore 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 on 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 right).*



GARAGE 'H' - FRONT ELEVATION
SCALE: 3/8"=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 of 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 lifetime⁵. Analysis of apartment complexes in Grand Traverse County indicates that only about 440 out of a total of 7,839

⁴ 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)

⁵ Disability Network Northern Michigan

rentals are designated as senior or disabled housing. Between 2000 and 2010, the number of households with individuals over 60 years old increased by 48%.

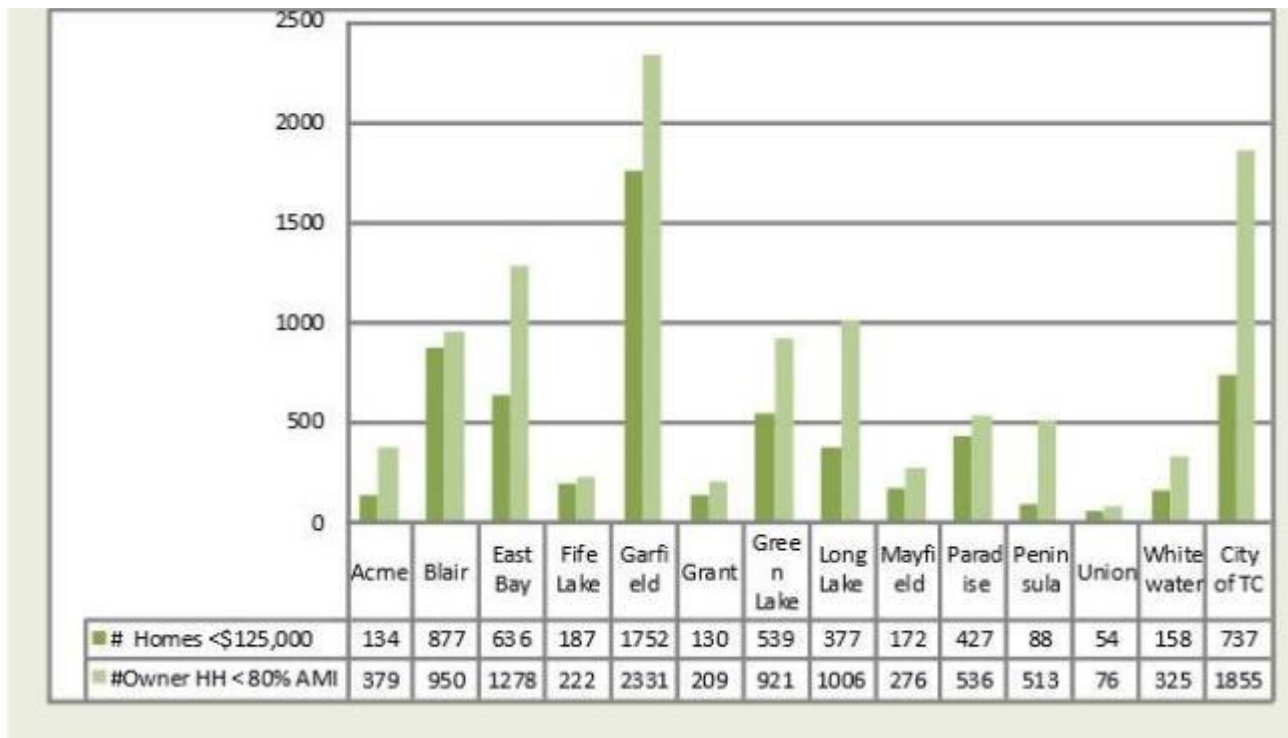
GOAL: *It is increasingly important to consider an adequate accessible housing supply. Accessible housing options will allow aging or disabled individuals to remain in their home.*

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, with 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).*

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 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 older and in poor condition.

Depreciation is an interpretation of the Township Assessing Department which rates conditions 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 and the Township has a relatively high number of them, higher concentrations of deteriorating properties are found within the Township.

OBJECTIVE: *The Township has adopted a property 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 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 & 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 **Map 3**, 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 are 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, and Cass and Keystone Roads are shared with Traverse City to the north and Blair Township to the south.
- LaFranier 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 & THOROUGHFARE PLAN element of this Plan.

The Traverse Transportation Coordinating Initiative (TTCI) provides coordinated transportation funding and planning for the Traverse City Urban Area. TTCI (formerly named TC-TALUS) was the lead in the development of the [Grand Vision](#), a citizen-driven vision for a six-county area 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.
- LaFranier/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 couple of 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 to consider roadway reconfigurations. Support the development of alternative 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.*

ALTERNATIVE TRANSPORTATION

Opportunities for alternative (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 mostly completed trail that connects 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 and destination-driven travel. The Township has developed a non-motorized improvement plan to meet the need for both recreation and alternative transportation and requires 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 Township's 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 it is also home to the U.S. Coast Guard Air Station, Traverse City.

The airport's most recent master plan includes a recommendation to develop a consolidated air freight handling area 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.

RAIL TRAVEL

Two rail corridors bisect the Township on a north-south route—one each on the east and west sides of the 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 City⁶.



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.

⁶ <http://www.glcraillroad.com/passenger.php>

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. 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 students⁷.

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 degrees⁸. Additionally, the Traverse Bay Area Intermediate School District (TBAISD) operates a Career Tech Center on Parsons Drive in the City of Traverse City as a secondary career and technical education center.

⁷ https://www.tbaisd.k12.mi.us/about_us/about_tcaps.html

⁸ <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 along Veteran's Drive and Station 12 on East Silver Lake Road, adjacent to the Silver Lake Recreation Area Park (*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 within the Garfield Township Hall on Veterans Drive.

Ambulatory services are provided via Northflight EMS, the largest Emergency Medical Service provider 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 one-quarter 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 the 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 encroachments.

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 feet 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, whereas 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.

Public enjoyment of this resource is lower than usual for a lake in an urban area due to the contamination sites. However, studies such as the [Boardman Lake Management Plan](#)⁹ 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 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 healthy 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 northeast end of the lake, as well as opportunities to launch canoes, kayaks, and other lightweight boats from the County’s Medalie Park

⁹ The Boardman Lake Management Plan is available for review Watershed Center Grand Traverse Bay webpage, www.gtbay.org under “About Us” -> “Achievements.”

on the south end of the lake. An organization named [Traverse Area Community Sailing](#) offers sailing programs which are popular among all age groups.

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 two-million user days are logged on the Boardman River each year for recreational 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 trails, 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 trails 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. The removal of the Boardman Dam occurred in 2017 and the removal of the Sabin Dam is planned for 2018.

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 although 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



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

pressures for anticipated commercial use of the river such as livery and guide services.

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 twelve 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 shows how urban communities can protect and restore their streams by using techniques like 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 this 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, Kids Creek Park and the Grand Traverse Commons Natural Area, have been identified as already significantly impacted by invasive plants.

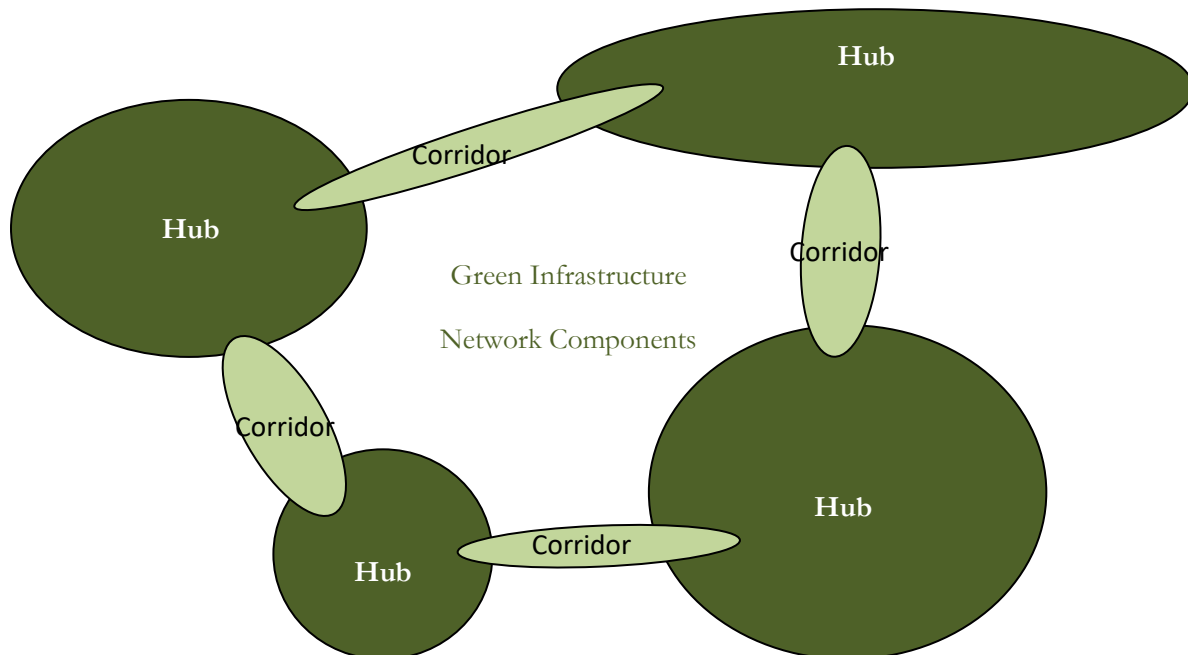
Water resources, including Silver Lake, have also been impacted by invasive aquatic species, including Eurasian Milfoil, the Round Goby, and the Zebra Mussel.

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 & 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. This section is intended to provide a brief overview of parks and recreation 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 within certain PUDs.

- Grand Traverse Commons. 142 acres of wooded, hilly natural area adjacent to the Village 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.
- Miller Creek Nature Reserve. 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 Fund Grants. Although 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 wide variety of active recreation, including walking trails, tennis, basketball, playgrounds, disc golf, multi-purpose athletic fields, and a dog park.

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

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. Although 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.

DESCRIPTION OF PUBLIC INPUT

This chapter describes the public processes used by the Township to ensure that this Plan closely reflects the policy priorities of Township residents.

SURVEY

The Township created a 20-question comprehensive community survey to serve as a key indicator of residents' opinions regarding the future growth and development of their community. Prior to distribution, a draft of the survey was twice presented to the Township Planning Commission for review and their suggestions were incorporated. Next, the survey was distributed in two separate but complimentary ways. First, it was posted online on the Township's website for anyone browsing to complete. In addition, it was mailed to a random sample of 3,600 qualified voters in the Township.

The electronic survey had approximately 130 respondents. The mailed survey had just over 800 respondents. The results from both the electronic and mailed surveys were extensively analyzed by Planning Department Staff and directly informed the drafting of the goals and objectives in this Plan. (*See* APPENDIX for a copy of the survey instrument and a more detailed description of the methodology used in distributing it and in interpreting the results).

STAKEHOLDER ENGAGEMENT

Several meetings were held with key stakeholder groups and opportunities for partnership and collaboration were identified. These opportunities are embodied in the Plan. Groups include:

- Cherry Capital Airport
- Traverse City Area Public Schools (TCAPS)
- Bay Area Transportation Authority (BATA)
- Grand Traverse County Road Commission (CTCRC)
- Traverse Transportation Coordinating Initiative (TTCI)

VERTICAL & HORIZONTAL PLAN CONSISTENCY

The Grand Vision is a citizen-led vision for the future of land use, transportation, economic development, and environmental stewardship across six counties in northwest Lower Michigan. Consistency with the Grand Vision's guiding principles was a high priority in creating this Plan. In the development of each goal and objective contained in this Plan, the extent to which each advances the Vision's guiding principles was carefully considered.

The Grand Traverse County Master Plan is based on communication and collaboration among all of the planning commissions in the County, including the Charter Township of Garfield's. It is intended to bridge the gap between the broad Grand Vision discussed above and local master plans. Rather than containing goals and objectives, the County Master Plan's values and strategies reflect the common principles of all of the planning commissions. For these reasons, consistency with the County's Master Plan was a high priority in creating this Plan as well.

Finally, the land use and zoning of adjacent jurisdictions was reviewed for consistency with the Charter Township of Garfield's. Neighboring master plans reviewed include: The City of Traverse

City, East Bay Township, Blair Township, Long Lake Township, and Elmwood Township. Efforts to collaborate with these jurisdictions will continue, especially in the area of corridor planning. (See pages 14 and 15 of this Plan for a more detailed discussion of the extent to which each neighboring jurisdiction's zoning and land use is consistent with Garfield Township's).

AVAILABILITY FOR REVIEW

Since January of 2017, a draft version of this Plan has been available for review on the Township's website. The link was prominently displayed on the Planning Department section of the website at the top of the homepage. The Township's website does include a resident comment feature and Staff regularly reviews comments received. Such a feature leaves open a channel for feedback on this Plan in particular. In addition, a print copy has been available at the Charter Township of Garfield Hall since January of 2017 as well.

OPEN MEETINGS & PUBLIC HEARINGS

Early on in the process of drafting this Plan, two open joint planning commission meetings were held with neighboring East Bay and Blair Townships. The purpose of these meetings was to discuss similarities and differences between the communities regarding visions for future land use. The input gained at these meetings provided important context as the drafting of this Plan continued. Also early in the drafting process, an open joint meeting was held with the Charter Township of Garfield Planning Commission and Board of Trustees to discuss the drafting of this Plan. This meeting allowed for Staff to take into account the views of both bodies involved in approving development proposals in the Township.

This Plan was formally reviewed and opportunity was given for public comment at two separate public hearings which were advertised in the local news: one at the Township Planning Commission level and another at the Township Board of Trustees level. Holding a public hearing at both levels as opposed to just the Planning Commission level allowed for a more diverse sample of the Township to attend, since these meetings are held at different times and on different days. Each of the meetings discussed in this section were televised and made available on the Township's website, as well as the UpNorth Media Center's website.

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 36)

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 economic value of these areas as agricultural lands. These 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 single-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 designation 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 districts: R-R/A

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

This designation provides areas for medium-density single- and two-family residential dwelling units in and near to the developed core areas of the Township. The districts include areas of existing single- 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, promote a sense of community, urban vitality, and to facilitate the efficient provision of infrastructure.

Most compatible zoning district: R-2

Potentially compatible zoning districts: R-1/R-3

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

This designation provides areas for medium- to high-density single- and two-family residential dwelling units mixed with a variety of multi-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 is 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. Corresponding zoning regulations should be primarily restricted to office and ancillary uses that do not have peak weeknight or weekend usage so as to provide orderly transition and buffers between uses.

Most compatible zoning district: C-O

Potentially compatible zoning district: C-L

COMMERCIAL

The commercial land use designation indicates where commercial uses of varying intensity may be appropriate. This 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 with 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 district: 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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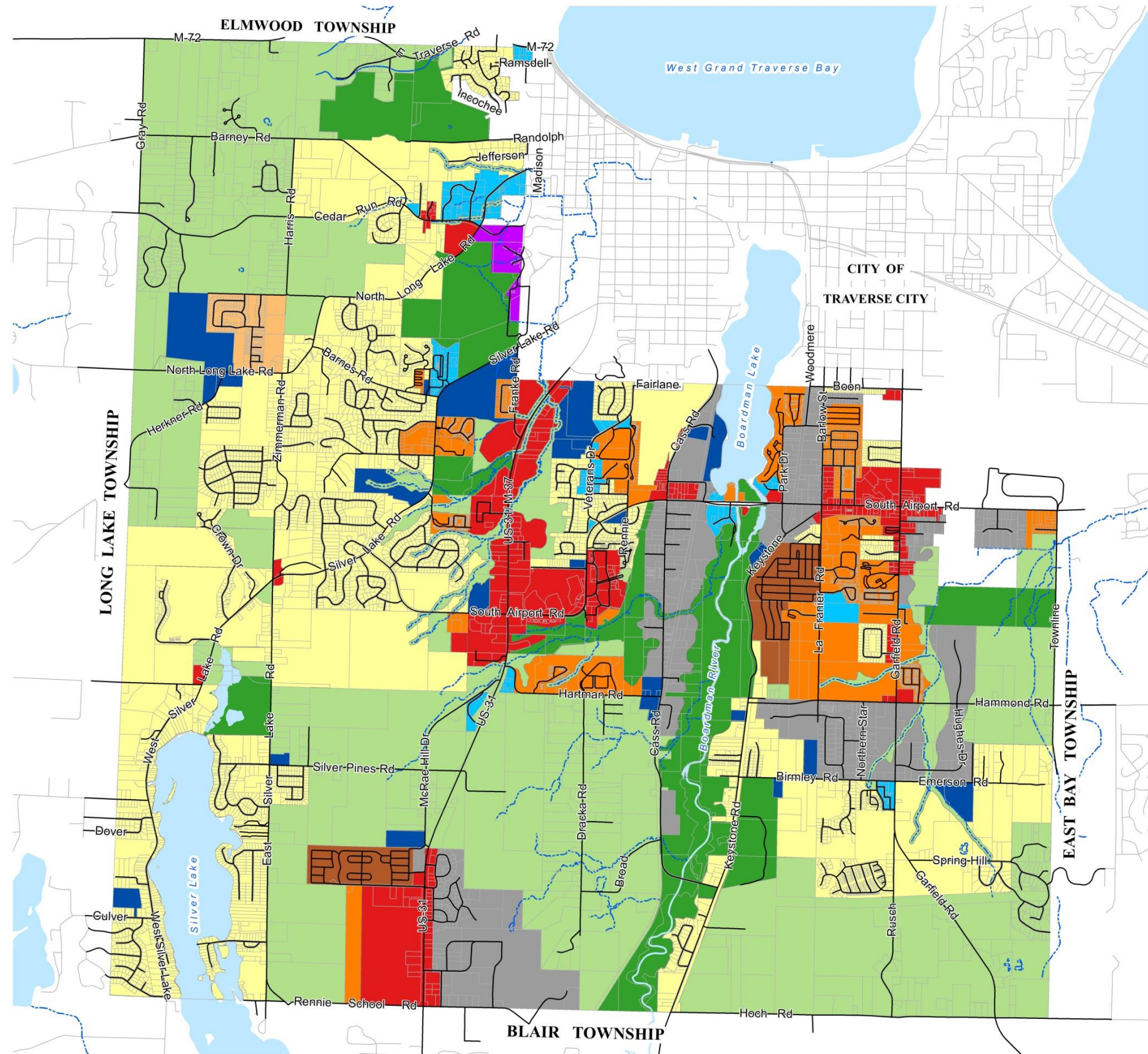
Garfield Township Master Plan 2018

2018 Future Land Use Map

Legend

Land Use Type

- Agricultural / Rural Land (≤1 Unit 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
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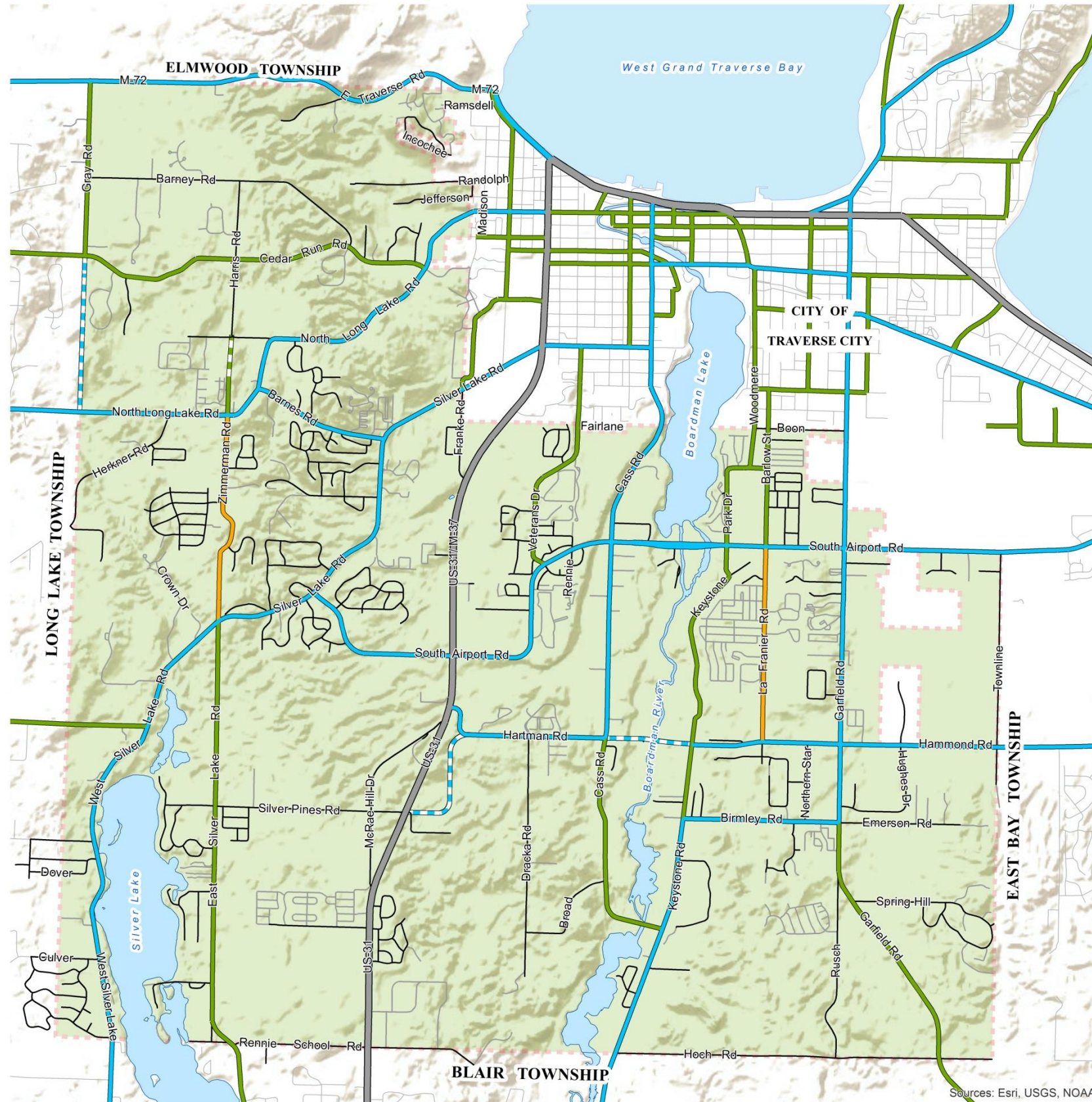


NOT A LEGAL SURVEY

Garfield Township Planning Dept: 10/2/2018










Garfield Township Master Plan 2018

2018 Thoroughfare Plan



Legend

Road Type (Based on NFC Class)

-  Regional Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local Public Road
-  Local Private Road
-  Proposed Local Arterial
-  Proposed Principal Collector
-  Township



Garfield Charter Township
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NOT A LEGAL SURVEY

Garfield Township Planning Dept: 10/2/2018

Sources: Esri, USGS, NOAA

CORRIDOR & SUBAREA PLANNING

As briefly discussed in the TRANSPORTATION & COMMUNITY SERVICES element of this Plan, a number of roadway corridors and subareas should be studied in greater detail for opportunities to improve both motorized and non-motorized efficiency, the built form of the roadway environment, and neighborhood areas. A brief summary of the opportunities and constraints of these corridors is as follows:

BARLOW GARFIELD NEIGHBORHOOD PLAN:

The Barlow Garfield Neighborhood Plan, a subplan of the Master Plan, is focused on the northeast corner of the township as identified on the map on the following page. The neighborhood includes portions of West South Airport Road, Garfield Road, and Barlow Street corridors. See the complete Barlow Garfield Neighborhood Plan in the Appendix.

The Barlow Garfield Neighborhood Plan is intended to generate a vision and sense of place, which presents an opportunity for new business investment and growth. Several properties in this neighborhood have been underperforming economically, particularly Cherryland Center. The plan is intended to guide infill development and redevelopment on these sites. The plan is also intended to recognize unique strengths of the area such as the proximity of Cherry Capital Airport, a key regional travel hub, and the intersections of major roads including Garfield Avenue and South Airport Road.

Based on public input and data analysis gathered for this project, development principles provide the foundation for the type and form of future development desired for the Barlow Garfield neighborhood. Development guidelines provide direction for decision making for future land uses and land use development in the neighborhood. The development guidelines supplement the direction provided by the Master Plan.

The Barlow Garfield Neighborhood



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 2018, the Road Commission is 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 a 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 destination to explore and enjoy the Boardman River.



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 congestion 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 2000s, the County Road Commission attempted to fund and build this connection, but due in 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 West 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. This Plan calls for dense residential infill development along LaFranier Road north of Hammond Road and east of the river, and such development would benefit greatly from a direct roadway connection to the commercial centers to the west of the Boardman River.

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NON-MOTORIZED PLAN

This chapter provides the Township's non-motorized plan map. This plan guides the Township's sidewalk and bike path installation priorities, and it is incorporated into the Township's Zoning Ordinance in Section 522.A.



Non-Motorized Plan Map

Legend

- Bike Path
- Nature Trail / Singletrack
- Sidewalk
- Connector Trail
- - - Bike Lane / Route
- Township Parkland
- Other Public Parkland
- Street

Charter Township of Garfield
 3848 Veterans Drive
 Traverse City, MI 49684
 Phone: 231.941.1620
 Fax: 231.941.1688



Prepared by: Garfield Township Planning Dept - November 2017
 Data Source: Garfield Township, 2017

ZONING PLAN

This chapter provides the Township’s zoning plan as required under the Michigan Planning Enabling Act. This zoning plan includes an explanation of how the categories on the future land use map contained in this Plan relate to the districts on the Charter Township of Garfield’s zoning map.

Master Plan Designation	Current Zoning	Zoning Ordinance District Intent	Potentially Compatible District	Considerations for Downzoning (Less Density)	Considerations for Upzoning (More Density)
Low-Density Residential (1-3 U/A)	R-1 Single-Family Residential	The R-1 (Single-Family Residential) districts provide areas for low- to medium-density single-family residential dwelling units. The districts include areas of existing single-family developments as well as areas within which such development appears likely and desirable. They are intended to encourage more intense development in and near the core areas of the Township with less intense 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.	R-R/A/R-1	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.	A rezoning from R-1 should be discouraged as single family homes and neighborhoods are needed in the Township. A PURD would help increase density and encourage better design.
Moderate-Density Residential (3-6 U/A)	R-2 Two-Family Residential	The R-2 (Single- and Two-Family Residential) districts provide areas for medium-density single- and two-family residential dwelling units in and near to the developed core areas of the Township. The districts include areas of existing single- 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.	R-1/R-3	A lack of undeveloped R-1 single-family lots outside of mixed use developments is a concern. Standalone single-family projects are in high demand and considered appropriate in areas with water and sewer. This transition may be compatible with the Moderate Density Residential district classification.	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.
High-Density Residential (6-10 U/A)	R-3 Multi-Family Residential	The R-3 (Multi-Family Residential) districts provide areas for medium- to high-density single- and two-family residential dwelling units mixed with a variety of multi-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.	R-2/R-1	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 downzoning 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 or R-2 designation may be more appropriate and compatible.	The R-3 district allows the greatest density possible.

Master Plan Designation	Current Zoning	Zoning Ordinance District Intent	Potentially Compatible District	Considerations for Downzoning (Less Density)	Considerations for Upzoning (More Density)
Mobile Home Moderate/High Density	R-M Mobile Home Residential	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 classifications.	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)	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	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 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 or required over a request to rezone farmland to a more intense residential use.
Commercial	C-L Local Commercial	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 standalone 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 with 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 incompatible 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. This increases 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.
Commercial	C-G General Commercial	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, and 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 or higher density district would be limited to the C-P district.

Master Plan Designation	Current Zoning	Zoning Ordinance District Intent	Potentially Compatible District	Considerations for Downzoning (Less Density)	Considerations for Upzoning (More Density)
Commercial	C-H Commercial Highway	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-G 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 include residential units to support the commercial activity.
Commercial	C-P Planned Shopping	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, to one 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.	N/A
Commercial	C-O Commercial Office	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.	R-1/A	The Professional Office district should be located in areas in close proximity to the City core. Changes from this district should take into account adjoining residential districts.	Areas zoned professional office should remain as such and changes to more intense commercial districts should be carefully scrutinized.
Industrial	I-G General Mixed-Use Industrial	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 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.	R-M/I-L	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-G and I-L districts should remain as employment hubs and not changed to a commercial zoning.	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 far more intense uses so consideration to surrounding areas should be carefully scrutinized.
Industrial	I-L Limited Mixed-Use Industrial	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 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. The Planning Commission will attempt to limit these adverse impacts when considering development applications.	I-G	The more intense industrial areas could be rezoned to a less 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.	N/A

Master Plan Designation	Current Zoning	Zoning Ordinance District Intent	Potentially Compatible District	Considerations for Downzoning (Less Density)	Considerations for Upzoning (More Density)
Recreational	P-R Parks & Recreation	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.	N/A/A/RR	This district reflects publically owned lands and would not support a rezoning to any other district.	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 municipality's request. A request to rezone should only be considered for a district that is compatible with the recreational use, such as Agricultural.
GT Commons	GTC Grand Traverse	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.	N/A	Pending a sale or expiration of a lease, parcels owned by Grand Traverse County shall be zoned to a similar Township zoning category only.	N/A

IMPLEMENTATION

This chapter describes the Township’s priorities for implementing the goals and objectives contained in this Master Plan.

HOUSING
<ul style="list-style-type: none"> • Continue to implement zoning incentives such as density bonuses to encourage the development community to include particular housing types in high demand in the Township, such as single-bedroom apartment units and accessible housing options for seniors and individuals with disabilities. • Continue to use the Township’s Zoning Ordinance to encourage a wide variety of housing types and densities, as well as the mixing of residential uses with commercial and light-industrial uses where compatible. • Continue to incorporate subsidized units in developments via state and federally administered programs.
TRANSPORTATION AND COMMUNITY SERVICES
<ul style="list-style-type: none"> • Continue to encourage optimal traffic flow on major corridors within the Township by taking Level of Service (LOS) and traffic counts into account in the development approval process, working with road agencies to develop access management plans, and considering signal improvements or roadway reconfigurations. More specifically, consider developing a GIS-based tool which visualizes traffic counts or LOS for use in development review. • Continue to support the development of non-motorized and other alternative transportation options to reduce demand on area roadways, improve community connectivity, and promote public health, among many other benefits. More specifically: <ul style="list-style-type: none"> ○ Continue to actively seek grant funding from various sources and to collaborate with regional and local partners to maintain, enhance, and extend the Township’s trail network. ○ Collaborate with BATA to provide public transit options along fixed routes between densely populated areas and popular locations. ○ Continue the development of a GIS-based trail maintenance prioritization tool which facilitates easy identification of trail segments most in need of resources. ○ Consider zoning ordinance requirements which require bus stops or shelters to be included in developments. ○ Continue to advance the Township’s complete streets initiative through requiring the provision of non-motorized infrastructure in Special Use Permit (SUP) and PUD reviews, as well as through opportunities with the Safe Routes to School program, for example, and other resource providers.

NATURAL RESOURCES AND PARKS AND RECREATIONAL OPPORTUNITIES

- Continue to work closely with area environmental groups and other interested organizations to support environmental preservation and restoration efforts within the Township.
- Continue to update the Township’s natural resources inventory and associated GIS-based maps to provide context in development review and zoning policy considerations for the preservation of natural features within the Township.
- Continue implementation of the Township’s Green Infrastructure Plan and consider updates to that plan to reflect natural resource management best practices and changing circumstances.
- Consider drafting and adopting a septic system inspection ordinance to protect the quality of the Township’s water features.
- Continue efforts to acquire additional property for parklands via grants, conservation easements, and open space preservation requirements in development approvals.
- Continue update of Five-Year Parks and Recreation Plan and draw upon public input to identify and prioritize improvements to Township parks.

MANAGING FUTURE GROWTH

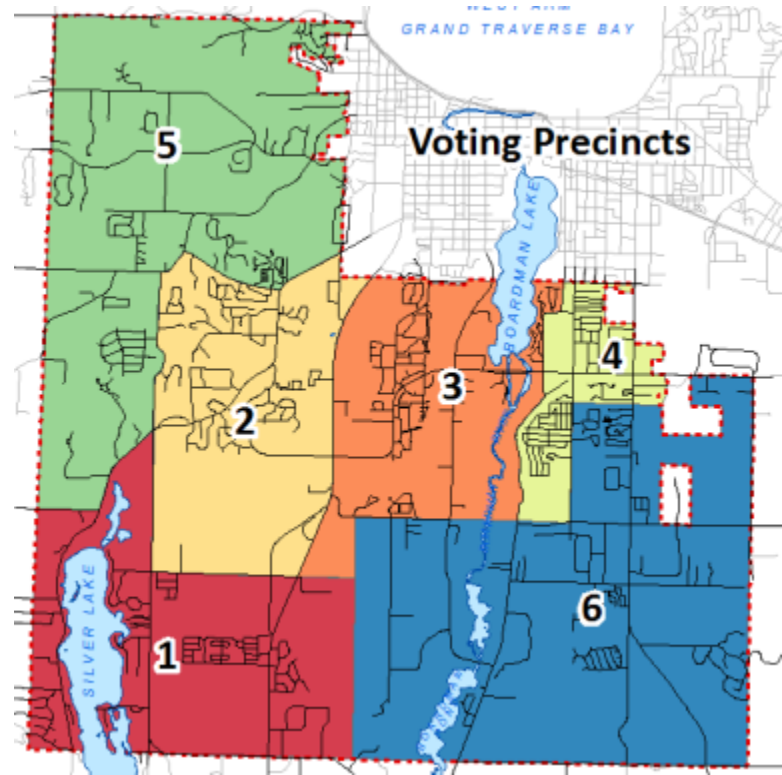
- Continue to encourage and incentivize new and infill development close to the core area of the Township in close proximity to amenities in an effort to slow outward growth.
- Research the possible creation of specific redevelopment districts.
- Focusing on the major corridors identified in this Master Plan, create subarea plans to provide greater detail with regard to desired development in each subarea.
- Use this Master Plan together with the Township’s Zoning Plan to guide the analysis and review of proposed map and text amendments to the Township’s Zoning Ordinance, site plans, and new or amended master plans of adjoining jurisdictions.

APPENDIX

CHARTER TOWNSHIP OF GARFIELD COMMUNITY SURVEY METHODOLOGY

The Township decided to create a random sample of survey recipients to be evenly distributed among the Township's six voting precincts. Precinct boundaries are drawn geographically to relatively evenly subdivide the Township's population, so this method was a way to ensure that the surveys were evenly distributed across the Township and not by chance based on the overall voting populace.

To begin, the Township Clerk provided the Planning Department with spreadsheets which included the name and address of each Qualified Voter within each of the Township's precincts. Using the Random Number generator tool in Microsoft Excel, each voter was assigned a random number between 0 and 100. The mailing list was then sorted from lowest to highest based on the random number, and then all voters were assigned a "Recipient Number," starting with "1" for the lowest random number, "2" for the second lowest random number, and so on. Because numerous registered voters often reside in the same household, the "Remove Duplicates" tool in Excel was then used to ensure that only one survey was sent to each street address.



The Township's population was 16,256 as of the 2010 Census. In order to generate a confidence interval (margin of error) which was low enough to be confident that the entire population would have answered similarly, 3,600 persons were randomly selected to receive survey. This number of surveys generated a confidence interval of 1.4 based on receiving 20% back.

After all duplicates were removed, the mailing list was sorted by the "Recipient Number" column, from lowest to highest, and all records except the highest 600 recipient numbers from each precinct were discarded, resulting in a random sample of 3,600 qualified voters in an even distribution across the Township.

COPY OF SURVEY INSTRUMENT

CHARTER TOWNSHIP OF GARFIELD COMMUNITY SURVEY

#001464

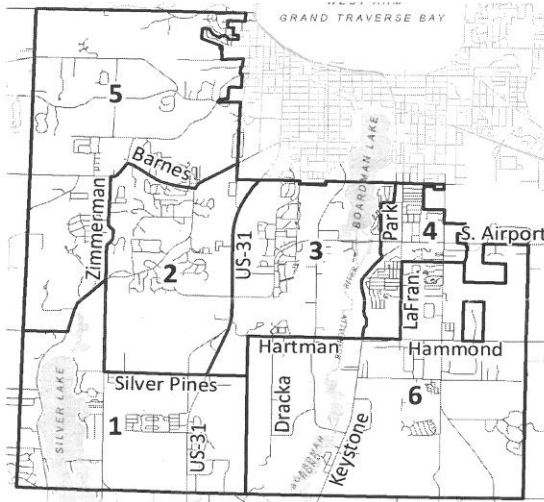
The Planning Commission is working to create a new Master Plan. A master plan is a planning document that establishes long-term growth management goals, policies, and strategies for the Township. You have been randomly selected to receive this survey in an effort to understand the needs and objectives of our residents. If you prefer, please take this survey online by visiting www.garfield-twp.com and clicking the survey link. Thank you for your willingness to complete this brief questionnaire. It should be completed by an adult in your household and will only take a few minutes of your time.

BACKGROUND QUESTIONS:

The following questions will help the Planning Commission better understand how the opinions of Township residents vary across the community.

1. Looking at the map below, check the box that corresponds to the area where you live. Note: this is your voting precinct.

Area: 1 2 3 4 5 6



2. What is the approximate age of yourself and of all other members of your household? (Check all that apply)

Age:	Number of persons:
<6 years	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
7-12 years	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
13-17 years	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
18-25 years	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
26-35 years	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
36-45 years	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
46-55 years	<input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
56-65 years	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
>66 years	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4

3. Do you rent or own the place where you live?

Own Rent

4. How long have you lived in Garfield Township? 3 Years

5. Which of the following best describes where you currently live? (Check one)

- Rural homesite of more than 5-acres
- Rural homesite of less than 5-acres
- Lakefront lot
- Subdivision or neighborhood development
- Apartment or Condo

6. What is employment status of all adult members of your household? (Check all that apply)

Employment Status:	Number of persons:
Employed Full-Time	<input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
Employed Part-Time	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
Not Employed	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
Retired	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
Student	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
At-Home Parent	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4

7. Where do you and any other adults in your household work? (Check all that apply)

Employment Location:	Number of persons:
At Home	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
Elsewhere in Garfield Township	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
City of Traverse City	<input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
East Bay Township	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
Blair Township	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
Long Lake Township	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
Elsewhere in G.T. County	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
Elmwood Township	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
Elsewhere outside of G.T. County	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4

8. Where are you likely to go for the following goods and services? (Check all that apply)

	Groceries	Entertainment	Recreation
Garfield Township	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
City of Traverse City	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
East Bay Township	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Somewhere else	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

9. How likely are you to move within the next year?

- Very likely
- Somewhat likely
- Not at all likely

10. If you are at least somewhat likely to move next year, why are you moving? (If you are not likely to move, please skip this question.) (Check all that apply.)

- Into a newer / larger home
- Into a smaller home
- Into a condominium development
- Into a barrier-free or retirement home
- To be closer to an existing job in the TC area
- We are moving away from the TC area for other reasons (job relocation, to be closer to family, etc.)
- For other reasons. Please specify:

11. When it comes to choosing where to live, how important are the following to you and your family?

	Very Important	Somewhat Important	Not Important
Affordability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tax rate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Family friendliness	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Open space / nice views	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sidewalks or paths are nearby	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Close to work / school	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Close to shopping	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Close to parks / recreation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

For other reasons (please specify):

PLANNING AND LAND USE QUESTIONS:

The remaining questions ask for your opinions about population growth, land use and planning.

12. Do you think Garfield Township is developing...

- Too quickly
- About right
- Too slowly
- No opinion

13. In the area where you live, how serious do you think the following problems or concerns are?

	Very Serious	Somewhat Serious	Not Serious
Pollution of lakes and streams	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Condition of roads	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of public sewer/water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Loss of scenic views	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Development of open areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Loss of farmland	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Poor north/south traffic flow	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Poor east/west traffic flow	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of good jobs nearby	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Availability of affordable housing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of accessible (ADA) housing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

13. (cont.) In the area where you live, how serious do you think the following problems or concerns are?

	Very Serious	Somewhat Serious	Not Serious
Lack of entertainment/social activities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Poor upkeep of homes and yards	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lack of trails/bike lanes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Other concerns? Please comment in the box below:

14. In terms of Garfield Township priorities, in your opinion, how important are the following?

	Very Important	Somewhat Important	Not Important
Encouraging agriculture	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Protecting open space/views	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Protecting surface/ground water	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Protecting natural areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Establishing and/or expanding bike lanes and trails	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Establishing and/or expanding parks near neighborhoods	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Increasing public access to lakes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Increasing public access to rivers and streams	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Increasing housing opportunities for seniors	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increasing housing opportunities for young families	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Better public transportation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Creating local job opportunities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Expanding nearby shopping	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Availability of fresh, local foods	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other priorities? Please comment in the box below:

15. What types of housing should be encouraged in Garfield Township? (Check no more than two)

- Single Family Subdivisions
- Single Family Rural Lots
- Duplexes
- Apartments
- Mobile Home Subdivisions
- Assisted Living Facilities
- None

16. What types of housing should be encouraged in the area where you live? (Check no more than two)

- Single Family Subdivisions
- Single Family Rural Lots
- Duplexes
- Apartments
- Mobile Home Subdivisions
- Assisted Living Facilities
- None

17. Please indicate whether you agree or disagree with the following statements for Garfield Township.

The redevelopment of outdated commercial and industrial areas should be encouraged rather than allowing new additional developments of this sort.

Strongly Agree Agree Disagree Strongly Disagree Not Sure

I would prefer that the outer edges of the Township stay mostly residential and agricultural in character.

Strongly Agree Agree Disagree Strongly Disagree Not Sure

Large, new housing developments should include a variety of residential housing types (i.e. single-family homes, duplexes, apartments, etc.)

Strongly Agree Agree Disagree Strongly Disagree Not Sure

Efforts should be made to retain agricultural land in Garfield Township.

Strongly Agree Agree Disagree Strongly Disagree Not Sure

If there were more paved bicycle and sidewalks in the area where I live, I would likely use them.

Strongly Agree Agree Disagree Strongly Disagree Not Sure

17. (continued) Please indicate whether you agree or disagree with the following statements for Garfield Township.

The Township should take steps to improve the look and function of commercial corridors such as S. Airport Road (such as through additional green areas, "undergrounding utility lines, limiting signage, etc)

Strongly Agree Agree Disagree Strongly Disagree Not Sure

The Township should consider a prohibition on electronic message board signs (i.e., LED signs). (Note that this question does not apply to billboards.)

Strongly Agree Agree Disagree Strongly Disagree Not Sure

I would likely support a 5-year millage of up to 0.5 mill to fund a PDR (Purchase of Development Rights) program to protect farmland. (For a home with a taxable value of \$100,000.00, the tax bill would increase by \$50.00 per year.)

Strongly Agree Agree Disagree Strongly Disagree Not Sure

The Township should direct dense, multi-family development to places which are closer to the Traverse City core area.

Strongly Agree Agree Disagree Strongly Disagree Not Sure

I would likely support a 5-year millage of up to 0.5 mill to build and maintain paved bike paths and sidewalks in the area where I live. (For a home with a taxable value of \$100,000.00, the tax bill would increase by \$50.00 per year.)

Strongly Agree Agree Disagree Strongly Disagree Not Sure

The Township should allow medical marihuana retail stores ("collectives") to operate within commercial zoning districts.

Strongly Agree Agree Disagree Strongly Disagree Not Sure

I wish that there was a park closer to my home.

Strongly Agree Agree Disagree Strongly Disagree Not Sure

ALMOST THERE! →

TIME TO WRAP THIS UP:

18. Did you know that, presently, Garfield Township and the Grand Traverse County Road Commission are willing to help pay for repaving the public roads in your subdivision if the neighborhood is willing to participate in a Roads Special Assessment District?

Yes No

19. Please identify what you feel is the single most important problem or issue (OTHER THAN poor roads) the Master Plan should address.

ADDITIONAL AFFORDABLE HOUSING FOR MIDDLE TO LOW INCOME FAMILIES

20. What do you like best about living in Garfield Township?

THAT'S IT! THANK YOU FOR YOUR TIME! Please fold this survey and send it back in the enclosed return envelope. No stamp is necessary!



**Charter Township of Garfield
3848 Veterans Drive
Traverse City, MI 49685**

BARLOW GARFIELD NEIGHBORHOOD PLAN

BARLOW GARFIELD NEIGHBORHOOD PLAN



An addendum to the
Charter Township of Garfield Master Plan

Prepared by the
Charter Township of Garfield Planning Commission

Adopted by the
Charter Township of Garfield Board of Trustees
June 9, 2020

2020

CHARTER TOWNSHIP OF GARFIELD

**CHARTER TOWNSHIP OF GARFIELD
GRAND TRAVERSE COUNTY, MICHIGAN**

**PLANNING COMMISSION RESOLUTION TO
ADOPT AN AMENDMENT TO THE MASTER PLAN**

A RESOLUTION TO ADOPT AN AMENDMENT TO THE CHARTER TOWNSHIP OF GARFIELD 2018 MASTER PLAN BY THE CHARTER TOWNSHIP OF GARFIELD PLANNING COMMISSION, in accordance with the provisions of Act 33 of the Public Acts of 2008, as amended.

WHEREAS, the Michigan Planning Enabling Act, Act 33 of 2008, as amended, authorizes the Planning Commission to prepare a Master Plan for the future development of the Township; and

WHEREAS, the Michigan Planning Enabling Act, Act 33 of 2008, as amended, the Township Board approved the Charter Township of Garfield 2018 Master Plan on September 25, 2018; and

WHEREAS, the Planning Commission prepared an amendment to Master Plan for Grand Traverse County to promote the public health, safety and general welfare; to encourage the use of resources in accordance with their character and adoptability; to provide for planned and orderly land use and development; to avoid the overcrowding of land by buildings or people; to lessen congestion on public roads and streets; to ensure that land uses will be situated in appropriate locations and relationships; and to meet the needs of residents for places of residence, recreation, industry, trade, service, and other uses of land; and

WHEREAS, on March 24, 2020, the Charter Township of Garfield Board approved distribution of the Amendment to the Master Plan to municipalities for their review and comment; and

WHEREAS, the Planning Commission held a public hearing on May 13, 2020 to consider public comment on the Amendment to the Master Plan and to further review and comment on the proposed Amendment to the Master Plan.

NOW, THEREFORE, BE IT RESOLVED that the Charter Township of Garfield Planning Commission hereby approves the Amendment to Charter Township of Garfield 2018 Master Plan and recommend approval of same to the Charter Township of Garfield Board of Trustees.

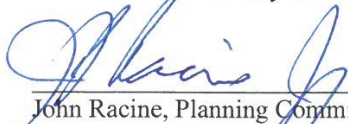
Moved: DeGood Seconded: Fudge

Yeas: Cline, DeGood, Duell, Fudge, McManus, Racine, Robertson

Nays: none

Absent: none

Attested to this 27th day of May, 2020



John Racine, Planning Commission Chair



Joe Robertson, Planning Commission Secretary

**CHARTER TOWNSHIP OF GARFIELD
GRAND TRAVERSE COUNTY, MICHIGAN**

TOWNSHIP BOARD RESOLUTION TO ADOPT AN AMENDMENT TO THE MASTER PLAN

RESOLUTION #2020-10-T

A RESOLUTION TO ADOPT AN AMENDMENT TO THE CHARTER TOWNSHIP OF GARFIELD 2018 MASTER PLAN, in accordance with the provisions of Michigan Planning Enabling Act, Public Act 33 of 2008, as amended (MPEA).

WHEREAS, the Township Planning Commission prepared an amendment to the Master Plan in accordance with the MPEA; and

WHEREAS, on March 24, 2020, the Township Board received and reviewed the proposed amendment to the Master Plan prepared by the Planning Commission and authorized distribution of the Master Plan as required by the MPEA; and

WHEREAS, the Township Planning Commission approved and recommended approval of the proposed amendment to the Master Plan on May 27, 2020; and

WHEREAS, the Township Board finds that the proposed amendment to the Master Plan is desirable and proper and furthers the use, preservation, and development goals and strategies of the Township; and

WHEREAS, the MPEA authorizes the Township Board to assert by resolution its right to approve or reject the proposed Master Plan;

THEREFORE, BE IT HEREBY RESOLVED AS FOLLOWS:

1. Township Board's Right to Approve or Reject. Pursuant to the MPEA, the Township Board asserts by this resolution its right to approve or reject the proposed amendment to the Master Plan and therefore the approval granted herein is the final step for adoption of the plan.

2. Adoption of an Amendment to the Master Plan. The Township Board hereby approves and adopts the amendment to the Master Plan, including all the chapters, figures, maps, and tables contained therein.

3. Distribution to the Amended Master Plan. The Township Board hereby approves distribution of the amended Master Plan.

4. Findings of Fact. The Township Board has made the foregoing determination based on a review of existing land uses in the Township, a review of the existing Master Plan provisions and maps, and input received from the Planning Commission and public hearing, and finds that the amended Master Plan will accurately reflect and implement the Township's goals and strategies for the use, preservation, and development of lands in the Charter Township of Garfield.

5. Effective Date. The Master Plan shall be effective as of the date of adoption of this resolution.

Moved: Denise Schmuckal

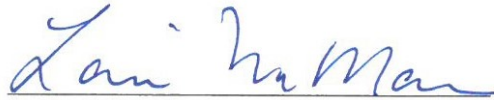
Supported: Molly Agostinelli

Ayes: Schmuckal, Agostinelli, Walters, McManus, Blood Law, Duell, Korn

Nays: None

Absent and Excused: None

By:



Lanie McManus, Clerk

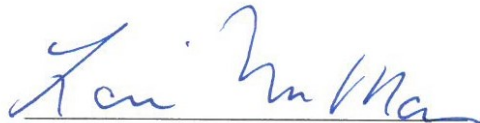
Charter Township of Garfield

CERTIFICATE

I, Lanie McManus, Clerk of the Charter Township of Garfield, do hereby certify that the above is a true and correct copy of Resolution #2020-10-T which was adopted by the Township Board of the Charter Township of Garfield on the 9th day of June, 2020.

Dated:

6-10-2020



Lanie McManus, Clerk

Charter Township of Garfield



Aerial image of West South Airport Road corridor—1964



Aerial image of West South Airport Road corridor—2020

PREFACE

In 2018, the Charter Township of Garfield adopted its current Master Plan. The Master Plan is a document and policy guide designed to help the Township achieve its desired vision of future development. As part of its implementation, the Master Plan recommended focusing on major corridors to create subplans to provide greater detail with regard to desired development in each subarea. At a joint meeting of the Township Board and Planning Commission in 2019, redevelopment of the Cherryland Center was made a priority. The Barlow Garfield Neighborhood Plan focuses on the east side of the Township including the Cherryland Center area, Barlow Street, South Airport Road, Garfield Avenue, and surrounding sites.

The Master Plan further recommends encouraging and incentivizing new and infill development close to the core area of the Township in close proximity to amenities in an effort to slow outward growth. The Barlow Garfield neighborhood is one of those areas. Historically, it is the first commercial center in the Township and has infrastructure needed for new and infill development. Its location at the center of the urban area creates a prime opportunity for new investment and growth. As an amended part of the Master Plan, this Plan will be an essential guide for land use and zoning decisions specifically for the Barlow Garfield neighborhood.

The Barlow Garfield Neighborhood Plan acknowledges that infill development and investment is needed in this area to address economically underperforming sites, especially Cherryland Center. As shopping and retail preferences have shifted away from big box stores and malls, shopping centers such as Cherryland Center have struggled to compete. Many former malls have closed across the country and many communities have used targeted planning efforts to reimagine the use of mall sites. A failure to address underperforming sites may lead to liabilities such as lower property tax revenue, enforcement issues, and potential decline of nearby areas. This Plan is Garfield Township’s effort to be proactive in reversing those trends and incentivize new investment in the Barlow Garfield neighborhood.

ACKNOWLEDGEMENTS

Board of Trustees

Chuck Korn, *Supervisor*
Jeane Blood Law, *Treasurer*
Lanie McManus, *Clerk*
Molly Agostinelli, *Trustee*
Steve Duell, *Trustee*
Denise Schmuckal, *Trustee*
Dan Walters, *Trustee*

Planning Commission

John Racine, *Chair*
Joe McManus, *Vice Chair*
Joe Robertson, *Secretary*
Pat Cline
Chris DeGood
Steve Duell
Robert Fudge

Special Thanks

Rob Bacigalupi, *Mission North, LLC*
Amy DeHaan, *Township Assessor*
Jean Derenzy, *Traverse City DDA*
Robert Gibbs, *FASLA, AICP*
Jennifer Hodges, *PE, Township Engineer*
Grand Traverse County
Traverse Area Association of Realtors

CHARTER TOWNSHIP OF GARFIELD

John Sych, AICP, Planning Director | Stephen Hannon, AICP, Deputy Planning Director
3848 Veterans Drive | Traverse City, MI 49684 | 231-941-1620

www.garfield-twp.com

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EXECUTIVE SUMMARY

INTRODUCTION TO BARLOW GARFIELD NEIGHBORHOOD

This plan is intended to generate a vision and sense of place for this part of the township. The plan covers a neighborhood located generally in the northeast corner of the township, which presents an opportunity for new business investment and growth. Several properties in this neighborhood have been underperforming economically, particularly Cherryland Center. The plan is intended to guide infill development and redevelopment on these sites. The plan is also intended to recognize unique strengths of the area such as the proximity of Cherry Capital Airport, a key regional travel hub, and the intersections of major roads including Garfield Avenue and South Airport Road.

Forming a plan for this neighborhood will also guide the use of redevelopment tools and incentives. Financing programs, such as corridor improvement authorities or others, could be used to fund new infrastructure improvements or public amenities. Parts of the neighborhood are also located within the only Opportunity Zone in Grand Traverse County. The Opportunity Zone is a federal program designed to help spur private investment in economically distressed neighborhoods.

VISION STATEMENT

Barlow Garfield Neighborhood is a connected, livable, community center within Garfield Township. The neighborhood is a destination for shopping and services with sidewalks and improved streets. The neighborhood provides a variety of housing choices, public gathering places, and parks.

REDEVELOPMENT POTENTIAL

As the commercial market continues to change, many retail and shopping oriented properties have struggled to maintain occupancy. The Cherryland Center is an example of the changes in shopping trends away from large format and big box retail. It is also indicative of many commercial areas being 'over retailled,' creating an oversupply in the market. The Barlow Garfield Neighborhood was in part identified as a special planning area because of the opportunity to redevelop the Cherryland Center site and positively enhance the surrounding area. In addition, concepts for this area are intended to complement and build upon recent investment elsewhere in the Township and surrounding community. In order to increase activity and viability of retail space, there is a growing movement to infuse these properties with new activities and full-time residents which will diversify the market and increase day and night time activity in the area. The site also represents an opportunity to increase missing middle housing options in the Township.



EXISTING CONDITIONS & MARKET OPPORTUNITIES

The Existing Conditions Report for the Barlow Garfield neighborhood describes demographic, housing, economic, environmental, and other information for the area. The full Existing Conditions Report can be found in Appendix A. The key findings from this report include the following:

- The neighborhood sits in a strategic location in the region along major roadways and is near the Cherry Capital Airport
- The neighborhood has had economic challenges and lower average land values per acre, but the strengths of the neighborhood offer major opportunities for investment
- Specifically, the Cherryland Center site represents a key opportunity for investment given its location at a major intersection and the overall size of the site
- The investment and growth in nearby areas, including Traverse Heights to the north and on LaFranier Road to the south, bring additional potential demand to the neighborhood
- The neighborhood may be ideal to help meet the demand for smaller footprint commercial businesses along with some larger commercial along the major roadways
- The neighborhood may be ideal to help meet the demand in the Township and region for smaller, attached housing units, especially for young singles or retired people
- The neighborhood would benefit from investments in new infrastructure such as sidewalks and improvements to existing infrastructure
- Planning for this neighborhood will help meet the Garfield Township Strategic Plan goals of economic development, housing, and transportation and infrastructure
- Additional investment can be potentially attracted to this neighborhood from the private sector (Opportunity Zone) and public sector (tax increment financing)

DEVELOPMENT PRINCIPLES

Based on public input and data analysis gathered for this project, these are the guiding principles for the future development of the Barlow Garfield neighborhood:



1

MIXED-USE DEVELOPMENT

The neighborhood will allow for mixed-use development on primary corridors as appropriate including residential, commercial, light industrial, office, and institutional uses. Consideration shall be given to surrounding existing uses, future land use, and site design to determine the compatibility of proposed mixed-use developments.



2

PUBLIC SPACES

Development throughout the neighborhood will account for public spaces including public gathering, parks, and recreational areas. Public spaces in the neighborhood will accommodate a variety of activities and promote public safety and community identity.



3

CONNECTIVITY

Development throughout the neighborhood will encourage connectivity by including sidewalks and trails along primary corridors to promote walkability, internal street connections, cross-access agreements to allow access between adjacent sites and to manage curb cuts, and connections to transit services.



4

SITE DESIGN

The neighborhood will allow sites to be designed at a scale that encourages a neighborhood character appropriate for the surrounding area. Site design will reinforce the development principles through consistency in building setback and placement, landscaping and planting elements, and other site features.



5

HOUSING

New housing stock in the neighborhood will allow for a diverse selection of unit types and sizes, which will serve the varied housing needs of the neighborhood population.



6

INFRASTRUCTURE

New developments will facilitate improvements for public infrastructure which could include water, sewer, sidewalks, benches, lampposts, signage, and other elements as needed.

DEVELOPMENT GUIDELINES

Future Land Use

- *Cherryland Center* — This plan envisions the redevelopment of the Cherryland Center as a catalyst for the neighborhood and to spur additional investment.
- *West Side of Barlow Street* — This plan is intended to encourage the continuation of light industrial uses while also allowing for additional complementary uses.
- *East Side of Barlow Street* — Improvement of this area will see a mix of new single and multi-family dwellings.
- *Garfield Avenue and South Airport Road (East of Barlow)* — This area will continue to serve as a vital commercial center for the Township and region.
- *South Airport Road (West of Barlow)* — Industrial uses should be maintained and improved.
- Land use changes in this area are subject to the Airport Overlay Zone and need to be planned so as to be compatible with Zone standards and requirements.

Zoning and Design Standards

- Standards for setbacks and building placement to promote neighborhood character.
- Flexibility in land uses and improved urban design.
- Pedestrian-oriented design to increase walkability in the neighborhood.
- Parking areas should be placed in rear or side yards and avoid front yards and other prominent locations.
- Connectivity improves access, connects parking areas, reduces turning conflicts, and improves traffic flow.
- Community appearance and identity promote a safe and attractive neighborhood.

Public Infrastructure

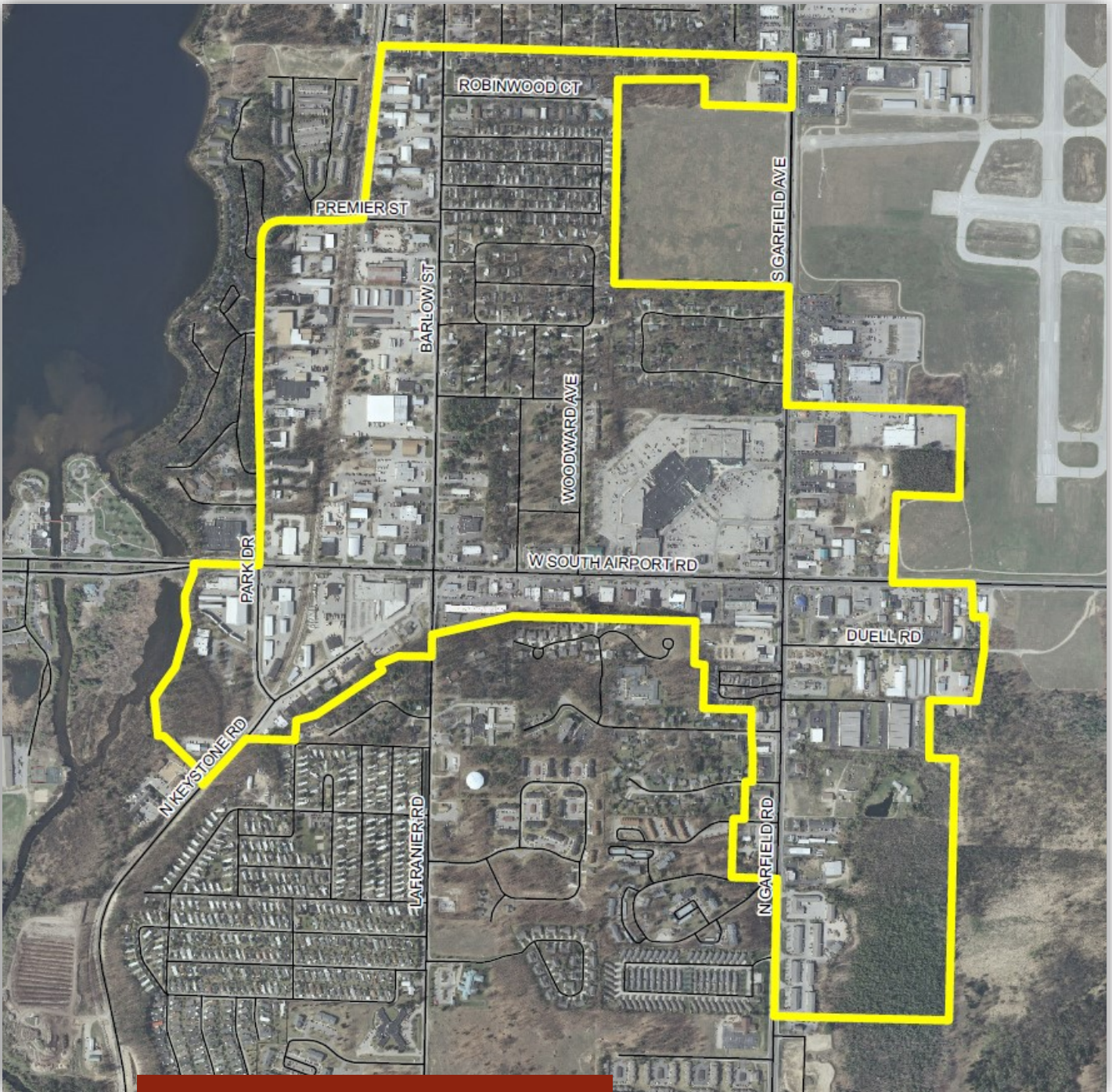
- Coordinated construction of public and private infrastructure support new development.
- Public parks and gathering places create a better sense of community.
- New sidewalks and trails expand the non-motorized network for the neighborhood.
- Landscaping and pedestrian scale lighting to support neighborhood identity.

Housing

- A variety of housing densities, unit types, and sizes should be strongly encouraged in this area.
- Residential options in mixed-use and non-residential districts should be provided where appropriate, including dwelling units above commercial uses and live-work units.

Investment

- Various economic development mechanisms serve as incentives for private investment for redevelopment and new development, including brownfield redevelopment, Corridor Improvement Authority, the Garfield Opportunity Zone, and Redevelopment Ready Communities.



The boundaries of the Barlow Garfield neighborhood

I INTRODUCTION

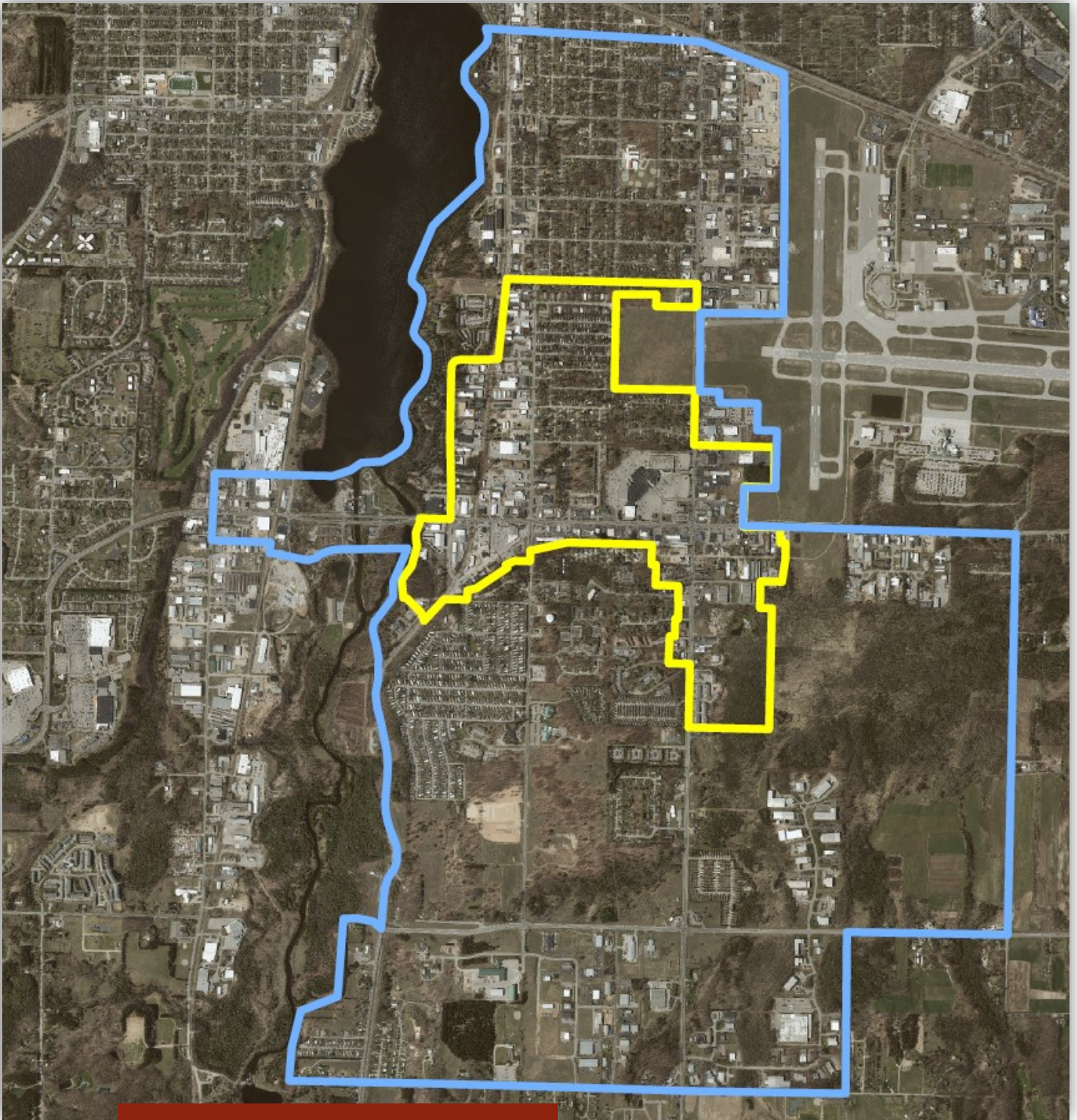
The Barlow Garfield Neighborhood Plan is Garfield Township’s plan to help guide future land use and development for a portion of the east side of the township. This neighborhood, the study area for the subplan, includes both sides of the street on portions of Barlow Street, South Airport Road, Garfield Avenue, and surrounding sites. This subplan, especially the Existing Conditions Report in Appendix A, also analyzes an “area of influence” which is roughly defined as a five-minute drive from Cherryland Center.

In accordance with the Michigan Planning Enabling Act, a planning commission may, by a majority vote of its members, adopt a subplan for a geographic area less than the entire planning jurisdiction, if, because of unique physical characteristics of that area, more intensive planning is necessary. The Barlow Garfield Neighborhood Plan functions as a subplan for this portion of the township. It has been adopted as an addendum to the Garfield Township Master Plan originally adopted in 2018.

PURPOSE OF THE PLAN

This plan is intended to generate a vision and sense of place for this part of the township. The plan covers a neighborhood located generally in the northeast corner of the township, which presents an opportunity for new business investment and growth. Several properties in this neighborhood have been underperforming economically, particularly Cherryland Center. The plan is intended to guide infill development and redevelopment on these sites. The plan is also intended to recognize unique strengths of the area such as the proximity of Cherry Capital Airport, a key regional travel hub, and the intersections of major roads including Garfield Avenue and South Airport Road.

Forming a plan for this neighborhood will also guide the use of redevelopment tools and incentives. Financing programs, such as corridor improvement authorities or others, could be used to fund new infrastructure improvements or public amenities. Parts of the neighborhood are also located within the only Opportunity Zone in Grand Traverse County. The Opportunity Zone is a federal program designed to help spur private investment in economically distressed neighborhoods.



Barlow Garfield neighborhood boundaries (yellow) with the area of Influence (blue). The area of influence is a five-minute drive from Cherryland Center.

DESCRIPTION OF THE PLANNING PROCESS

The following is a description and timeline of the planning process:

JUNE 2019—SEPTEMBER 2019

Prepare Existing Conditions Report

OCTOBER 21, 2019

Public Input Session

OCTOBER 2019—DECEMBER 2019

Online Survey

NOVEMBER 5, 2019

An Evening with Bob Gibbs

NOVEMBER 2019-DECEMBER 2019

Survey of Property Owners

SEPTEMBER 2019—JANUARY 2020

Prepare the Draft Plan

JANUARY 2020—MARCH 2020

Review the Draft Plan with Planning Commission

MARCH 25, 2020—MAY 5, 2020

Public Comment Period

MAY 13, 2020

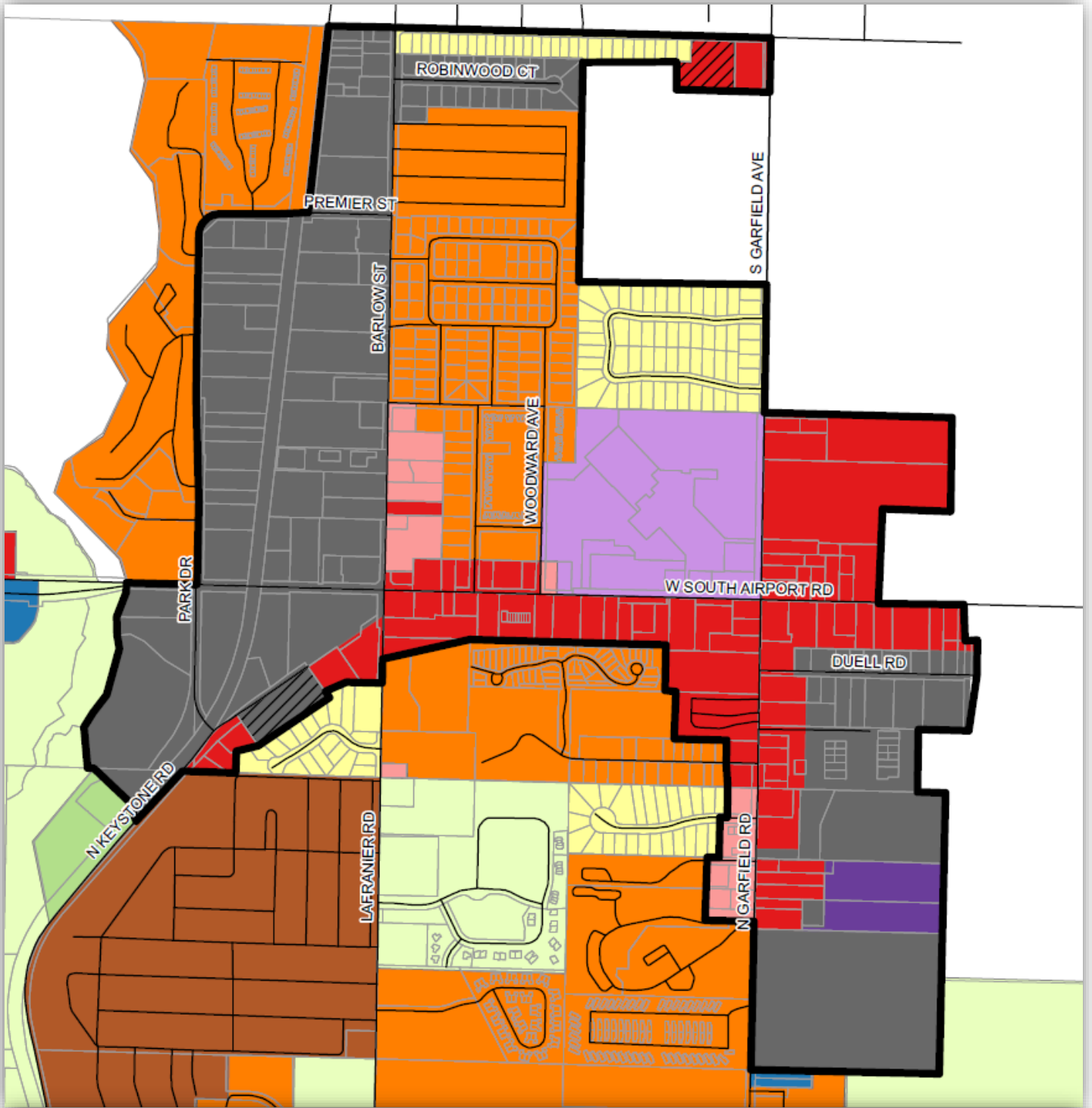
Public Hearing at Planning Commission

















MAY 27, 2020

Adoption and Recommendation by the Planning Commission

JUNE 9, 2020

Adoption by the Township Board



- | | | |
|---|--|--|
|  A - Agricultural |  C-O Office Commercial |  I-G General Industrial |
|  R-R Rural Residential |  C-L Local Commercial |  I-L Limited Industrial |
|  R-1 One-Family Res |  C-G General Commercial |  P-R Park-Recreation |
|  R-2 Two-Family Res |  C-H Highway Commercial |  GTC - Grand Traverse Commons |
|  R-3 Multi-Family Res |  C-P Planned Shopping |  Conditionally Zoned |
|  R-M Mobile Home Res | | |

Zoning map for the Barlow Garfield neighborhood

II EXISTING CONDITIONS

EXISTING CONDITIONS REPORT

The Existing Conditions Report chronicles the current conditions of the Barlow Garfield area, including the following:

<i>History of the Neighborhood</i>	<i>Regional Context</i>	<i>Existing Land Use</i>
<i>Development Patterns</i>	<i>Zoning</i>	<i>Roadways and Traffic Counts</i>
<i>Non-motorized Facilities</i>	<i>Transit</i>	<i>Utilities</i>
<i>Demographics</i>	<i>Housing</i>	<i>Land Values</i>
<i>Walkability</i>	<i>Wetlands</i>	<i>Parks and Open Space</i>
<i>Future Land Use</i>	<i>Opportunity Zone</i>	<i>Tax Increment Financing</i>

KEY FINDINGS

The full Existing Conditions Report can be found in Appendix A. Key findings presented in the Existing Conditions Report include the following:

- The neighborhood sits in a strategic location in the region along major roadways and is near the Cherry Capital Airport
- The neighborhood has had economic challenges and lower average land values per acre, but the strengths of the neighborhood offer major opportunities for investment
- Specifically, the Cherryland Center site represents a key opportunity for investment given its location at a major intersection and the overall size of the site
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- The neighborhood would benefit from investments in new infrastructure such as sidewalks and improvements to existing infrastructure
- Planning for this neighborhood will help meet the Garfield Township Strategic Plan goals of economic development, housing, and transportation and infrastructure
- Additional investment can be potentially attracted to this neighborhood from the private sector (Opportunity Zone) and public sector (Tax Increment Financing)



*Bob Gibbs presenting on the evening of
November 5, 2019*

III PUBLIC ENGAGEMENT PROCESS

The awareness and involvement of interested persons in governmental processes are critical to successful planning. When the public is engaged in the process, their input and feedback help ensure projects address community needs. Likewise, the public gains a better understanding of the tradeoffs and constraints associated with planning.

The following public involvement process for the Barlow Garfield Neighborhood Plan alerts people of the effort and provides the foundation for plan goals and priorities. The complete results and data from the public engagement process can be found in Appendix B.

PUBLIC INPUT SESSION & ONLINE SURVEY

On October 21, 2019, the Township hosted a public input session at the Grand Traverse County Health Department Building. About 20 people attended and according to a survey of attendees, five live in the Barlow Garfield neighborhood and everyone else lives elsewhere.

After going over the planning process and the existing conditions report, the people participated in a visual preference survey. This survey included different development types, architectural and design features, landscaping, street furniture, and other elements. The survey included 18 images with each image showing a combination of these elements.

Participants were asked to evaluate how well they thought the elements in each image would fit with the character of the Barlow Garfield neighborhood. This included images where only some of these elements may fit or fit only in certain parts of the neighborhood.

An online version of the visual preference survey was posted on the Township project website after the public input session. The online survey received eight total responses.

The highest rated and lowest rated images from those surveyed, combining the results of the public input session and online survey, were the following (see Appendix B for full results):

HIGHEST RATED IMAGES



LOWEST RATED IMAGES



Overall, the highest rated images share several common character traits. Each of these images include well-groomed landscaping and clear sidewalks. The buildings each show a different density and scale, but all have an architectural design that fits with the neighborhood. The highest rated of all images is a park with a gazebo. Several people commented that they liked seeing a shared open space and a place for people to gather.

The lowest rated images also share common character traits. These images showed areas with sparse landscaping and greenspace, including the image with a public square. For the other images, no sidewalks are shown. As several people commented, the buildings shown in these images have a generic look and architecture with no strong ties to activities along the street.

AN EVENING WITH BOB GIBBS

The Township hosted “An Evening with Bob Gibbs” on November 5, 2019 at the Township Hall. The event was co-sponsored by Garfield Township, the Traverse Area Association of Realtors, and Grand Traverse County. This event supported the Barlow Garfield Neighborhood Plan along with specific focus on the federally designated Opportunity Zone.

Mr. Robert Gibbs gave a presentation on the development trends facing urban, suburban and rural communities across the country, and different redevelopment opportunities for each type of place. Key concepts as presented by Mr. Gibbs included the following:

- Communities are facing economic challenges with declining shopping malls such as Garfield Township with Cherryland Center. Mr. Gibbs showed different examples of redevelopment on former shopping mall sites.
- Different scales of development such as city, town, village, and hamlet, encompass different strategies for design.
- The housing projections for the country indicate that there will be increasing demand for small-lot housing under 7,000 square feet and decreasing demand for large-lot housing. This may negatively affect communities whose housing stock is mostly large-lot housing.
- Approximately one-third of home buyers prefer walkable neighborhoods, one-third prefer a suburban neighborhood, and one-third are ambivalent.

Approximately 20 people attended the event. The ideas presented at this event may help inspire any future development or redevelopment in the Barlow Garfield neighborhood.

ROBERT GIBBS, FASLA, AICP

Robert Gibbs serves as president and managing director of Gibbs Planning Group. He is a registered landscape architect, professional planner and Charter Member of the American and European Congress for the New Urbanism. Mr. Gibbs teaches at the Harvard Graduate School of Design Executive Education program and has authored numerous books including, “Principles of Urban Retail Planning and Development.” Mr. Gibbs was named one of the 100 Most Influential Urbanists by Planetizen and has consulted across the globe for over 2500 projects.

SURVEY OF PROPERTY OWNERS

The Township mailed a survey in late November 2019 to property owners in the neighborhood, with responses accepted until late December 2019. The survey asked three questions:

- What aspects do you like about the neighborhood?
- What aspects do you NOT like about the neighborhood?
- What changes would you like to see in the neighborhood?

The Township received about 50 responses which roughly corresponded to 10% of all surveys mailed to property owners. The complete responses are included in Appendix B. The most common themes among responses were the following:

What aspects do you like about the neighborhood?

- Convenient location within the region
- Close to retail and commercial businesses
- Quiet neighborhoods
- Trees and wooded areas

What aspects do you NOT like about the neighborhood?

- Decline of Cherryland Center site
- Lack of sidewalks and accessibility issues
- Traffic congestion and speeding
- Poor condition of roads
- Poorly maintained properties and junk in yards

What changes would you like to see in the neighborhood?

- More sidewalks and pathways
- Clean up neighborhood and enforce junk ordinance
- Development on Cherryland Center site
- Road changes to reduce traffic congestion and speeding
- More trees and public park space



Neighboring property owners would like to see new development of the Cherryland Center (lower left)



There are some challenges and many opportunities facing the Barlow Garfield neighborhood. A strategic plan is the start to making the change toward its improvement.

IV STRATEGIC PLAN FOR THE NEIGHBORHOOD

VISION STATEMENT

The Barlow Garfield neighborhood is a connected, livable, community center within Garfield Township. The neighborhood is a destination for shopping and services with sidewalks and improved streets. The neighborhood provides a variety of housing choices, public gathering places, and parks.

VISION ELEMENTS

The following elements support the Vision for the Barlow Garfield neighborhood:

CONNECTED

- Neighborhood travel & mobility
- Enhanced arterial corridors and streets
- Walkable and bikeable

LIVABLE

- Regional and local businesses and services
- Housing choices
- Neighborhood gathering places

VITALITY

- Economic investment
- Redevelopment and infill development
- Improved infrastructure

IDENTITY

- Town center
- Quality design
- Landscaped areas

DEVELOPMENT PRINCIPLES

Based on public input and data analysis gathered for this project, these are the guiding principles for the future development of the Barlow Garfield neighborhood:

MIXED-USE

The neighborhood will allow for mixed-use development on primary corridors as appropriate including residential, commercial, light industrial, office, and institutional uses. Consideration shall be given to surrounding existing uses, future land use, and site design to determine the compatibility of proposed mixed-use developments.



PUBLIC SPACES

Development throughout the neighborhood will account for public spaces including public gathering, parks, and recreational areas. Public spaces in the neighborhood will accommodate a variety of activities and promote public safety and community identity.



CONNECTIVITY

Development throughout the neighborhood will encourage connectivity by including sidewalks and trails along primary corridors to promote walkability, internal street connections, cross-access agreements to allow access between adjacent sites and to manage curb cuts, and connections to transit services.





SITE DESIGN

The neighborhood will allow sites to be designed at a scale that encourages a neighborhood character appropriate for the surrounding area. Site design will reinforce the development principles through consistency in building setback and placement, landscaping and planting elements, and other site features.



HOUSING

New housing stock in the neighborhood will allow for a diverse selection of unit types and sizes, which will serve the varied housing needs of the neighborhood population.



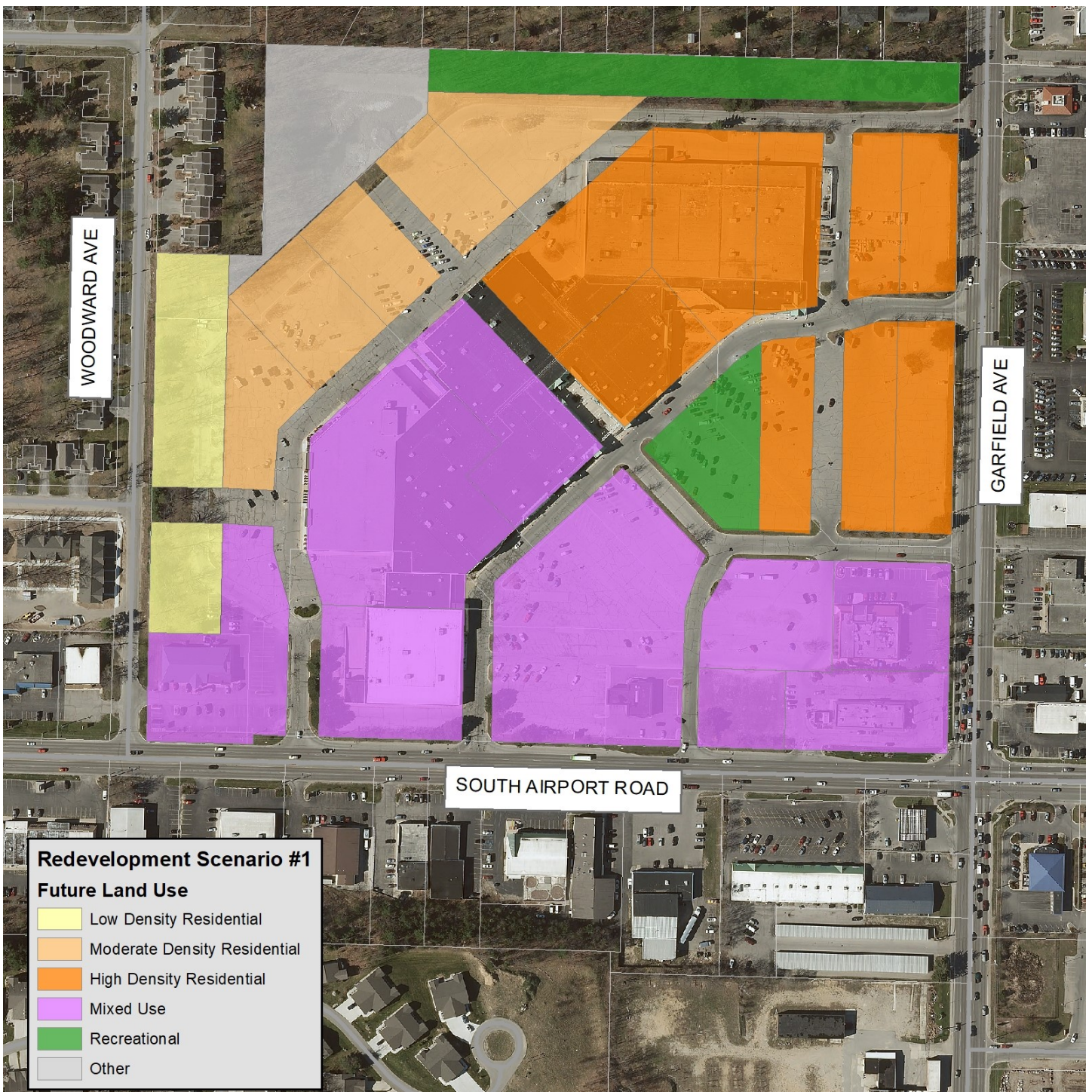
INFRASTRUCTURE

New developments will facilitate improvements for public infrastructure which could include water, sewer, sidewalks, benches, lampposts, signage, and other elements as needed.

POTENTIAL REDEVELOPMENT SCENARIOS

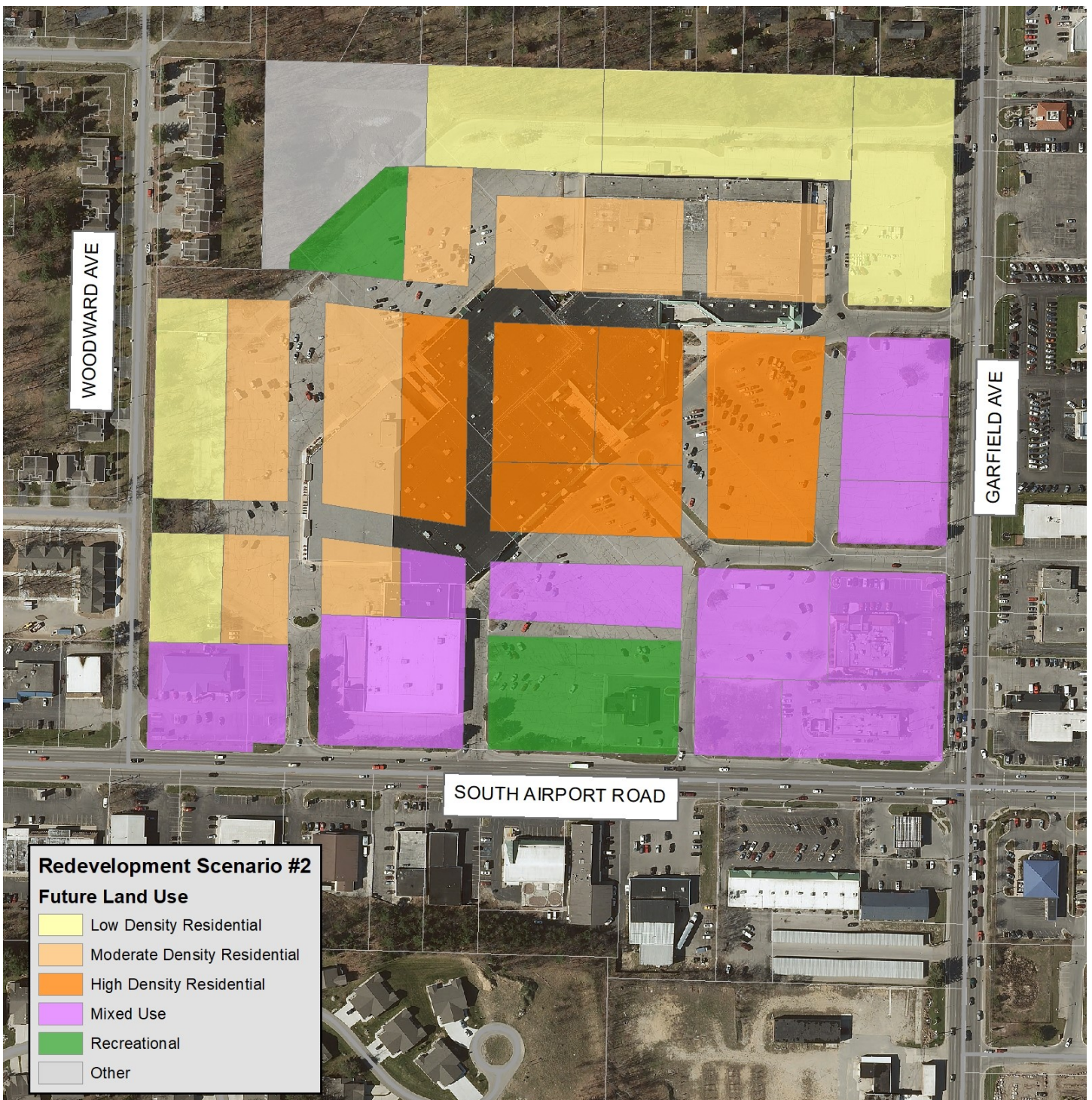
The Barlow Garfield Neighborhood Plan envisions opportunities to improve the neighborhood by encouraging investment and redevelopment. There are several potential redevelopment sites in the neighborhood, but Cherryland Center is the largest of these sites. Redevelopment of Cherryland Center will help catalyze further investment in the neighborhood and may serve as a community focal point.

The following shows two conceptual redevelopment scenarios for the Cherryland Center site. These scenarios consider the vision and development principles of the Barlow Garfield neighborhood and are a compilation of the ideas and feedback gathered throughout the development of the plan:



REDEVELOPMENT SCENARIO #1

The first redevelopment scenario shown above would retain some of the existing buildings and site layout including the Big Lots and Sears buildings. These buildings and others facing South Airport Road are envisioned for mixed use development, primarily commercial and retail with the potential for office and residential uses. The northeast portion of the site would include mostly high-density residential uses and a central green space. The northwest portion would include moderate-density and low-density residential, to function as a transition between the redeveloped Cherryland Center site and the surrounding neighborhoods.



REDEVELOPMENT SCENARIO #2

The second redevelopment scenario envisions a complete redevelopment of the site. The retail and commercial sites along South Airport Road and Garfield Avenue are envisioned as mixed use which will allow for the continuation of retail and accommodation of additional uses. This scenario shows the common green space on South Airport Road in a more visible location. The central portion of the site would include high-density residential. To the north and west, moderate-density residential and low-density residential would be used to transition from the denser uses at the center of the site to the surrounding neighborhoods.

V DEVELOPMENT GUIDELINES

FUTURE LAND USE

The Cherryland Center. This plan envisions the redevelopment of the Cherryland Center as a catalyst for the neighborhood and to spur additional investment. The plan encourages mixed-use development on the site, which may be achieved through the following methods:

- *Zoning Changes* — The current C-P Planned Shopping zoning of the property permits a wide range of uses from entertainment centers to hotels. Further changes to the C-P district could allow for a greater flexibility in uses while also addressing connectivity, design standards, and other issues.
- *Planned Unit Developments* — The application of a planned unit development would provide greater flexibility to developers while also meeting community goals. A full redevelopment would allow for the creation of a public square or park where people could gather as a community and share experiences, as well as other amenities.

West Side of Barlow Street. The west side of Barlow Street is mostly light industrial. This plan is intended to encourage the continuation of light industrial uses while also allowing for additional complementary uses that create an innovation district. Business incubators, live-work units, makerspaces, and limited commercial may be considered for this area.

East Side of Barlow Street. At its core, this area is primarily residential. Improvement of this area will see a mix of new single and multi-family dwellings. Office and commercial uses may be permitted on Barlow Street between Floresta and South Airport Road.

Garfield Avenue and South Airport Road (East of Barlow). This area serves as a vital commercial center for the Township and region. Commercial uses along Garfield Avenue and South Airport Road, east of Barlow Street, should be maintained and improved. Improved access to these businesses is important for their continued vitality.

South Airport Road (West of Barlow). Industrial uses are needed to provide essential products and services for the community. Industrial uses should be maintained and improved along South Airport Road, west of Barlow Street. Complementary uses should be applied sparingly to keep it primarily an industrial area.

Airport Overlay Zone. Land use changes in this area are subject to the Airport Overlay Zone and need to be planned so as to be compatible with Zone standards and requirements.

ZONING AND DESIGN STANDARDS

Standards for setbacks and building placement. Placement, scale, and design of buildings should establish a sense of place, while increasing the allowable density of land development creates a critical mass of activity. This critical mass of activity, through density, mix of uses, architectural character, and recreational opportunities draw new investment, visitors, and residents. This plan envisions any new buildings in the Barlow Garfield area to promote neighborhood character. For streets designed to be walkable, setbacks should be smaller and building placement should be consistent between neighboring sites.

Flexibility in land uses and improved urban design. To provide for a variety of development options, development of a mixed-use zoning district should be considered and the use of Planned Unit Developments should be applied where feasible to provide flexibility in uses and improved urban design.

Pedestrian-oriented design. To increase neighborhood walkability, buildings should be placed in close proximity and sidewalks should be constructed along major roads and interior streets and drives. Drive-thru development often conflicts with walkable areas and should be discouraged.

Parking areas. Parking areas should be placed in rear or side yards and avoid front yards and other prominent locations. Prominent locations should be reserved for buildings, landscaping or gathering spaces. Shared parking and on-street parking should also be used whenever possible.

Connectivity. Shared driveways and cross-access easements should be developed to improve access, connect parking areas, reduce turning conflicts, and improve traffic flow on major thoroughfares. Currently, a limited number of driveways works successfully in providing smooth access to multiple businesses located at Cherryland Center. This same design can be applied to the south side of South Airport Road between LaFranier Road and Garfield Road. By providing cross access and consolidating driveways, access to businesses from South Airport Road is easier and results in an improved level of service on South Airport Road. The Township should work with the Grand Traverse County Road Commission and property owners on access issues.

Community Appearance and Identity. Positive visual aspects of the built and natural environment promote a safe and attractive neighborhood for residents and visitors. Furthermore, community pride is projected through the development and maintenance of a distinctive image. Activities to improve appearance include cleanup of properties, including enforcement of the Township junk ordinance, and upgrade of public infrastructure, including streets and sidewalks. Landscaping and signage create and enforce neighborhood identity.

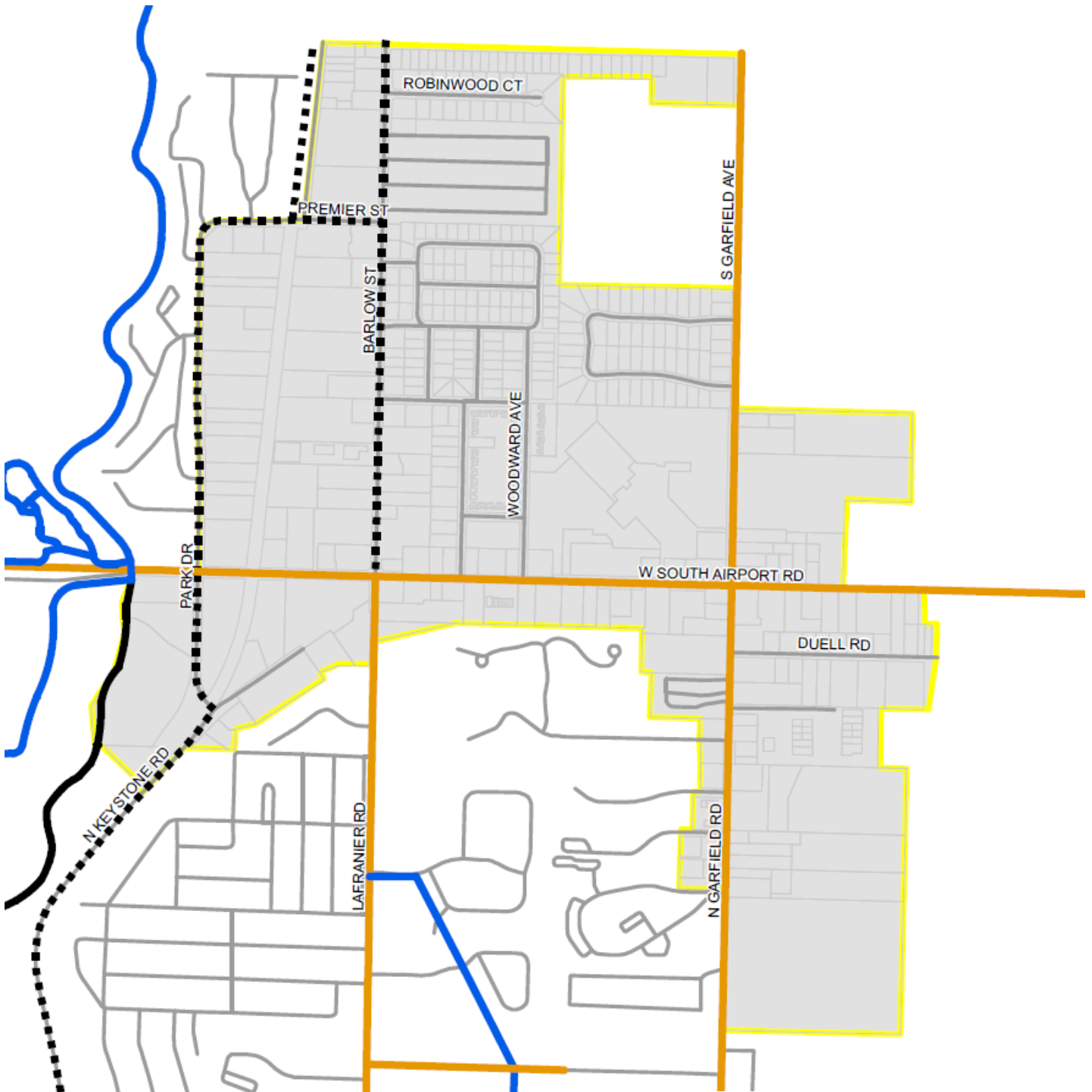
PUBLIC INFRASTRUCTURE

Prioritization of improvements. Coordinated construction of public and private infrastructure will support new development and ensure efficient expenditure of resources. Developing a capital improvement program (CIP) for the neighborhood is recommended for public improvements, including utilities, walkways, and streets.

Parks and gathering places. Establishing public parks and other types of gathering places in key locations within the neighborhood will create a better sense of community and meet the needs of residents and visitors. The parks and gathering places can be small in scale and provide a variety of activities and entertainment.

Non-motorized network. Sidewalks and trails should be built to expand the non-motorized network for the neighborhood and to connect with adjoining neighborhoods and areas. In addition to main corridors, interior streets and drives should also include sidewalks. On the following pages, current and proposed changes to the Township Non-Motorized Plan Map are provided to illustrate current and new sidewalk and bike path priorities for the neighborhood.

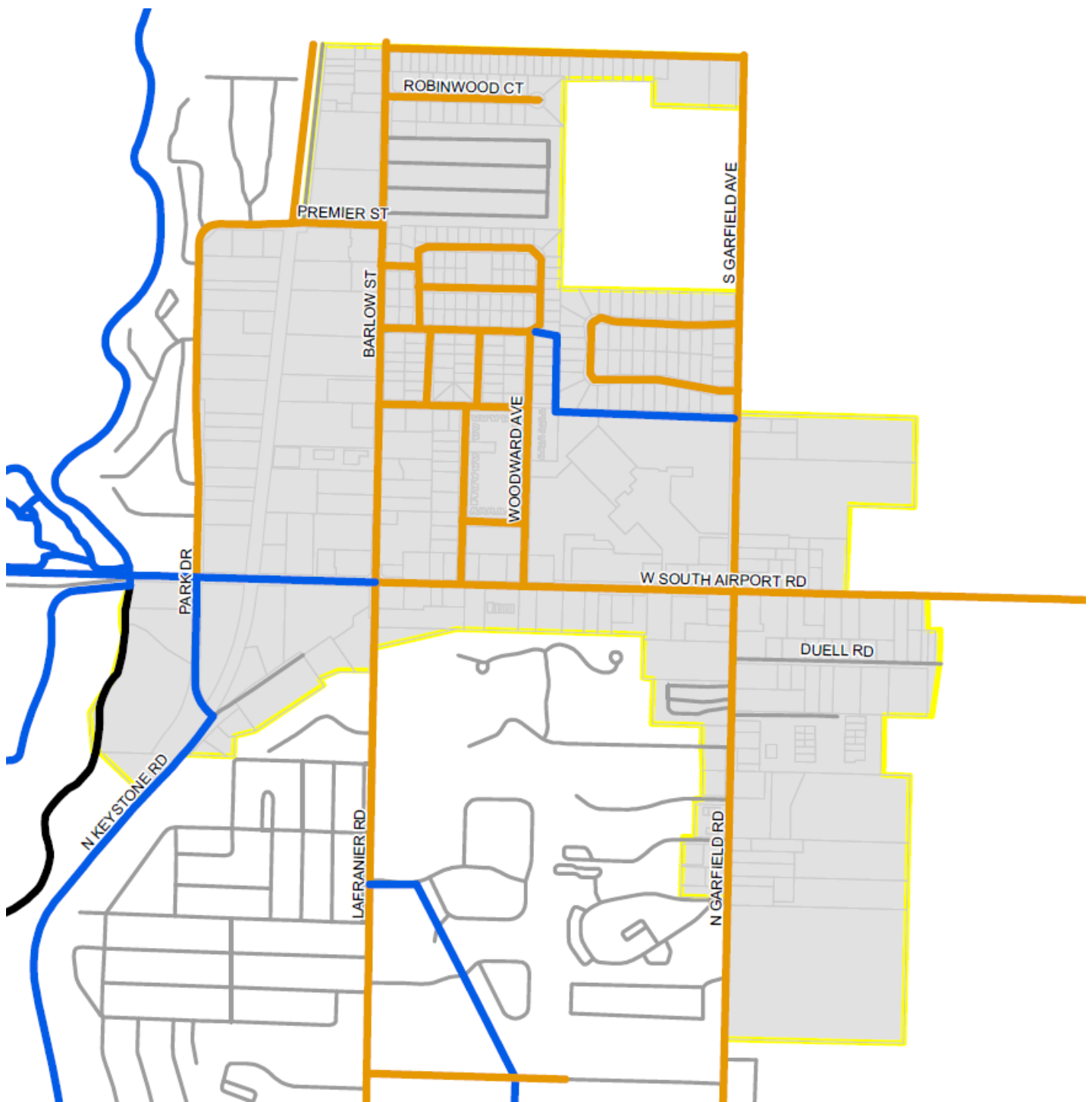
Streetscape improvements. To build neighborhood character and improve appearance, landscaping and pedestrian scale lighting should be provided along major thoroughfares and prominent interior streets.



Current Non-Motorized Plan Map from the Garfield Township Master Plan and Five-Year Parks and Recreation Master Plan

Legend

- Bike Path
- Nature Trail / Singletrack
- Sidewalk
- · - · Connector Trail
- Bike Lane / Route
- Township Parkland
- Other Public Parkland
- Street



Proposed Non-Motorized Transportation Plan Map for the Barlow Garfield neighborhood, envisioning a greater density of sidewalks and trails in the neighborhood core

Legend

- Bike Path
- Nature Trail / Singletrack
- Sidewalk
- · - · Connector Trail
- - - Bike Lane / Route
- Township Parkland
- Other Public Parkland
- Street

HOUSING

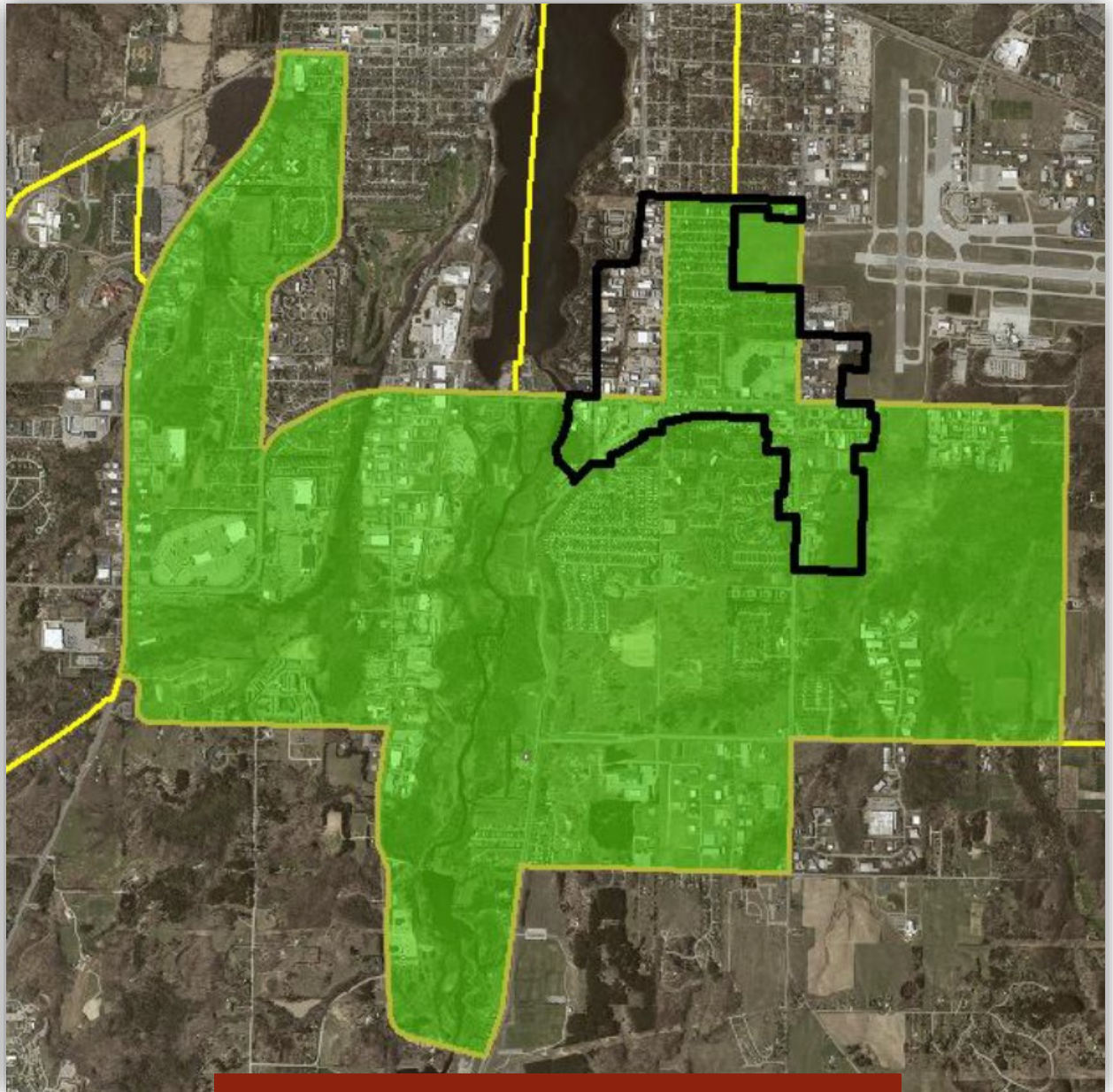
Housing options. A variety of housing densities, unit types, and sizes should be strongly encouraged in this area. Where appropriate, housing may be multiple-stories, provided it does not conflict with FAA height requirements.

Residential options in mixed-use development. Residential options in mixed-use and non-residential districts should be provided where appropriate, including dwelling units above commercial uses and live-work units.

INVESTMENT

Economic development and investing. Various economic development mechanisms serve as incentives for private investment for redevelopment and new development. The following incentive mechanisms should be pursued or promoted:

- **Brownfield redevelopment** uses tax increment financing (TIF) to reimburse brownfield related costs incurred while redeveloping contaminated, functionally obsolete, blighted or historic properties. The Grand Traverse County Brownfield Redevelopment Authority (BRA) is the local jurisdiction entity that manages the development of brownfield plans. After approval of a brownfield plan by the local governing body, the BRA may request capture of state school taxes via a work plan submitted to the State of Michigan. With local and state support, a brownfield plan should be applied to the Cherryland Center as incentive with new private investment.
- As noted above, a capital improvement program is recommended for the neighborhood. A CIP prioritizes public infrastructure improvements and identifies the needed resources to construct and maintain those improvements. One resource is the **Corridor Improvement Authority**. The Corridor Improvement Authority (CIA), Public Act 57 of 2018, is designed to assist communities with funding improvements in commercial corridors outside of a downtown area. The authority could be created and operated in a similar manner to a Downtown Development Authority (DDA). Once created, a Corridor Improvement Authority may hire a director, establish a tax increment financing plan, levy special assessments, and issue revenue bonds and notes for improvements along the corridor. The application of a CIA or similar TIF authority should be further evaluated along the South Airport Road, Garfield Road, and Barlow Street corridors.
- The **Garfield Opportunity Zone** is a United States Census Tract generally composed of economically distressed neighborhoods that qualify for the Opportunity Zone program, according to criteria outlined in the United States Tax Cuts and Jobs Act of 2017. The Opportunity Zone program was created to revitalize these neighborhoods using private investments rather than taxpayer dollars. To stimulate private participation in the program, taxpayers who invest in the Opportunity Zone are eligible to benefit from capital gains tax incentives available exclusively through the program. Continued promotion and awareness of the Opportunity Zone provides added value to potential investors in the



Map showing the Garfield Opportunity Zone, highlighted in green, with the Barlow Garfield neighborhood area outlined in black.

neighborhood.

The Garfield Opportunity Zone covers most of the Barlow Garfield neighborhood. To access the tax benefits, investors must invest in the Opportunity Zone specifically through Opportunity Funds. A qualified Opportunity Fund is a US partnership or corporation that intends to invest at least 90% of its holdings in one or more qualified Opportunity Zones.

In exchange for following the rules of the Opportunity Zone program and investing in the Opportunity Zone through Opportunity Funds, investors can receive substantial capital gain tax incentives immediately and over the long term.

How does the Opportunity Zone work?

When an investor divests an appreciated asset, such as stocks or real estate, they realize a capital gain, which is a taxable event. Under the Opportunity Zone Program, if an investor reinvests a capital gain into an Opportunity Fund, they can defer and reduce their tax liability on that gain. Beyond that, they can also potentially receive tax-free treatment for all future appreciation earned through the fund. Together, these tax incentives can boost after-tax returns for Opportunity Fund investors:

- Those who invest realized capital gains into a Qualified Opportunity Fund can defer paying capital gains tax for those earnings until April 2027 for investments held through December 31, 2026. Gains must be invested in a Qualified Opportunity Fund within 180 days in order to qualify for any tax treatment available under the Opportunity Fund program.
- Those who hold their Opportunity Fund investments for at least five years prior to December 31, 2026, can reduce their liability on the deferred capital gain principal invested in the Opportunity Fund by 10%. If the investment is held for a minimum of seven years prior to December 31, 2026, the tax liability can be reduced by 15% total.
- Those who hold their Opportunity Fund investment for at least 10 years can expect to pay no capital gains taxes on any appreciation in their Opportunity Fund investment. That's because Opportunity Fund gains earned from Opportunity Zone investments can qualify for permanent exclusion from the capital gains tax if the investment is held for at least 10 years.

What types of investments are allowed?

Real estate investments using Opportunity Funds must lead to “substantial improvements” within 30 months after the acquisition. Investments in businesses such as liquor stores, massage parlors, country clubs, or casinos are prohibited through Opportunity Funds.

Why should investors be interested?

As part of the Traverse City urbanizing area, investors looking to this area will find projects that are low risk and provide substantial community benefit. Although the Opportunity Zone may be classified as an economically distressed area, Garfield is a market that has experienced continuous lucrative investment with future growth potential.

Redevelopment Ready Communities (RRC). Township enrollment in the RRC program operated by the Michigan Economic Development Corporation will help to attract and retain businesses, offer improved customer service, and streamline the development approval processes.

Further information on the Opportunity Zone, corridor improvement authorities, and tax increment financing is available in Appendix A.

APPENDICES

APPENDIX A—EXISTING CONDITIONS REPORT

APPENDIX B—RESULTS OF PUBLIC ENGAGEMENT

**Barlow Garfield Neighborhood Plan
Appendix A – Existing Conditions Report**

Acknowledgements

Board of Trustees

- Chuck Korn Supervisor
- Jeane Blood Law Treasurer
- Lanie McManus Clerk
- Molly Agostinelli Trustee
- Steve Duell Trustee
- Denise Schmuckal Trustee
- Dan Walters Trustee

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- John Racine, Chair
- Pat Cline
- Chris DeGood
- Steve Duell
- Robert Fudge
- Joe McManus
- Joe Robertson

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Executive Summary

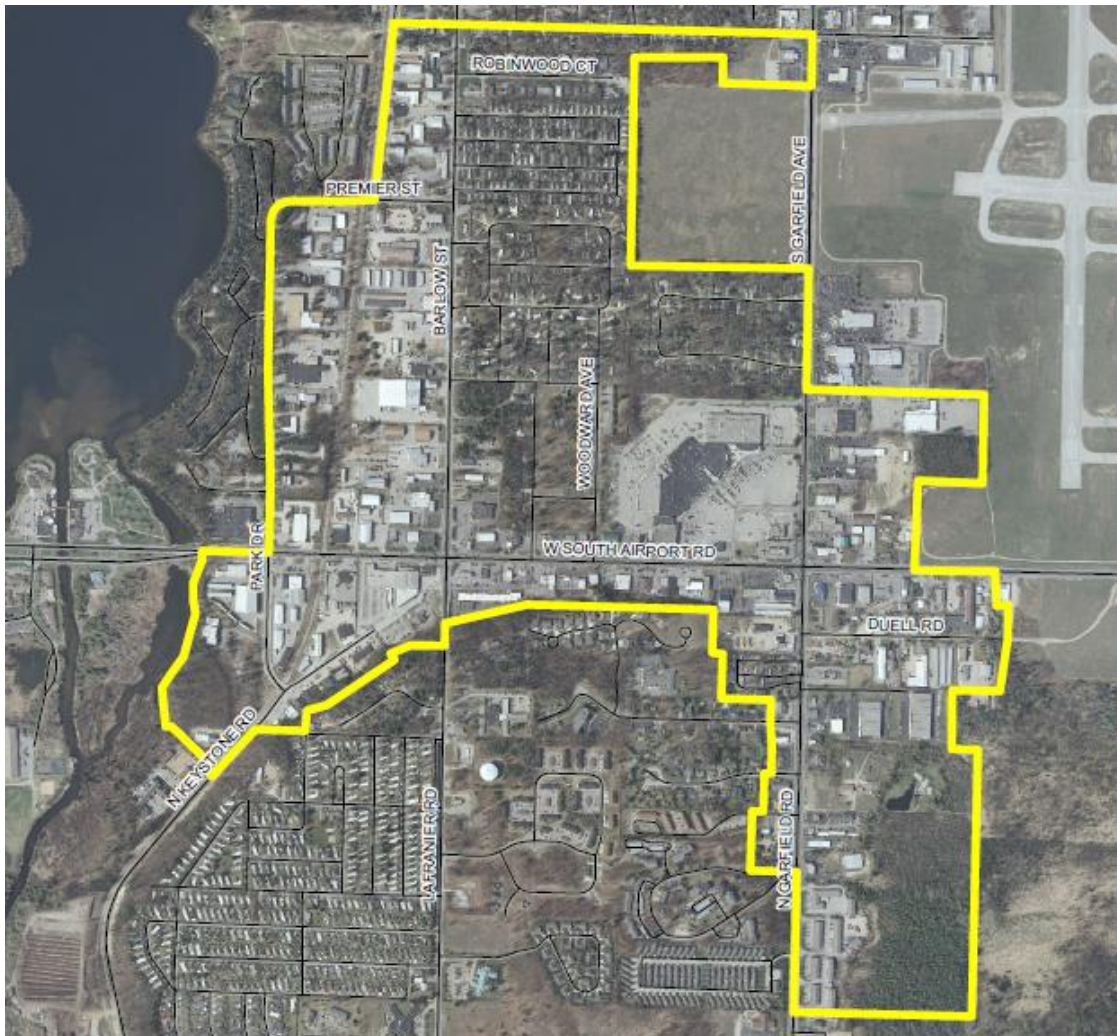
This report chronicles existing conditions in the Barlow Garfield neighborhood, defined as a portion of the northeast corner of Garfield Township. The area includes portions of Barlow Street, Garfield Avenue, South Airport Road, and surrounding sites. This plan is intended to generate a community vision and sense of place for this part of the township and to encourage economic investment in the neighborhood.

The following is an existing conditions report for the Barlow Garfield neighborhood describing the demographics, housing, economy, environment, and other information. The key findings from this report include the following:

- The neighborhood sits in a strategic location in the region along major roadways and is near the Cherry Capital Airport
- The neighborhood has had economic challenges and lower average land values per acre, but the strengths of the neighborhood offer major opportunities for investment
- Specifically, the Cherryland Center site represents a key opportunity for investment given its location at a major intersection and the overall size of the site
- The investment and growth in nearby areas, including Traverse Heights to the north and on LaFranier Road to the south, bring additional potential demand to the neighborhood
- The neighborhood may be ideal to help meet the demand for smaller footprint commercial businesses along with some larger commercial along the major roadways
- The neighborhood may be ideal to help meet the demand in the Township and region for smaller, attached housing units, especially for young singles or retired people
- The neighborhood would benefit from investments in new infrastructure such as sidewalks and improvements to existing infrastructure
- Planning for this neighborhood will help meet the Garfield Township Strategic Plan goals of economic development, housing, and transportation and infrastructure
- Additional investment can be potentially attracted to this neighborhood from the private sector (Opportunity Zone) and public sector (Tax Increment Financing)

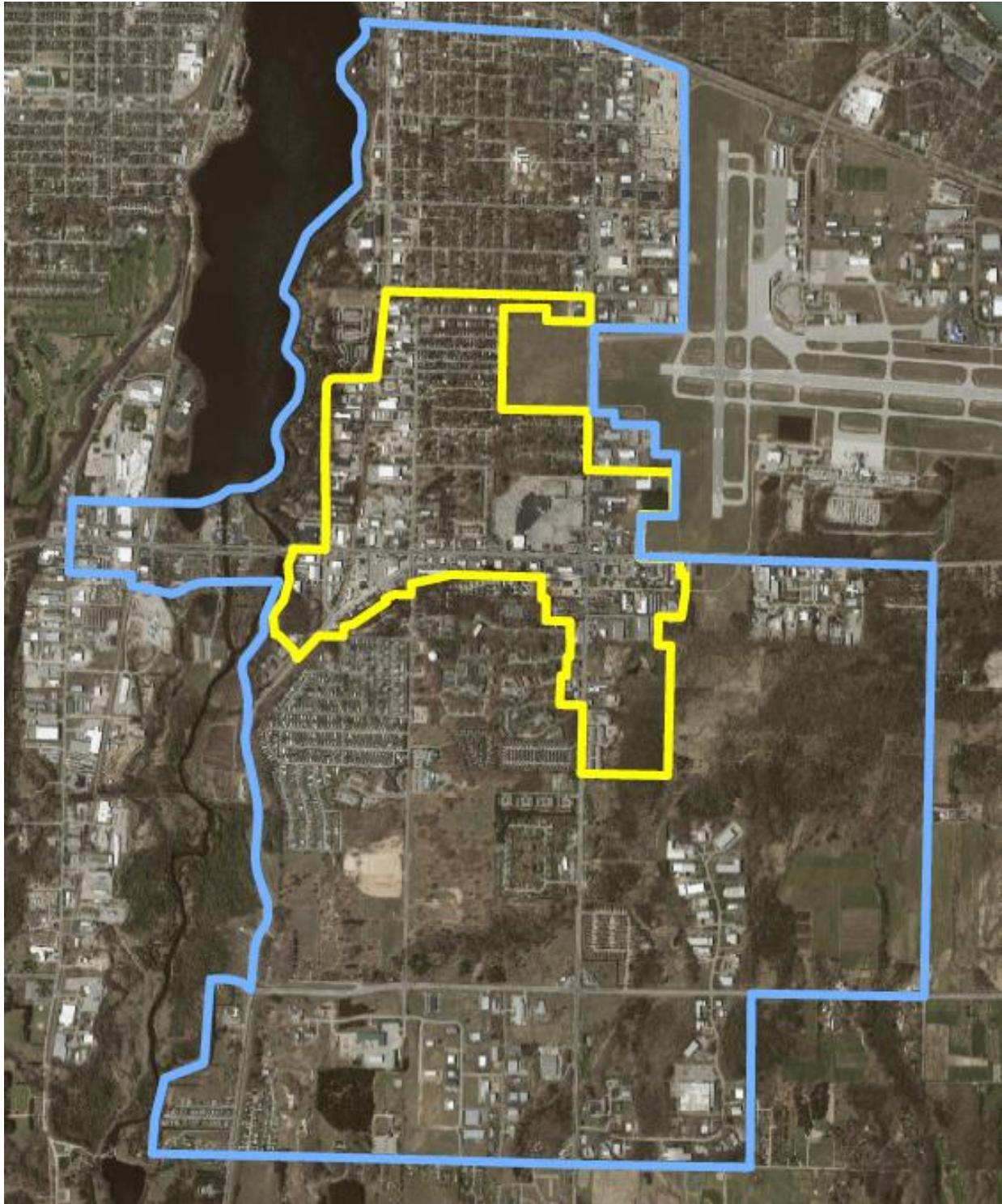
I. Introduction

The Barlow Garfield Neighborhood Plan is Garfield Township’s plan to help guide future land use and development for a portion of the east side of the township. This neighborhood, the study area for the subplan, includes both sides of the street on portions of Barlow Street, South Airport Road, Garfield Avenue, and surrounding sites. This subplan also analyzes an “area of influence” which is roughly defined as a five-minute drive from Cherryland Center.



Barlow Garfield Neighborhood Plan study area

In accordance with the Michigan Planning Enabling Act, a planning commission may, by a majority vote of its members, adopt a subplan for a geographic area less than the entire planning jurisdiction, if, because of unique physical characteristics of that area, more intensive planning is necessary. The Barlow Garfield Neighborhood Plan will function as a subplan for this part of the township, and be adopted as an addendum to the Garfield Township Master Plan originally adopted in 2018.



Barlow Garfield Neighborhood Plan study area (yellow) in context with area of influence (blue)

Purpose of the Plan

This plan is intended to generate a vision and sense of place for this part of the township. The plan covers a neighborhood located generally in the northeast corner of the township, which presents an opportunity for new business investment and growth. Several properties in this neighborhood have been underperforming economically, particularly Cherryland Center. The plan is intended to guide infill development and redevelopment on these sites. The plan is also intended to recognize unique strengths of the area such as the proximity of Cherry Capital Airport, a key regional travel hub, and the intersections of major roads including Garfield Avenue and South Airport Road.

Forming a plan for this neighborhood will also guide the use of redevelopment tools and incentives. Financing programs, such as corridor improvement authorities or others, could be used to fund new infrastructure improvements or public amenities. Parts of the neighborhood are also located within the only Opportunity Zone in Grand Traverse County. The Opportunity Zone is a federal program designed to help spur private investment in economically distressed neighborhoods.

Description of the Planning Process

From June to September 2019, township planning staff gathered data and documented the existing conditions in the neighborhood in terms of the built environment, demographics, current land uses, transportation, and other aspects. This information was compiled in an Existing Conditions Report prepared for the Planning Commission and the public as presented within this document. The next step will be the neighborhood visioning session on October 21, 2019.

2. Existing Conditions and Context

History of the Neighborhood

The neighborhood was historically on the edge of the Traverse City urbanized area. Aerial images from 1964 show major streets in place including Garfield Avenue, South Airport Road, LaFranier Road, Barlow Street, and Keystone Road which at the time connected to LaFranier. The area did not have any large-scale developments at this time, with some active cherry orchards but primarily woodlands and undeveloped land with several scattered single-family homes. The railroad in this area originated in the late 19th century as part of the Chicago and West Michigan Railway.



Aerial image from 1964 showing portion of neighborhood

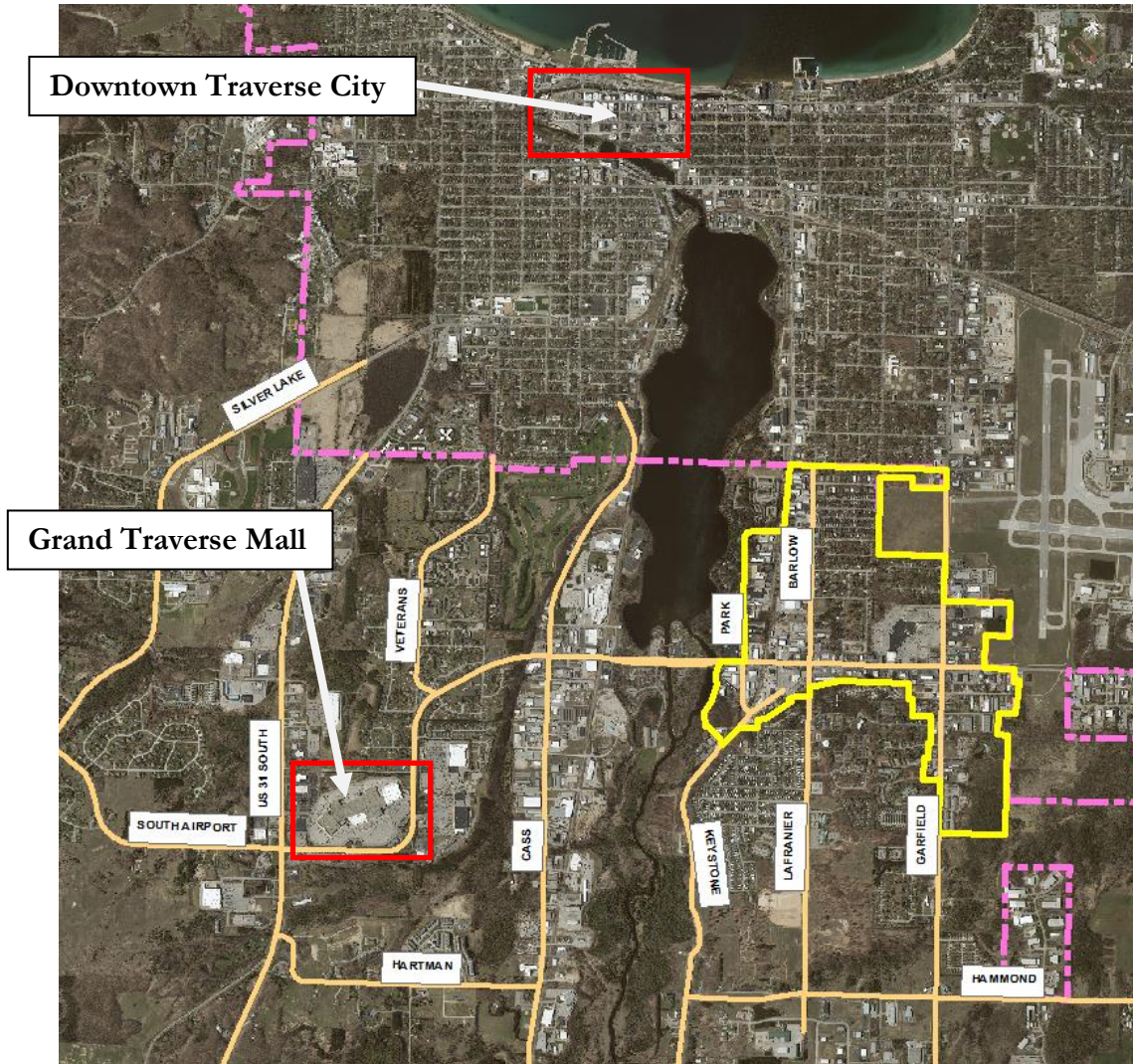
The area began to change over the next few decades as growth from Traverse City moved outward from downtown. New residential developments emerged including the Gladewood subdivision in 1967. Retail growth was catalyzed by Cherryland Mall, which opened in 1978 as the first enclosed shopping mall in Northern Michigan with Kmart, Sears, Prange’s department store, and Kroger as anchor stores. Other retail and commercial uses sprang up on South Airport Road. Barlow Street became home to industrial uses on the railroad, and car dealerships emerged on Garfield Avenue.

The Cherryland Mall began to decline with the opening of the larger Grand Traverse Mall in 1992. Cherryland Mall was revamped in 2000 as Cherryland Center, including an open-air “power center” format, in an attempt to revive the mall’s fortunes. However, the mall continued a gradual decline over several years with national economic challenges facing their anchor tenants. Kmart closed in 2017 followed by Younkers and Sears in 2018.

Built Environment

Traverse City Urbanized Area – Regional Context

The Barlow Garfield neighborhood is in the northeast corner of Garfield Township and has several of the major commercial sites for the region. It is located approximately 3.5 miles from Downtown Traverse City, and 2.5 miles from Grand Traverse Mall. Garfield Avenue and South Airport Road connect the Barlow Garfield area to several other regional commercial corridors on US 31, both to the west (Division Street) and north (Front Street/Munson Avenue).

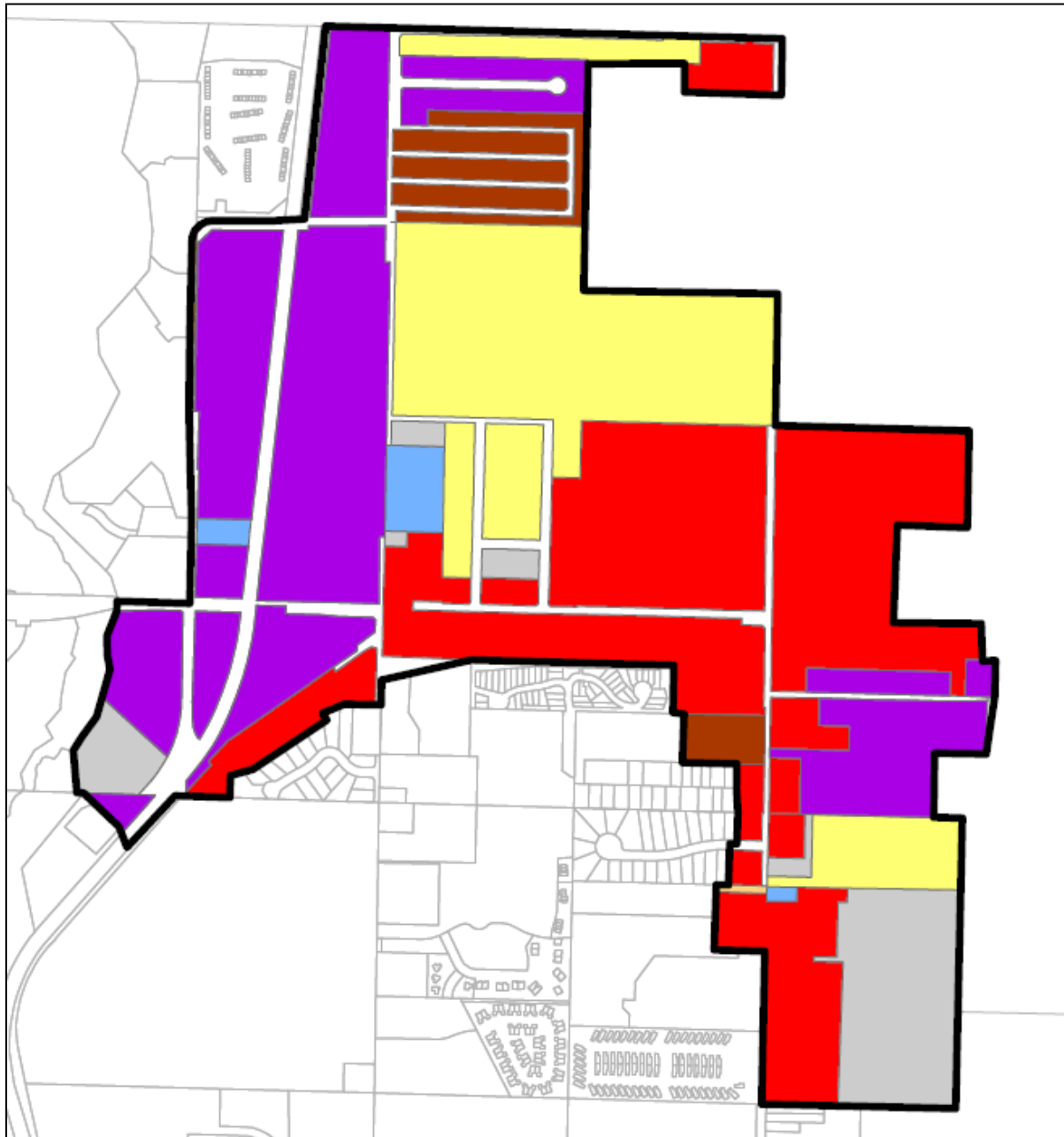












Barlow Garfield neighborhood with regional context (Township boundary in pink)

The neighborhood also has a mix of residential uses such as single-family homes, duplexes, mobile homes, and apartments. The area easily connects to the Traverse Heights neighborhood in the city to the north, especially with a lack of natural barriers. Barlow Garfield is otherwise separated from areas to the east by Cherry Capital Airport and to the west by the Boardman River.

Existing Land Use and Neighborhood Development Patterns

The following shows the existing land use for parcels in the study area, based on land use data from the Garfield Township Master Plan. Some uses have changed since Master Plan was completed.



 Commercial	 Res 7-14 Per Acre
 Industrial	 Res <6 Per Acre
 Office	 Res >15 Per Acre
 Public (Park)	 Res Mobile Home
 ROW or Misc	 Vacant

2014 Existing Land Use data for study area

Existing Land Use Category	Total Area (acres)	Percentage of Total
Residential – <6 per acre	99.81	21.2%
Residential – >15 per acre	1.15	0.2%
Residential – Mobile Home	22.70	4.8%
Commercial	160.38	34.1%
Office	7.32	1.6%
Industrial	139.48	29.7%
Vacant	38.55	8.2%
Total	469.84	100.0%

South Airport Road contains a variety of commercial developments on its entire length through this neighborhood. The largest is Cherryland Center at the northwest corner of South Airport Road and Garfield Avenue. Cherryland Center has about 167,000 square feet of retail space on a site totaling 37 acres. All of the anchor spaces have been recently vacated and the largest store currently on the site is Big Lots. Cherryland Center also has space for smaller retail stores and retains some tenants for these spaces. Other uses on South Airport include strip malls, standalone retail, and mixed-use industrial and commercial sites.

Garfield Avenue contains a variety of mostly commercial uses. These include many standalone sites, and north of South Airport also includes several automobile dealerships. South of this intersection, the commercial uses are mainly on the east side of the road, with a few commercial sites on the west side interspersed by entrances to mobile home parks and apartment complexes.

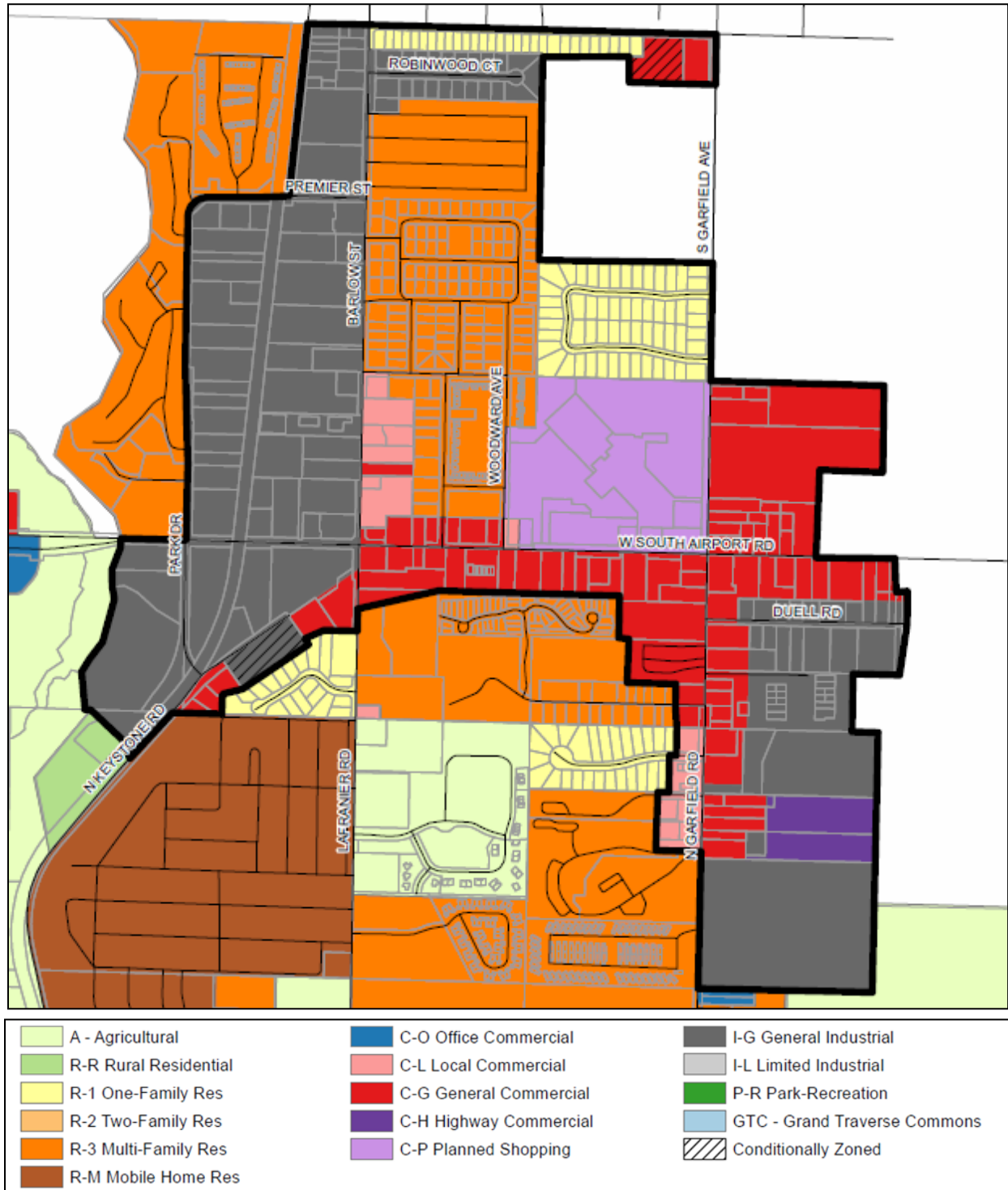
Barlow Street has a mix of commercial and industrial near the intersection with South Airport Road, along with institutional uses such as the Postal Service and Secretary of State offices. Further north from the intersection, the west side of Barlow has a mix of commercial and industrial, while the east side of Barlow is mostly residential.



Barlow Garfield neighborhood highlighting Cherryland Center

Zoning

The following map shows zoning information for the neighborhood.



Zoning Map for Study Area

For parcels within the study area the zoning districts break down as follows:

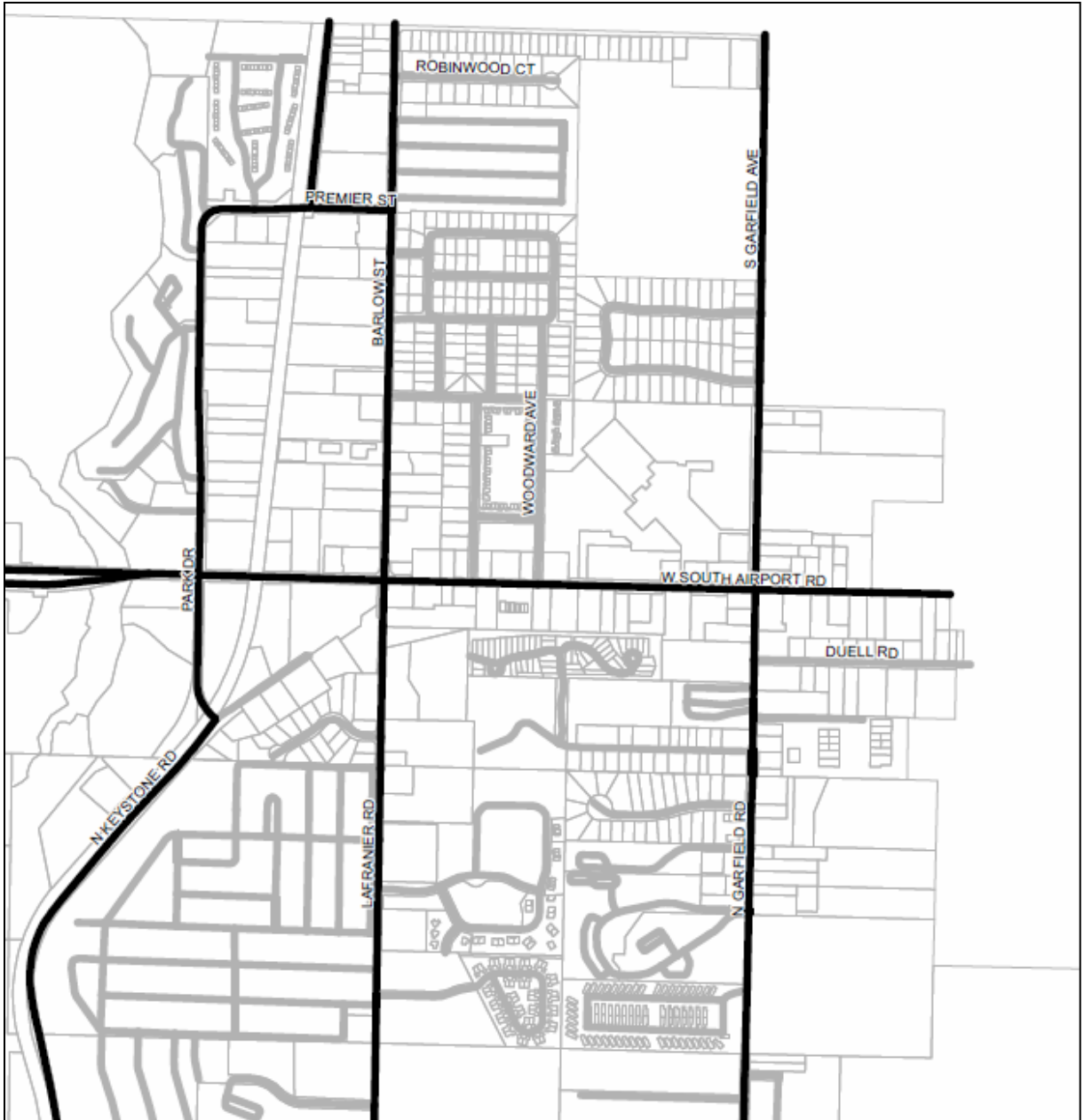
Zoning Category	Total Area (acres)	Percentage of Total
R-1 One-Family Residential	29.77	6.5%
R-3 Multi-Family Residential	67.74	14.8%
C-G General Commercial	103.87	22.7%
C-H Highway Commercial	9.52	2.0%
C-L Local Commercial	14.53	3.2%
C-P Planned Shopping	40.40	8.8%
I-G General Industrial	192.62	42.0%
Total	458.44	100.0%

Roadways

The major east-west corridor is South Airport Road. Coming from the east, the road has one travel lane in each direction and a center turn lane. As South Airport Road enters the township, it has two travel lanes for each direction and a center turn lane. Between the Garfield Road and Barlow Street intersections, South Airport Road also has several right-turn only lanes for westbound traffic. West of Barlow Street has right-turn only lanes for eastbound traffic at Barlow Street and Park Drive.

The major north-south corridor is Garfield Avenue. In general, this roadway has two travel lanes in each direction and a center turn lane for its entire length within the neighborhood. The center turn lane is removed when the road crosses between the Cherry Capital Airport properties. The road has two right-turn only lanes for southbound traffic to access Cherryland Center, and to turn right onto South Airport Road.

Barlow Street/LaFranier Road comprises a major north-south corridor. From the south, LaFranier has two lanes and a steep downhill grade as it approaches the intersection with South Airport Road. Before the intersection, LaFranier widens to five lanes to allow access to several businesses near the intersection, having two travel lanes in each direction and a center turn lane. Across South Airport, LaFranier Road becomes Barlow Street and the road has six lanes, with an extra right-turn only lane for southbound traffic turning onto South Airport Road. Barlow Street then quickly narrows to the center turn lane and one travel lane in each direction, with wide shoulders on each side.



Roadway Network within the Study Area

Traffic Counts

The Michigan Department of Transportation (MDOT) collects traffic count data for its roads, also known as trunklines, and several non-trunkline federal aid highways, although the available years of the data varied. Traffic counts are shown for Garfield Avenue, South Airport Road, Barlow Street, Premier Street, Woodmere Avenue, Keystone Road, and Park Drive.

Trunklines and Non-Trunkline Federal-Aid Highways

MDOT uses the term *trunkline* to describe all of the roads owned and/or maintained by the State including Interstates, U.S. Routes, and State Highways with an M- prefix, and which are the main recipients of federal funding. Other key roads can be designated as *non-trunkline federal-aid highways* and become eligible for some federal funding. Traffic counts are only available for these sets of roads and not for other local roads.



Traffic counts map

Road	Segment	Traffic Count
Keystone Road	South of Park Drive	4,611
Park Drive	Keystone Road to Premier Street	6,211
Woodmere Avenue	North of Premier Street	9,114
Premier Street	Woodmere Avenue to Barlow Street	8,790
Barlow Street	North of South Airport Road	10,675
South Airport Road	West of Garfield Avenue	33,505
South Airport Road	East of Garfield Avenue	12,602
Garfield Avenue	North of South Airport Road	26,371
Garfield Avenue	South of South Airport Road	23,620

Traffic counts table; data generally from 2000 to 2010

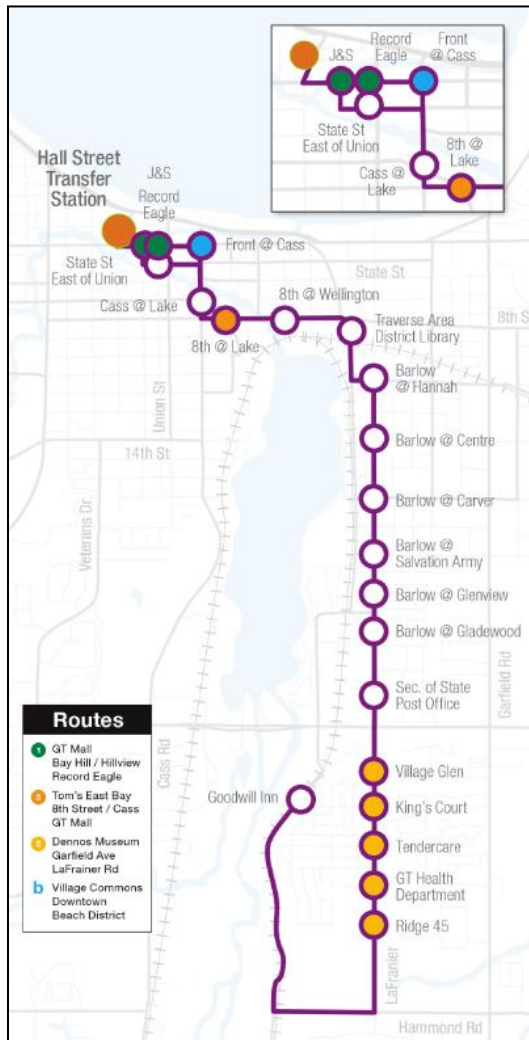
The two most heavily traveled roadway segments are Garfield Avenue north of South Airport, and South Airport west of Garfield Avenue. These segments connect major commercial businesses in the township to the east side of Traverse City.

Pedestrian and Bicycle Facilities

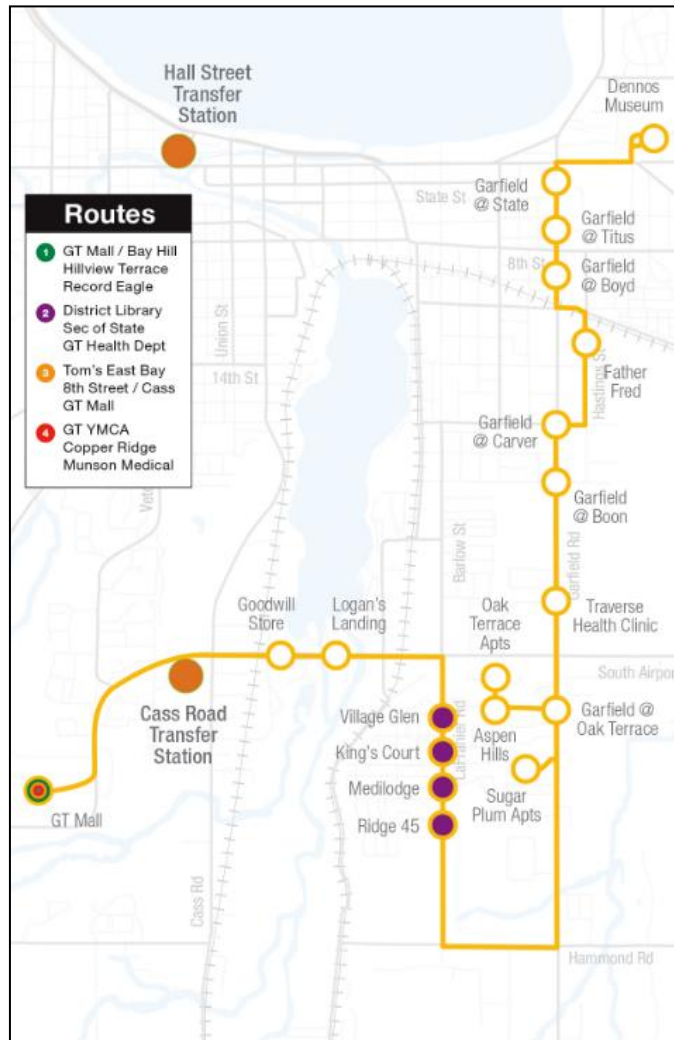
Throughout the entire neighborhood, there is a general lack of non-motorized infrastructure such as sidewalks and pathways. The Boardman Lake Trail, which links to other regional trails, connects to the neighborhood at South Airport Road and Park Drive, but there are no further connections with any other parts of the neighborhood.

Transit

The Bay Area Transportation Authority (BATA) provides bus service to the Traverse City area. The neighborhood is served by two of the BATA City Loop routes. Route 2 begins at the Goodwill Inn and runs on Keystone and Hammond to Barlow. The route has several stops on Barlow serving the neighborhood and connects to Eighth Street and Downtown Traverse City.



BATA Route 2



BATA Route 5

Route 5 begins at the Grand Traverse Mall and continues on South Airport to LaFranier. The route then serves LaFranier, Hammond, and Garfield Roads. Heading north on Garfield Road, this route connects the neighborhood to the County Civic Center and Northwestern Michigan College.

Utilities

Sewer

Municipal sewer and wastewater treatment services are available through an agreement with the City of Traverse City. The neighborhood has several sewer mains running through it including a 12-inch main along Barlow Street and LaFranier Road; 10-inch mains on Garfield Avenue, Park Drive, and east-west on Forestlane Drive and Linwood Lane, and 8-inch mains on South Airport Road, Barlow Street, Woodmere Avenue, and Premier Street.

Water

Municipal water service is available through an agreement with the City of Traverse City. There is a 16-inch water main along South Airport Road, a 12-inch main on Barlow Street and parts of South Airport Road and Garfield Avenue, 10-inch mains on parts of Garfield Avenue and Park Drive, and 8-inch mains throughout most of the rest of the neighborhood.

Natural Gas and Electric

Garfield Township is served in its entirety by DTE Energy for natural gas. The Township has three different electric service providers including Traverse City Light and Power, Consumers Energy, and Cherryland Electric Cooperative. The Barlow Garfield neighborhood primarily receives its services from Traverse City Light and Power.

High-Speed Internet

The Traverse City region has several different internet service providers from which customers can choose. Three of the service providers are generally available in the Barlow Garfield neighborhood: AT&T, Spectrum, and EarthLink.

Demographics and Economic Trends

The following is an analysis of demographics and economic trends in the study area, using data from many sources including the decennial Census, American Community Survey, and ESRI. Specifically, ESRI Business Analyst was used to estimate demographic data for the neighborhood. The Business Analyst tool allows for the analysis of custom geographic areas and can be used to compare different neighborhoods to each other.

Data from the US Census Bureau

The *decennial Census* is an actual enumeration of the U.S. population every ten years. The *American Community Survey* (ACS) is an ongoing, recurring survey and gathers additional demographic information such as housing, income, educational attainment, employment, and more. The ACS is not an actual enumeration, but rather uses sampling techniques to provide more frequent data about communities.

What is ESRI?

Founded as the Environmental Systems Research Institute, *ESRI* is a software company that supplies geographic information system (GIS) mapping products primarily under the banner of ArcGIS. ESRI also compiles demographic and market data from several sources, and has GIS analysis tools available to analyze this data for custom geographic areas.

Community Profile

According to ESRI estimates, the neighborhood has a population of 1,017 in 2019, an increase from 813 in 2000 and 922 in 2010. The 2024 projected population is 1,071. The average household sizes have increased from 1.93 in 2000 and 2.12 in 2010 to 2.16 in 2019, with a projected increase to 2.17 by 2024. The increase in population and household size may indicate new families being formed or moving into the area, though the household size may indicate singles or couples without children.

The estimated median household income is \$34,909 in 2019 and projected as \$39,092 in 2024. The estimated median home value is \$131,452 in 2019 and projected as \$145,430 in 2024. These points reflect the reality that the neighborhood is home to a lower-income population as compared to other neighborhoods of the township. The median age has risen from 40.8 in 2010 to 43.6 in 2019, with a projected rise to 44.7 in 2024 reflecting a broader aging population trend.

Demographic Information (current estimate)	Barlow Garfield Neighborhood	Garfield Township	Grand Traverse County
Population	1,017	17,436	91,807
Average household size	2.16	2.34	2.51
Median household income	\$34,909	\$44,226	\$58,229
Median age	43.6	38.6	42.8

Demographic comparison between the neighborhood, Township, and County

The economic profile also includes consumer spending information including the spending potential index (SPI). The SPI measures how much a group of people spend money in different industries as compared to the national average. An SPI of 100 indicates spending levels near the national average for that industry. For each industry, the neighborhood ranges from an SPI of 63 to 77, meaning the people in the neighborhood only have 63-77% of national average spending power.

ESRI Retail MarketPlace Profile

ESRI uses data about consumer spending and retail sales to create an estimated market profile for a defined geographic area. This profile includes information on demand, the amount of money spent by people living in the area, with supply, the amount of money earned by businesses located within the area. These two numbers are used to calculate the retail gap. A positive gap means that there is potential for a new business in that industry to open in the area, but currently people leave this area to spend money in that industry. A negative gap means that businesses earn much of their revenues from people outside the area, but may experience economic hardship if people outside the area stop coming to their business.

A Retail MarketPlace Profile was analyzed for the study area and an “influence area” roughly defined as a 5-minute drive from Cherryland Center. The retail data was from 2017 when Sears, Kmart, and Younkers were all still operating, and therefore the data is skewed to show many negative retail gaps. However, both the study area and the influence area indicated a strong positive retail gap for grocery stores, indicating that there may be potential for a grocery store to thrive in the area by serving those people living within the area. A more detailed market study would provide a clearer indication of an opportunity to develop a grocery store in this neighborhood.

Industry (sample)	Demand	Supply	Retail Gap
Automobile Dealers (study area)	\$1,744,328	\$13,185,561	-\$11,441,233
Automobile Dealers (influence area)	\$12,710,427	\$118,887,567	-\$106,177,140
Home Furnishings Stores (study area)	\$124,104	\$2,324,153	-\$2,200,049
Home Furnishings Stores (influence area)	\$880,035	\$8,866,007	-\$7,985,972
Grocery Stores (study area)	\$1,653,999	\$509,736	\$1,144,263
Grocery Stores (influence area)	\$12,072,500	\$4,925,184	\$7,147,316
Department Stores (study area)	\$1,109,583	\$51,609,455	-\$50,499,872
Department Stores (influence area)	\$8,048,235	\$63,073,000	-\$55,024,765

Sample of industries from Retail MarketPlace Profile analysis

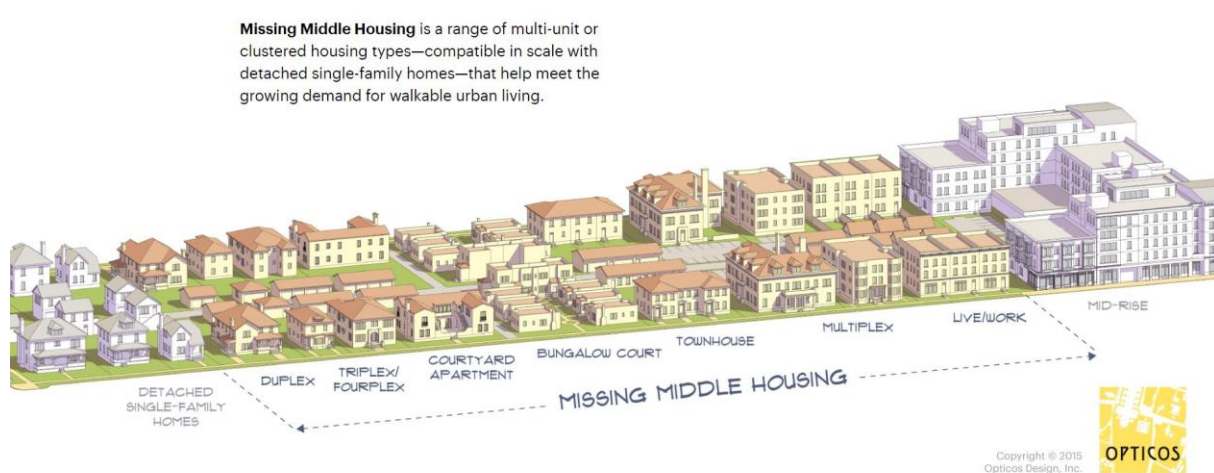
Housing Market Analyses

Target markets are identified to distinguish between different groups of people with similar lifestyles and preferences. These markets can be used to analyze specific demographic groups in terms of the preferences they exhibit for housing and other consumer choices. Examples of these target markets include the ESRI Tapestry Segmentation and Experian Mosaic USA consumer lifestyle groups. The full Housing Market Analyses are included in Chapter 3 of this Existing Conditions Report.

LandUse USA completed target housing market analyses in 2014 for the ten counties in Northwest Michigan. These analyses focused on twelve target demographic markets that show preferences for attached housing units in an urban format and estimated the demand for “missing middle” housing to meet these preferences.

“Missing Middle” Housing

The term “*missing middle*” describes housing that has a higher density per unit than single family homes, but a lower density per unit than apartments. Examples include duplexes and triplexes, bungalows, townhomes, and live/work homes (see graphic below). Missing middle housing can provide a variety of housing options for a neighborhood, and can be built to be compatible with surrounding development patterns.



Example of missing middle housing

Part of the LandUse USA analysis focused on Garfield Township as a whole. It concluded that of the twelve target demographic markets showing preferences for attached housing units in an urban format, the Township could potentially absorb 482 new housing units in a conservative scenario or 1,150 annual new units in an aggressive scenario.

Upon reviewing new residential building permits issued since the start of 2014, Garfield Township has added about 1,000 new residential units over the last five years. This is about 40% of what the study predicted the Township could absorb in a conservative scenario, suggesting that there is still unmet demand for housing especially within these demographic groups.

The ESRI Tapestry Segmentation allows for an analysis of custom geographic areas and was used in this report to analyze the Barlow Garfield neighborhood. The ESRI data describes the “life mode” groups in terms of socioeconomic traits and “urbanization” groups in terms the type of community whether urban, suburban, or rural.

Almost all people in the Barlow Garfield neighborhood were identified as part of one demographic life mode group characterized by singles, renters, people at the beginning of their career, or retirees. This life mode group is also part of the Metro Cities urbanization group, which reflects the location of the neighborhood between the core city of Traverse City and the suburban and rural portions of Garfield and other townships.

The Metro Cities urbanization group contains several other life mode groups, many of whom might want to live in a neighborhood like Barlow Garfield. Most of these life mode groups contain similar demographics to those people who are already living in the neighborhood, especially singles, seniors, and smaller households, suggesting that the neighborhood has strengths from which to build on for future housing development.

Indicators of Economic Stability

Some data can help indicate the economic stability of a neighborhood. Stability, in this case, means that the neighborhood can weather the ups and downs of the economy and that property values are stable, vacancy rates remain low, and neighborhood residents have a sense of community. Some of the most stable neighborhoods often have traditional development patterns and a community focal point like a shared public gathering space. This report looks at two indicators of economic stability: land value per acre and walkability.

Land Value per Acre

One measure used to estimate the economic strength and potential opportunities in a neighborhood is through an analysis of the land value per acre. Determining the land value per acre allows for the comparison of properties with different uses and parcel sizes. Assessed value per acre describes the actual value of the properties in a neighborhood. The taxable value per acre describes the impact of properties on the tax base.

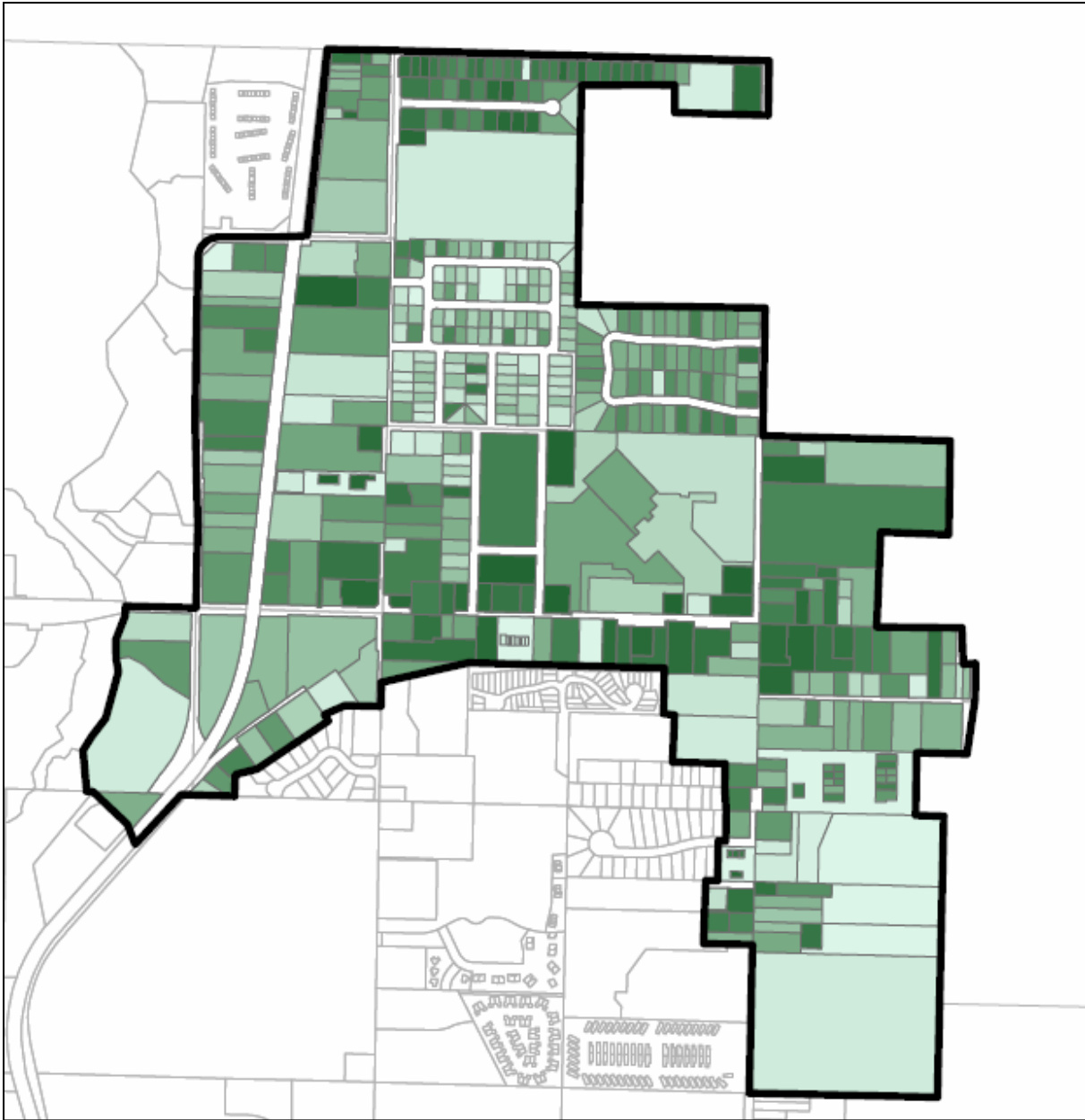
Looking at Township assessing data, the parcels within the Barlow Garfield neighborhood averaged the following in per acre value in 2006, 2010, 2014, and 2018:

Year	Approximate Land Value per Acre
2006	\$197,000
2010	\$184,000
2014	\$100,000
2018	\$110,000

Land Value per Acre in study area

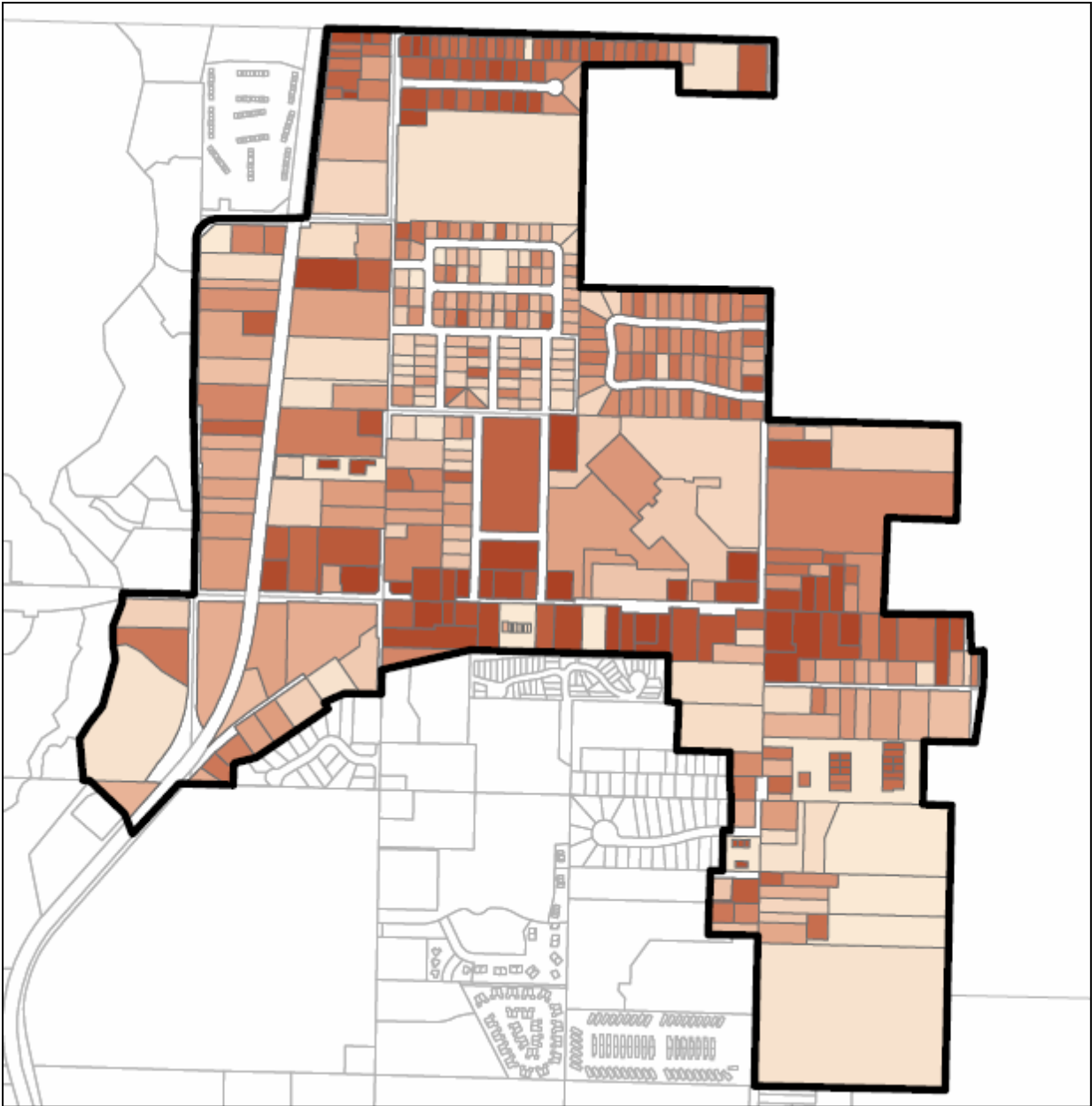
Between 2006 and 2010, the neighborhood saw a slight decrease in the average land value per acre as the U.S. recession began, a trend which had accelerated by 2014. Land values had slightly recovered by 2018, but were still far below the 2006 values. The neighborhood includes the Cherryland Center properties which have been underperforming and include several vacant spaces, thus contributing to the lower average land value per acre.

Maps describing taxable value per acre and assessed value per acre for the neighborhood in 2018 are shown on the following pages, with darker colors representing higher values.



Taxable Value per Acre

Values of individual properties may vary widely and a range of values may indicate different levels of land affordability in a neighborhood. Large parcels with low values per acre may indicate significant development opportunities or potential site development constraints such as wetlands.



Assessed Value per Acre

The most valuable land per acre includes the commercial entities on South Airport and the industrial properties on Robinwood Court. Larger sites such as the vacant portions of Cherryland Center may represent key investment opportunities.

Walkability

The walkability of a neighborhood refers generally to how well the infrastructure, land uses, and the design of the neighborhood accommodate walking as an activity. Places where walking is common have a strong neighborhood character, allow people to accomplish many common errands on foot, and often have well-used public amenities. One indicator of walkability, Walk Score, is analyzed for the Barlow Garfield neighborhood in the following section.

Walkability as an Indicator of Economic Stability

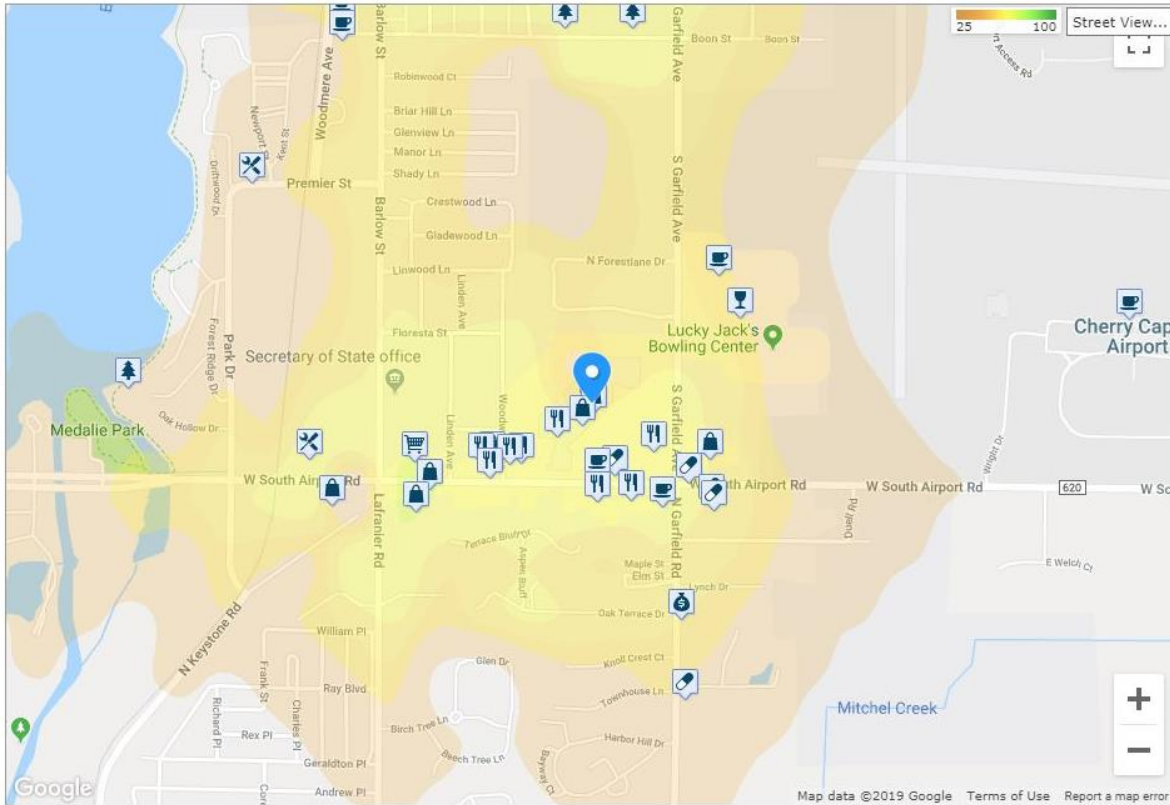
Walkability describes how well a neighborhood allows for walking as an activity. Walking is seen as a highly desirable activity and many of the best-performing real estate markets around the U.S. include neighborhoods with excellent walkability. According to a recent study from the Center for Real Estate and Urban Analysis, *Foot Traffic Ahead 2019*, showed that there is a high demand for walkability in neighborhoods, including both urban and suburban places.

Walk Score

Walk Score is an online service that provides data on the accessibility of walking, biking, and transit for a neighborhood. These data sets include indices from 0 to 100 for each mode of transportation, with scores closer to 100 being more accessible. The walkability index for any particular place takes into account how close that location is to common destinations including businesses, entertainment venues, parks, and schools. Despite its name, the Walk Score index does not account for sidewalks and roads or other infrastructure conditions, or availability of specific housing types. Walk Score is generally available by address, and the following table shows several different locations in the study area and locations from around the region for comparison:

Walk Score

Walk Score is an index measuring the walkability of an address or neighborhood, and based on the proximity of specific amenities such as stores, parks, and schools. Amenities within a quarter mile of an address are awarded maximum points, with the points decreasing between a quarter mile and one mile. No points are awarded for amenities more than one mile away. The quarter mile distance represents a common short walking distance, although Walk Score does not account for the condition or availability of sidewalks or other infrastructure.



Sample Walk Score beat map for Cherryland Center (darker color indicates higher Walk Score)

Location	Walk Score
Cherryland Center	32
Secretary of State Office	55
South Airport and Woodward	54
Grand Traverse Athletic Club	38
Cherry Capital Foods	46
Grand Traverse County Health Department	19
Serra Toyota	56
Walgreens (South Airport and Garfield)	45
Grand Traverse Mall	43
Walgreens (US 31)	37
Family Fare Supermarket (Rose and Eighth)	73
Union and Eighth	86
Downtown Traverse City	83

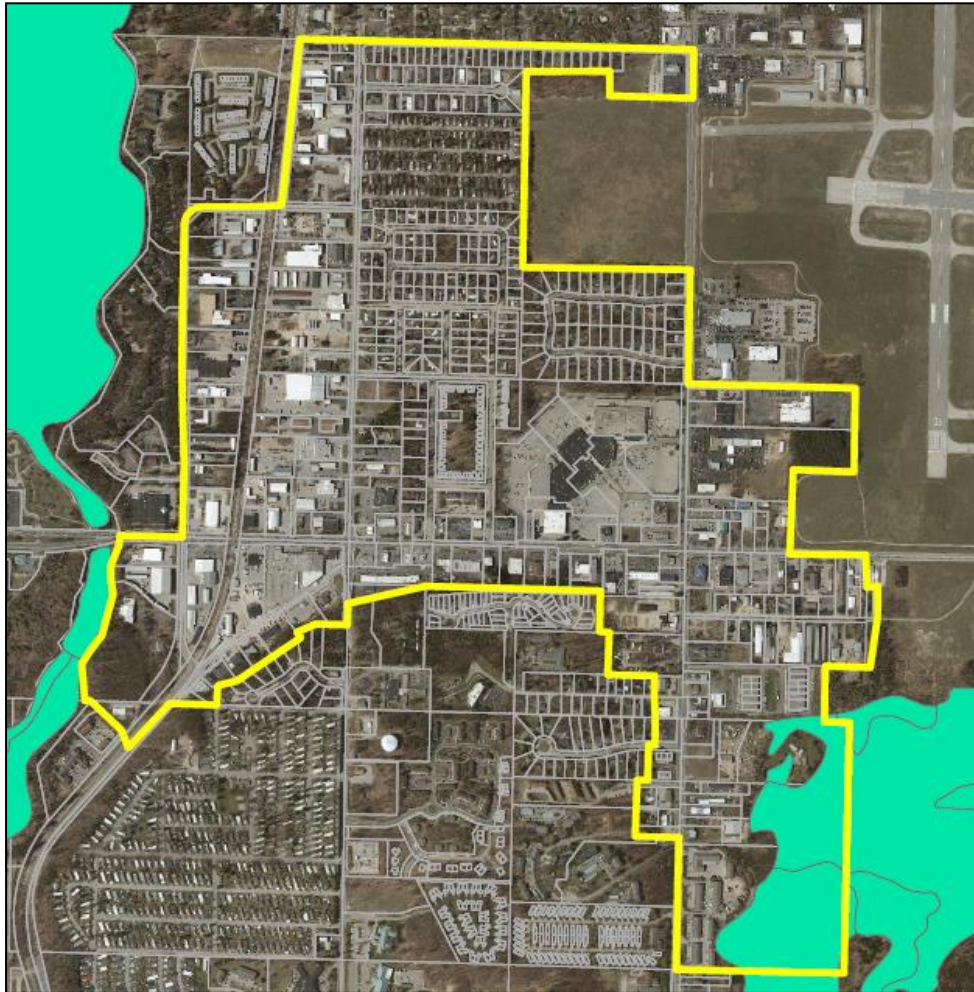
Sample Walk Score data for sites within neighborhood and around the region

South Airport Road and Barlow Street have many different businesses and destinations in proximity. However, these corridors lack a complete sidewalk system, and most nearby housing is further away from these roads. Improving the neighborhood infrastructure would let residents take advantage of their proximity to businesses and destinations. Redevelopment may also bring additional businesses and destinations as well as new housing units to the area.

Environmental Conditions

Wetlands

There are relatively few wetlands in the neighborhood. The area is uphill from the Boardman River and Boardman Lake, and most of the wetlands and wetland soils are contained to lands immediately surrounding these water features. The only other wetland areas in the neighborhood along Garfield Road south of South Airport Road, behind and downhill from buildings along the road.



Wetlands (shown in green) as indicated by National Wetlands Inventory

Parks and Open Space

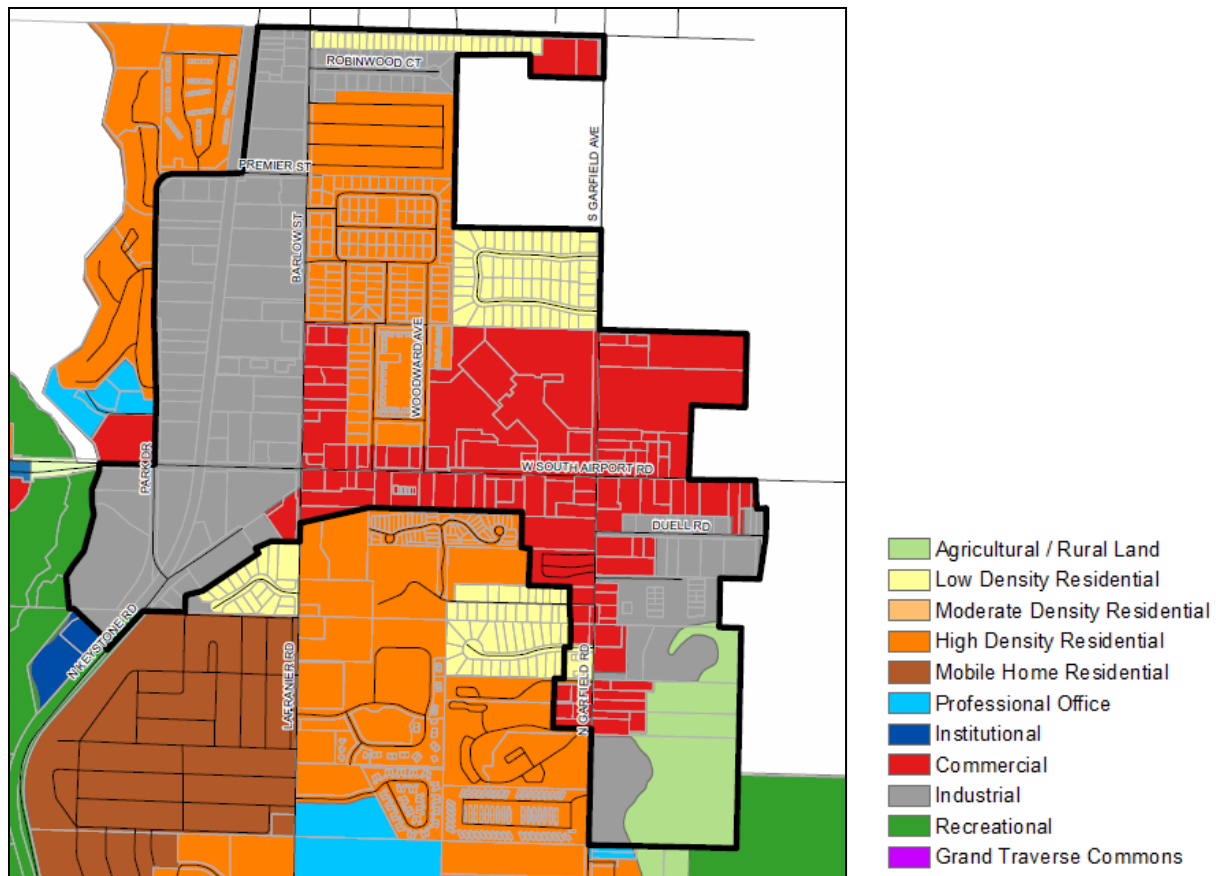
The neighborhood lacks any significant parks or open space areas. The nearest parks and recreation areas are all west of the neighborhood. These include Medalie Park, a county park on the shores of Boardman Lake, and the Boardman Valley Nature Preserve, a township park and natural area south of South Airport Road along the Boardman River. The Grand Traverse Bay YMCA, South Branch building is located next to Boardman Valley Nature Preserve.

Consistency with Existing Plans and Policy

Garfield Township Master Plan

Garfield Township adopted the Five-Year Master Plan on September 25, 2018. The master plan is intended to be a road map for land use decisions over the next five years and beyond. The master plan includes an overview of existing land use and an inventory of housing, transportation, natural resources, parks, and other characteristics of the community. This data, along with input from the public, influenced the future land use, zoning, and implementation plans.

The following map shows the future land use plan for the study area. Most of the study area west of Barlow is categorized as Industrial future land use. Parcels fronting South Airport, Garfield, and the east side of Barlow are categorized as Commercial. The rest of the study area is generally classified as either Low Density Residential (1-3 units/acre) or Moderate Density Residential (3-6 units/acre).



Future Land Use Map

The zoning plan explains how each future land use category corresponds to the zoning districts on the township’s Zoning Map. The following table describes the zoning plan for the future land use categories in the study area.

Master Plan Designation	Current Zoning	Other Potentially Compatible Districts
Low Density Residential (1-3 units/acre)	R-1 Single-Family Residential	R-R Rural Residential A Agricultural
Moderate Density Residential (3-6 units/acre)	R-2 Two-Family Residential	R-1 Single-Family Residential R-3 Multi-Family Residential
Commercial	C-L Local Commercial	C-O Office Commercial
	C-G General Commercial	C-H Highway Commercial C-P Planned Shopping
	C-H Highway Commercial	C-G General Commercial C-O Office Commercial
	C-P Planned Shopping	C-H Highway Commercial
	C-O Office Commercial	R-1 Single-Family Residential A Agricultural
Industrial	I-G General Industrial	R-M Mobile Home Residential I-L Limited Industrial
	I-L Limited Industrial	I-G General Industrial

Zoning Plan for Study Area

The Master Plan also acknowledges the need to study several roadway corridors in greater detail, to outline opportunities for improving motorized and non-motorized efficiency and the built form of the roadway environment. Three of these corridors are in the study area.

West South Airport Road between Park Drive and Garfield Road

This entire corridor is located within the study area. As described in the master plan, the roadway is characterized by four travel lanes, a center turn lane, and many additional right-turn lanes. There are generally no non-motorized pathways along this section of the road. Some sites have a landscaping buffer between the parking lots and streets, but in many cases the parking lot paved area will extend into the right-of-way which reduces green space.

Garfield Road between Boon Street and Hammond Road

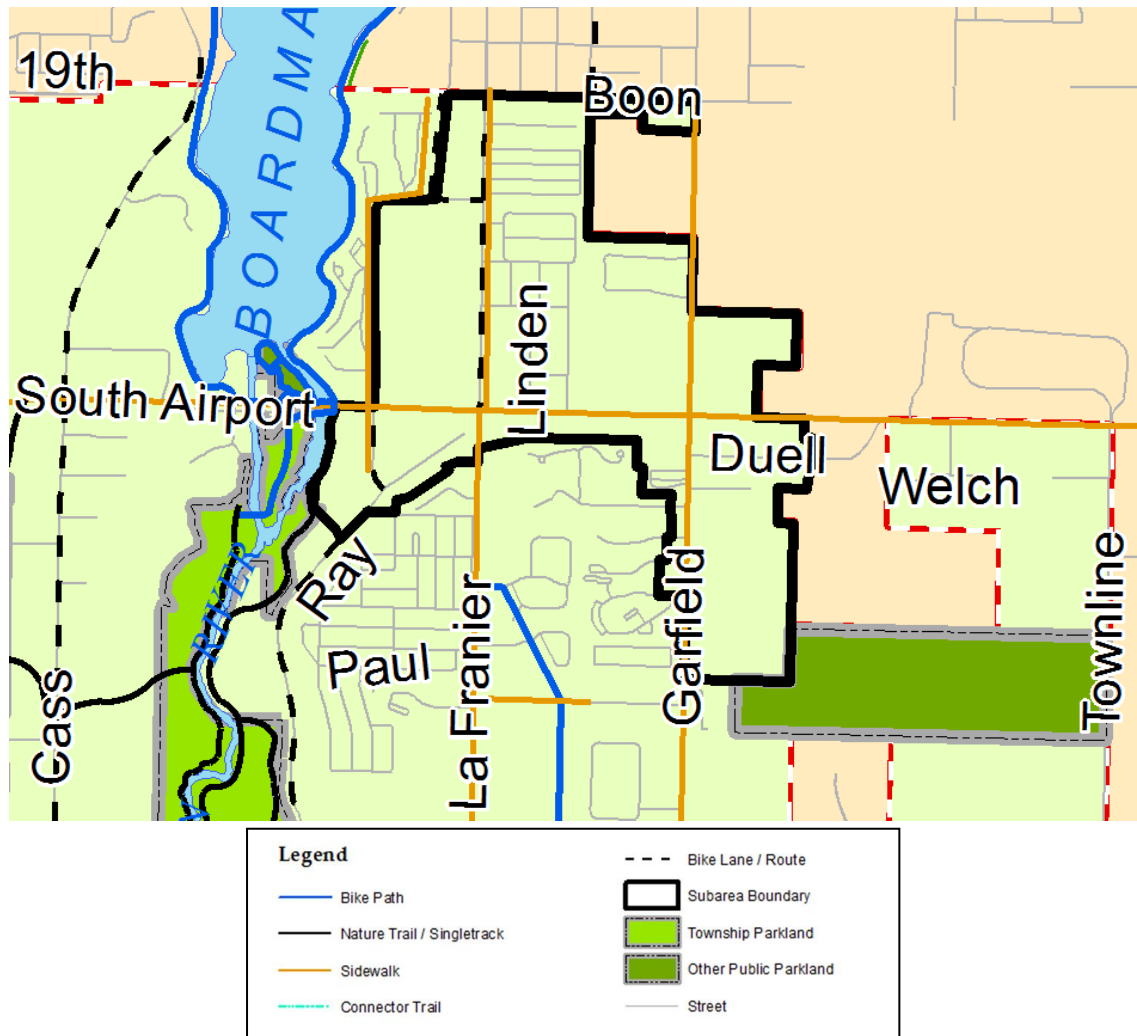
Most of this corridor is located within the study area, excluding the section from Hemingway Lane south to Hammond Road. This section of Garfield Road has a mix of uses including high-density housing, offices, retail, industry, and the Cherry Capital Airport. It is a regional arterial road which connects Traverse City to Kingsley and other locations further south. This section of the roadway has two travel lanes in each direction and a center turn lane. Challenges for this corridor include a lack of non-motorized facilities, access management, wetlands and streams, and property vacancies. Strengths include a variety of land uses and strong redevelopment opportunities.

Barlow Road between Boon Street and West South Airport Road

This entire corridor is located within the study area. This is a mixed-use corridor in close proximity to southeastern neighborhoods of Traverse City. On the west side of Barlow Road, there are many different mixed-use mostly industrial uses, and the east side of Barlow Road has mostly commercial and office uses. The corridor exhibits a high demand for non-motorized facilities, but currently the corridor does not have sidewalks or pathways. The north end of this segment also includes several residential areas, and encouraging affordable housing in this area is identified as a priority.

Master Plan – Non-Motorized Plan

The Non-Motorized Plan for the Township is included within the Master Plan. The non-motorized facilities prioritized for this neighborhood include sidewalks along Park Drive, Woodmere Avenue, Barlow Street, LaFranier Road, South Airport Road, and Garfield Avenue. Bike lanes or bike routes are also identified for Barlow Street, Woodmere Avenue, Premier Street, Park Drive, and Keystone Road. These facilities will connect the neighborhood with the regional non-motorized system.



Non-Motorized Plan from Master Plan; study area outlined in black

Master Plan – Implementation

The implementation chapter of the Master Plan describes the township’s priorities for achieving the goals and objectives outlined in the plan. Relevant priorities for this subplan include the following:

- Using zoning incentives, including density bonuses, to allow high demand housing types
- Encouraging a variety of housing types and densities, and mixed-use where compatible
- Collaborating with BATA to provide public transit service in densely populated areas
- Considering zoning regulations to require bus stops or bus shelters in new developments
- Advancing the Township’s complete streets initiative and non-motorized infrastructure
- Incentivizing new and infill development close to the core areas of the Township
- Researching the creation of specific redevelopment districts
- Creating subarea plans to focus on major corridors identified in the Master Plan
- Guiding the analysis and review of proposed zoning map and text amendments

Garfield Township Strategic Plan

From June to August 2019, the Township Board developed a strategic plan, overall vision, and goals for the township. This strategic planning process included an analysis of the strengths, weaknesses, opportunities, and threats (SWOT analysis) facing the township, which then led to the development of a vision statement, mission statement, and goals. This plan is meant to help fulfill the township’s long-term vision, carry out its mission, and meet the goals for the Township Board and staff.

Vision Statement

The Charter Township of Garfield is...

- a vibrant, thriving, safe community served by a fiscally stable, efficient government
- a place where the Boardman River and Silver Lake are testimonies to the local value of clean water
- a livable and memorable community interspersed by beautiful parks and connecting trails
- a regional economic center where interconnected transportation and infrastructure systems allow for smooth traveling and flow of commerce
- a leader in meeting regional challenges

Mission Statement

As neighbors, we work together to create a community where our residents and businesses thrive, our natural resources are protected and enjoyed, our visitors are welcomed and appreciated, and our high quality of life is promoted

Goals

1. Identity

Develop a strong identity that conveys the character and values of the community to the region and beyond

2. Economic Development

As part of a regional hub in Northern Michigan, promote Garfield Township as a great place for business development and job opportunities

3. Public Safety

Support collaborations which promote public safety including police and fire services

4. Parks and Trails

Foster a system of high-quality active and passive parks connected by trails

5. Water Quality

Make water system improvements and support environmental conservation efforts to protect water quality

6. Housing

Provide for a balance of housing choices with a variety of housing types

7. Transportation and Infrastructure

Invest in transportation and infrastructure which support high-quality development

8. Partnerships

Participate in local and regional partnerships to advance community interests

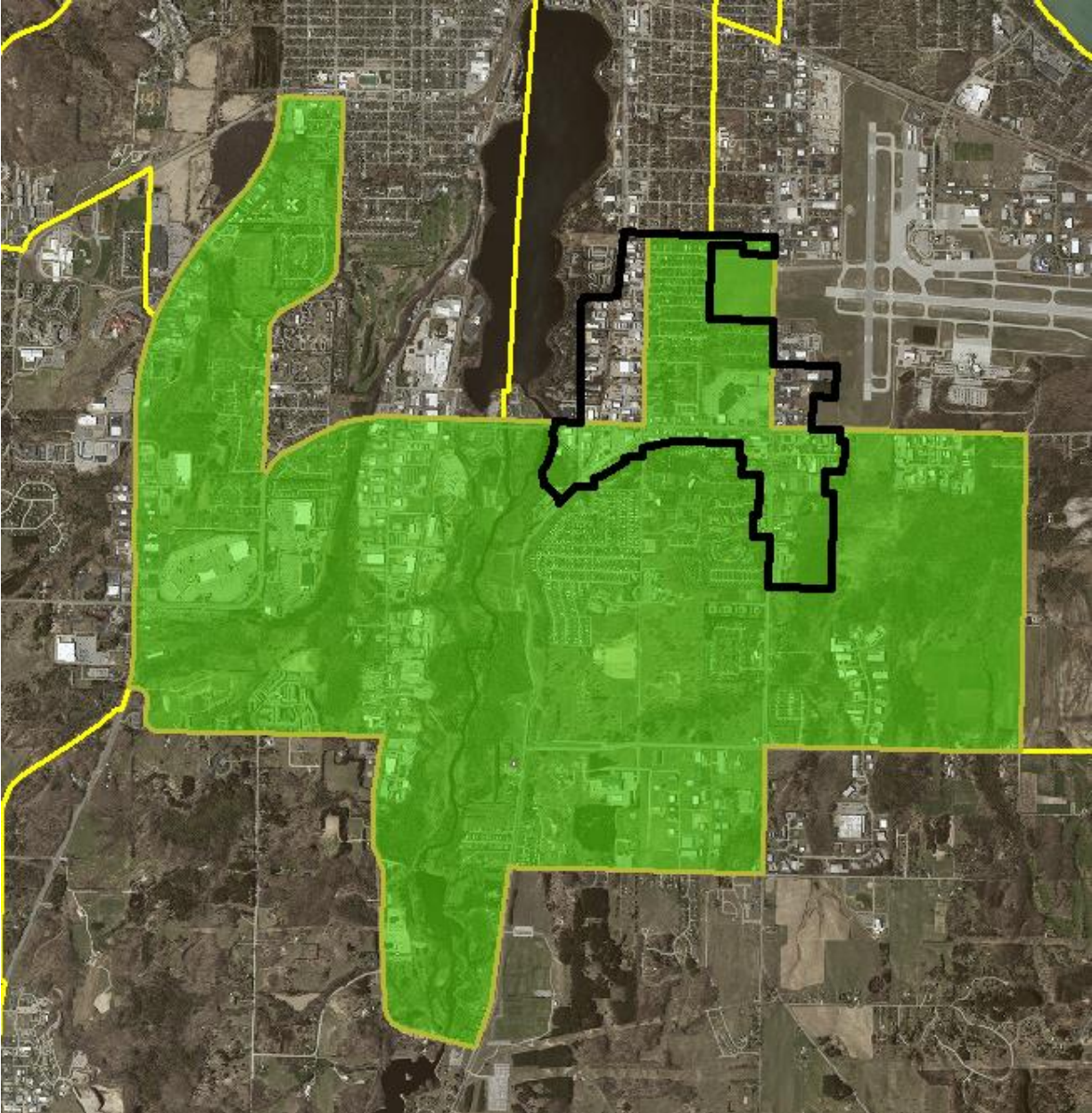
9. Fiscal Responsibility

Deliver effective public services to the community and operate with fiscal efficiency

Inventory of Resources

Opportunity Zone

The Opportunity Zone is a national program designed to spur investment in economically distressed neighborhoods using private funding. Investors in a property in an Opportunity Zone are eligible to benefit from incentives allowing them to reinvest taxable gains on a sale (the “rollover gain”) into an Opportunity Fund and defer counting the gain as income through the end of 2026.



Opportunity Zone highlighted in green; study area outlined in black

The Opportunity Zone in Garfield Township consists of Census Tract 5513. Within the study area, the Opportunity Zone includes the entire area defined by Boon Street, Barlow Street, South Airport Road, and Garfield Avenue, and also all of the land south of South Airport Road. This zone has an average lower median household income, higher unemployment rate, higher poverty rate, and higher rate of renter-occupied housing units than Garfield Township overall or Grand Traverse County.

Tax Increment Financing

Communities can use Tax Increment Financing (TIF) as a tool to help fund public improvements in redeveloping neighborhoods. TIF captures the increase in taxes from development activities to help fund public improvements in the near-term, and uses the ensuing tax revenue to pay for these public improvements over the long-term. Two TIF resources that may be helpful in this neighborhood are the Corridor Improvement Authority (CIA) and Brownfield Redevelopment Authority (BRA).

The CIA is designed to help facilitate development and investment in establish commercial districts by using TIF to make capital improvements. These improvements may include sidewalks and other public amenities, water and sewer infrastructure, building rehabilitation and construction, and other improvements to the land. To qualify, the district must be adjacent to a road classified as an arterial or collector road, have been in existence for at least 30 years, have at least 51% of existing first floor space classified as commercial, and other factors.

The BRA uses TIF to fund the cleanup of properties for redevelopment including properties which are contaminated, blighted, historic, functionally obsolete, or owned by a land bank. The local BRA is run by Grand Traverse County, which works to qualify the eligible environmental activities for tax recapture benefits while developers are ultimately responsible for the projects. The BRA helps guide developers through a seven-step Brownfield Redevelopment Process.

3. Housing Market Analyses

Several target markets are identified in this section to distinguish groups of people who have similar lifestyle characteristics and preferences. Examples of these include the ESRI Tapestry Segmentation and the Experian Mosaic USA consumer lifestyle segmentation.

2014 Housing Market Analysis

LandUse USA completed target housing market analyses in 2014 for the ten counties in Northwest Michigan. These analyses focused on twelve target demographic markets that show preferences for attached housing units in an urban format, estimated demand for “missing middle” housing to meet these preferences, and considered other factors including migration into and out of the region. The twelve target markets are described as follows:

Target Market	Description
C12 – Golf Carts, Gourmets	Upscale retirees and empty-nesters in comfortable communities
K40 – Bohemian Groove	Older, unattached individuals enjoying settled urban lives
L41 – Booming, Consuming	Older empty-nesting couples and singles enjoying relaxed lives in small towns
L42 – Rooted Flower Power	Mid-scale baby boomer singles and couples rooted in established suburban communities and approaching retirement
M45 – Infants, Debit Cards	Young, working-class families and single parent households living in small established, city residences
N46 – True Grit Americans	Middle-aged, lower middle-class households in town and country communities located in the nation’s midsection
O51 – Digital Dependents	Mix of Generation Y and X singles who live digital-driven, urban lifestyles
O55 – Family Troopers	Families and single-parent households living near military bases
Q62 – Reaping Rewards	Relaxed, retired couples and widowed individuals in suburban homes living quiet lives
Q65 – Senior Discounts	Retirees settled in metro apartment communities living frugal, sensible lives
S68 – Small Town Shallow Pockets	Older, down-scale singles and empty-nesters living in modest, exurban small towns
S70 – Tight Money	Middle-aged, lower-income couples and divorced individuals in transitional small town and exurban apartments

For Garfield Township, this analysis showed an annual market potential of adding 482 new housing units in a conservative scenario and 1,150 annual new units for these target markets in an aggressive scenario. The potential annual demand was primarily for the renter-occupied units, with 394 in the conservative and 972 in the aggressive scenario. Potential demand for new owner-occupied units is 88 in the conservative and 178 in the aggressive scenario. The following shows the potential annual demand for these target markets for the Township in an aggressive scenario:

Target Market	Existing	Potential Annual: Conservative	Potential Annual: Aggressive
C12 – Golf Carts, Gourmets	0	0	0
K40 – Bohemian Groove	937	190	466
L41 – Booming, Consuming	43	6	12
L42 – Rooted Flower Power	248	4	10
M45 – Infants, Debit Cards	18	4	10
N46 – True Grit Americans	430	16	36
O51 – Digital Dependents	278	134	308
O55 – Family Troopers	171	60	150
Q62 – Reaping Rewards	206	6	12
Q65 – Senior Discounts	504	34	82
S68 – Small Town Shallow Pockets	99	6	12
S70 – Tight Money	63	22	52
Total	2,997	482	1,150

The above analysis shows that of the twelve target markets analyzed for the entire region, Garfield has about 3,000 households that fit their description, and could potentially absorb 482 to 1,150 of these household types annually. Specifically, the target markets which are the strongest in Garfield Township include singles and smaller households such as Bohemian Groove, Digital Dependents, Family Troopers, and Senior Discounts.

Upon reviewing new residential building permits issued since the start of 2014, Garfield Township has added about 1,000 new residential units over the last five years. This includes 356 single-family homes, 32 multifamily homes, 441 apartments, and 190 mobile homes. This is about 40% of what the study predicted the Township could absorb in a conservative scenario, suggesting there is still a large unmet demand for housing especially within these demographic groups.

ESRI Tapestry Segmentation

The ESRI Tapestry Segmentation was used explicitly to analyze the Barlow Garfield neighborhood. The Tapestry Segmentation data from ESRI describes neighborhoods using both demographic data and socioeconomic traits. The life mode groups correspond roughly to socioeconomic groups and the urbanization groups correspond roughly to the type of community whether urban, suburban, or rural. The Tapestry Segmentation for the neighborhood contains three segments:

Segment	Percent	Life Mode Group	Urbanization Group
Old and Newcomers (8F)	98.1%	Middle Ground	Metro Cities
<i>(Singles' lifestyles, on a budget, neighborhoods in transition, renters, people just beginning their careers or retiring)</i>			
Set to Impress (11D)	1.7%	Midtown Singles	Metro Cities
<i>(Young, working class, living in large multiunit apartment complexes, majority single person or nonfamily households)</i>			
Heartland Communities (6F)	0.2%	Cozy Country Living	Semirural
<i>(Semirural, semiretired, older householders, primarily homeowners, embrace the slower pace of life)</i>			

The neighborhood is almost all composed of clusters in the Metro Cities urbanization group, which reflects the location of this neighborhood in this region, between the core city of Traverse City and the suburban and rural portions of Garfield and other townships. Metro Cities also contains several other Life Mode groups that may want to live in a neighborhood like Barlow Garfield, and many of these match the characteristics of the target markets from the regional housing study, including:

- Singles and smaller households (ESRI groups In Style (5B), Emerald City (8B), Front Porches (8E), Young and Restless (11B), and City Commons (11E))
- Senior living (ESRI groups Retirement Communities (9E) and Social Security Set (9F))

4. Township Engineer Review

The Township Engineer, Jennifer Hodges, PE, of Gourdie-Fraser (GFA) conducted the following preliminary review of the public infrastructure in the Barlow Garfield Neighborhood Plan:

The greatest impact to the public infrastructure will be caused by changes to the use / redevelopment of the available properties within the Barlow Garfield Neighborhood. The Plan identifies the following areas of potential changes in use / redevelopment.

1. Cherryland Center – Largest redevelopment potential and impact on public utilities. Plan encourages mixed-use, higher density development with both residential, commercial and recreational uses zoned.
2. West Side of Barlow Street – Light Industrial uses to continue.
3. East Side of Barlow Street – Primary residential use to continue with some commercial uses permitted between Floresta and South Airport.
4. Garfield Avenue and South Airport Road (East of Barlow) – Commercial uses to be maintained and improved.
5. South Airport Road (West of Barlow) – Maintain Industrial Uses
6. Non-motorized network – Expansion and improvement of sidewalks and non-motorized trails across the Planned Area.

STORM WATER MANAGEMENT

- Cherryland Center, Area 1, has existing storm water management facilities located in the rear/ northwest corner. The continued use of the existing system needs to be confirmed as its complexity is unknown and will likely need to be adjusted to fit the final build-out. Redevelopment of Area 1 will be required to maintain its storm water drainage on-site based on the current Ordinance rules and sized for final build-out. Encouragement of green infrastructure and low-impact design is recommended for Area 1.
- Continued development within Areas 2-6 are required to maintain storm water on-site per the current Ordinance. This method will continue.
- Holistically, the Plan's road drainage facilities could be reviewed to see if regional storm water management is applicable. If applicable, regional storm water management offers the infrastructure to ease the cost and land burden for development of Areas 1-6 to meet the storage and quality standards. This could be constructed as road projects are completed.

NON-MOTORIZED NETWORK

- The plan indicates significant potential to update the sidewalk and non-motorized trail networks. These improvements can have significant grading, space, and access issues to construct along South Airport and Garfield.

- There was some mention of cross-access agreements within the commercial area to eliminate curb cuts, such as along the south edge of South Airport. This would be helpful to eliminate instances where pedestrian / non-motorized users cross vehicular users.

PUBLIC UTILITIES

The following sections describe the current sanitary and water infrastructure available and the possible impacts of redevelopment of the Cherryland Center property, Area 1.

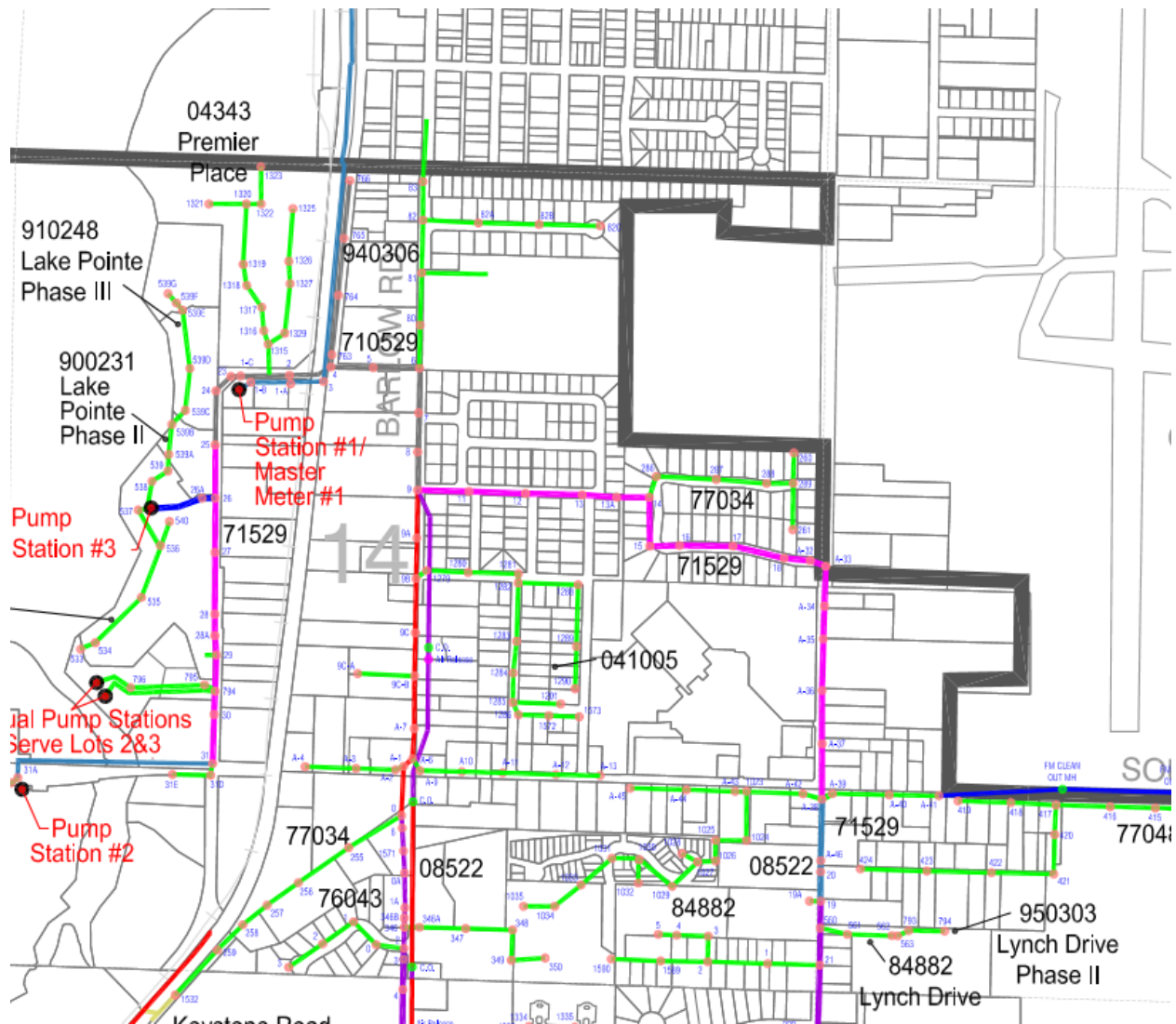
SANITARY SEWER SYSTEM

Stations

The Garfield Township sanitary sewer collection system is divided up into eight (8) distinct service areas, designated by name according to the primary trunk line running along the respective road. The Barlow / Garfield Corridor is serviced by the Garfield Road Service District. Flow generated from the area follows the gravity sewer system north along Barlow and to Premier Street and discharge into Garfield Lift Station No. 1. The capacity of the collection system transporting the flows from this development is restricted by Pump Station No. 1. Substantial upgrades to Garfield Lift Station No. 1 in 2005 provided increased capacity to the station and it capable to handle flows up to 2,700 gpm. The lift station is currently experiencing peak flows of approximately 1,450 gpm as based upon the capacity analysis / flow monitoring that was completed by GFA in 2006 and in 2018. Based on our review, the existing lift station is capable of handling an additional 7,200 benefits (REUS) that may generate from the prosed corridor plan. Negligible future capital improvements plans (aside from maintenance) are slated for this area and existing infrastructure is capable to accommodate future needs project in the plan.

Collection Piping

Ample networking of gravity sewer lines are present throughout the area with sizes ranging from 8 to 18” in diameter with the exception of Cherryland Mall area. Any piping that does exist within this parcel are private and function / size are unknown. The majority of the existing infrastructure installed was completed in the 1970s by the Township through a capital improvement project with more recent installations completed by private developments based upon needs. All existing trunk lines have sufficient capacity to accommodate some growth with no restrictions or need for upgrades known. The Township had implemented the last upgrade in 2009 in this area to upsize a sewer line restriction at Duell Road. The only possible restriction would be the 18” segment of sewer along Barlow / Premier that has a remaining capacity of 450 gallons which can accommodate an additional 2,400 REUS. There are no specific capital improvement projects related to this area that have been identified by the Township in the near future. Any specific needs identify that arise from the corridor plan would be considered to benefit a limited / defined area and ownership to construct would be borne by the developer subject to approval by the Township.



WATER SYSTEM

Storage / Tanks

The Garfield Township water distribution system is divided up into five (5) distinct service districts with the limits defined by the existing infrastructure that services the users. For this corridor the area is serviced predominantly by the City District with a portion (in red serviced by the Birmley District).

The City District infrastructure is limited only to water distribution piping and receives its supply directly from the City of Traverse City from four (4) connections monitored by Master Meters as follows:

- 1) Cass Road at the City Limits (Cass Road Master Meter)

- 2) Garfield Avenue at the City Limits (Garfield Avenue Master Meter)
- 3) Townline Road and S. Airport Road (Townline Master Meter)
- 4) Barlow Street and South Airport Road (Barlow Street Master Meter).

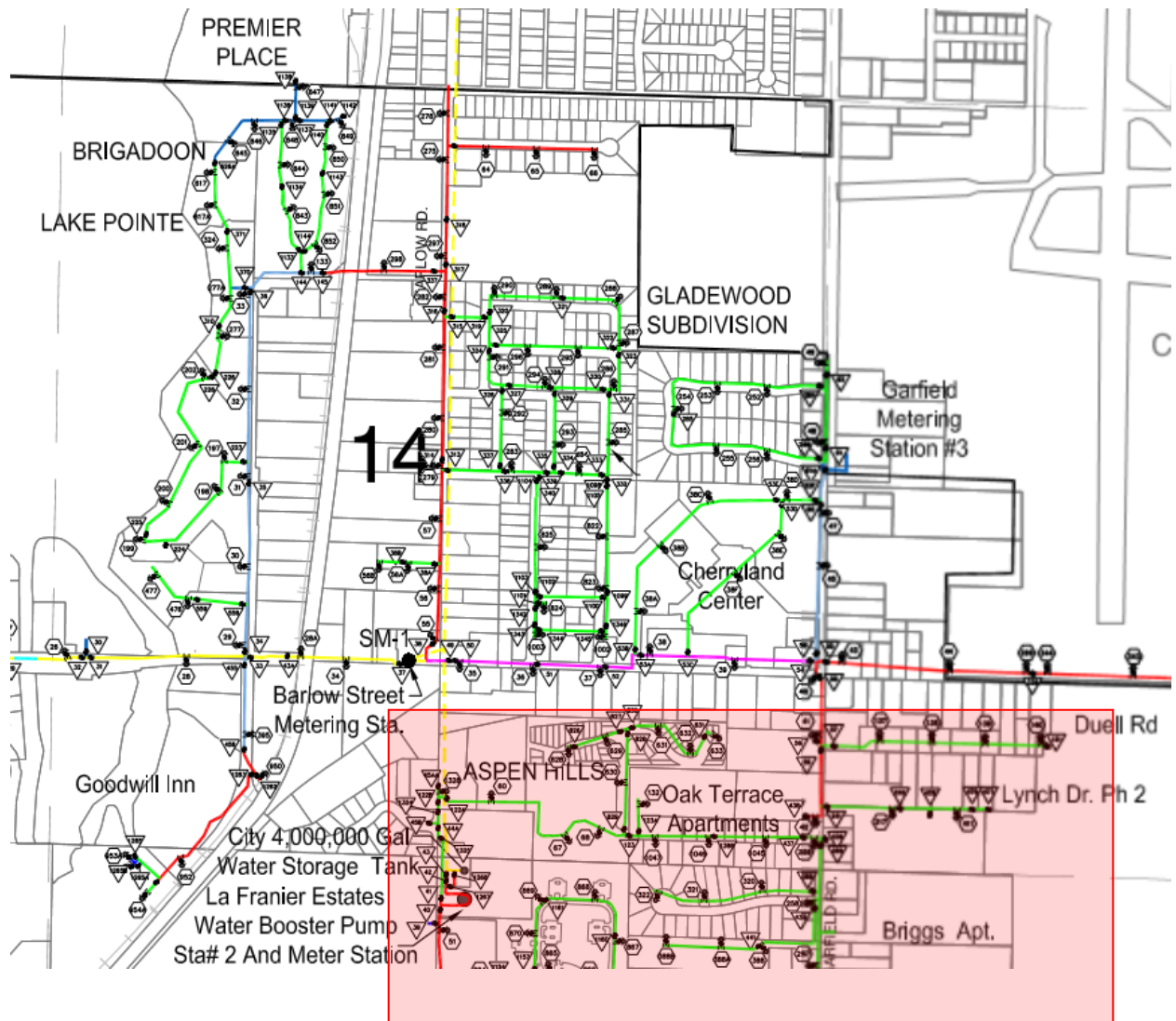
From these meters originate the transmission mains that also feed other Service Districts in the Township. These transmission mains receive their supply from the City's 4 and 2-million-gallon Ground Storage tanks located on LaFranier Road south of South Airport Road. This storage tank services all the users within the district by maintaining pressures and meeting their domestic and fire flow demands that range from 40-60 psi with available fire flows ranging from 1,000 to 6,000 gallons per minute. Minimal future capital improvements plans are slated for this area and existing infrastructure is capable to accommodate future needs project in the plan.

The Birmley District infrastructure is limited only to water distribution piping and receives its supply directly from the City of Traverse City's four (4) PLUS two (2) million-gallon storage tanks on LaFranier road. Pressure is supplied by the Birmley Estates Elevated Storage Tank and maintained by Booster Station #2 that are owned and operated by the Township.

Based upon information obtained from the 2019 Water Reliability Study and recent hydrant test data conducted by GFA, operating pressures range from 70 –90 psi with an available fire flow of approximately 2,500 gpm within the red area. The Township is in the process of planning a large capital improvement project to upgrade the existing booster station to address pressure and fire flow issues related to the developments near Tradition / Ashland Park. These upgrades will have minor impact to the red area where customers will see an increase in available pressure and flow. However, the infrastructure as is has sufficient capacity to meet needs in project plan.

Network Piping

Ample networking of watermain is present throughout the area with sizes ranging from 8 to 14" in diameter. The majority of the infrastructure installed was completed in the 1970s by the Township through a capital improvement project with more recent installations completed by private developments based upon needs. Specific to the Cherryland area there is existing internal looped piping available and accessible to accommodate extensions to provide adequate flow and pressures for future proposed development. There are no additional improvement projects related to this area that have been identified by the Township. Any specific needs identified that arise from the plan would be considered to benefit a limited / defined area and ownership to construct would be borne by the developer subject to approval by the Township.



Barlow Garfield Neighborhood Plan
Appendix B – Results of Public Engagement

Acknowledgements

Board of Trustees

Chuck Korn Supervisor
Jeane Blood Law Treasurer
Lanie McManus Clerk
Molly Agostinelli Trustee
Steve Duell Trustee
Denise Schmuckal Trustee
Dan Walters Trustee

Planning Commission

John Racine, Chair
Pat Cline
Chris DeGood
Steve Duell
Robert Fudge
Joe McManus
Joe Robertson

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I. Public Input Session and Online Survey

The Township held a public input session for the Barlow Garfield Neighborhood Plan on Monday, October 21, 2019 at 6:00 PM at the Grand Traverse County Health Services Building. There were about 20 people in attendance. Township Staff began the session with an overview of the planning process and the existing conditions report.

Before beginning the visual preference survey, attendees were asked if they lived within the Barlow Garfield neighborhood, in the surrounding areas of Traverse Heights (in the City of Traverse City) or along LaFrainer Road, or elsewhere. Where attendees live was reflected by the following:

Where attendees live	Percentage of attendees
Within Barlow Garfield neighborhood	28%
LaFrainer Road / Traverse Heights	11%
Elsewhere	61%

Attendees participated in a visual preference survey designed to gauge reactions to different types of development, land uses, landscaping, and other design elements. These people were asked how well they thought each image fit within the neighborhood or portion of the neighborhood, based on the following scale. Participants were shown 18 different images.



Absolutely!



I like it.



**I could live
with it.**



No Way!

An online version of the visual preference survey was posted on the Township project website after the public input session. This survey received eight total responses.

The full presentation is shown on the following pages, including votes from attendees for all images. This is followed by the total combined votes from the public input session and online survey.

Barlow Garfield Neighborhood Plan

Public Input Session
October 21, 2019



Public Input Session

- Overview of Planning Process
- Overview of Existing Conditions
- Visual Preference Survey
- Next Steps



Overview of Planning Process

- Existing Conditions
- Public Input Session / Online Survey
- Draft Plan - October-January
- Final Plan - January-February



Location - key regional corridors



New housing construction - Aspen Pines on Floresta

Mentimeter



Recent housing construction - Carson Square

Mentimeter



Recent housing construction - Duplexes on Woodward

Mentimeter



Economic / retail challenges - Cherryland Center

Mentimeter



Mentimeter

New investment / Industrial - Cherry Capital Foods



Mentimeter

New investment / commercial - Serra Toyota



Mentimeter

Sidewalks / streetscape / public realm



Mentimeter

Sidewalks / streetscape / public realm



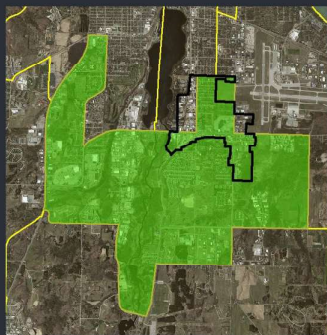
Mentimeter

Sidewalks / streetscape / public realm



ter

Sidewalks / streetscape / public realm



Mentimeter

Opportunity Zone



Mentimeter

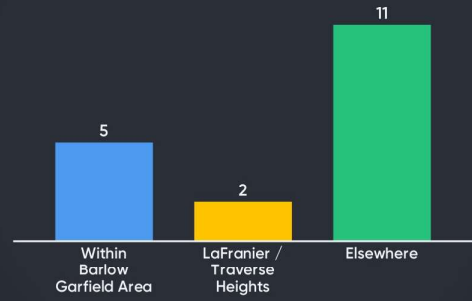
Other considerations

- Ideal area for smaller household housing units
- Nearby investment - LaFranier & Traverse Heights
- Garfield Township Strategic Plan

Existing Conditions Report

To read the full report visit the project website:
[<http://www.garfield-twp.com/barlowgarfield.asp>]

Where do you live?



Absolutely!



I like it.



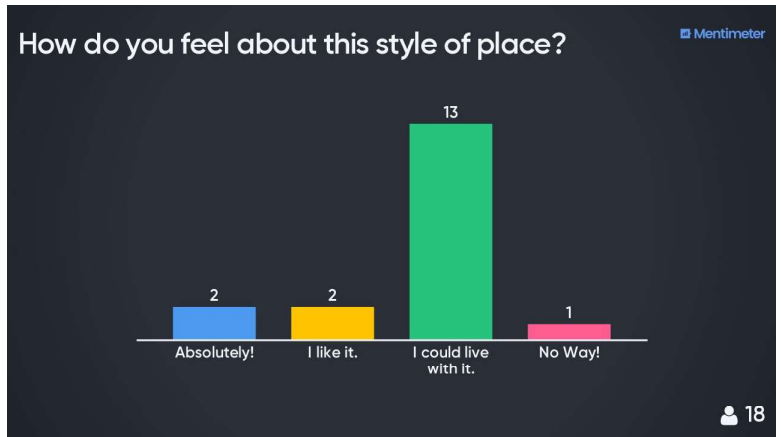
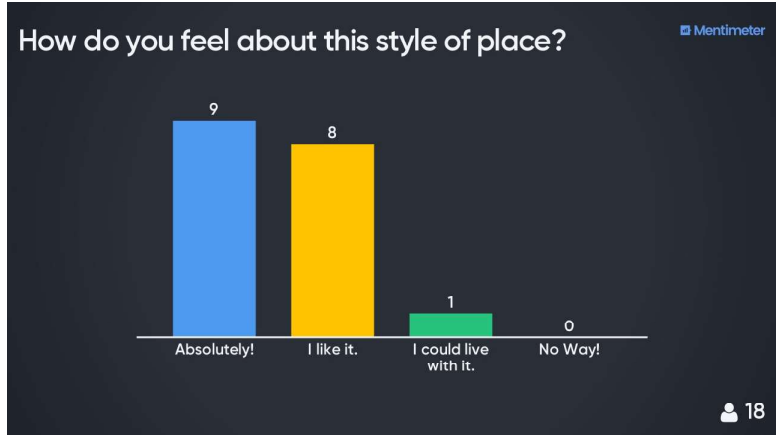
I could live with it.

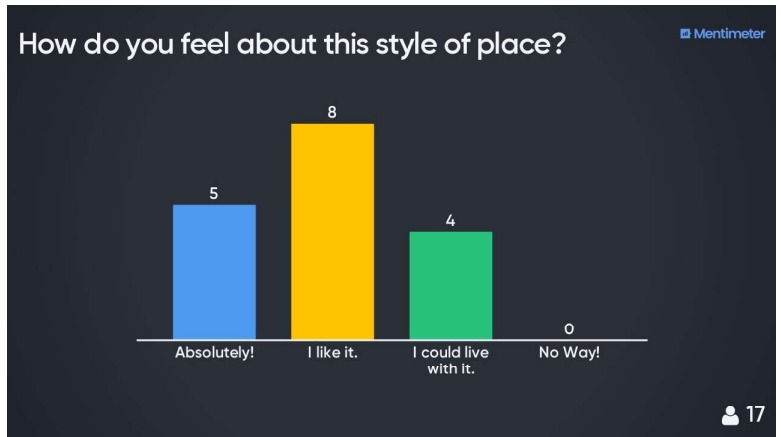
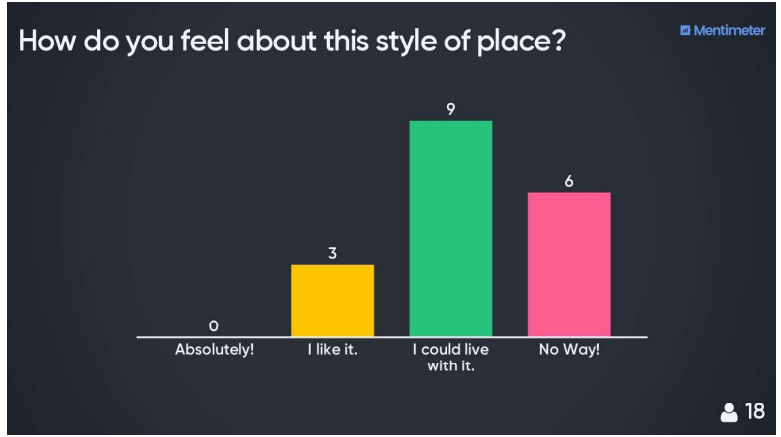


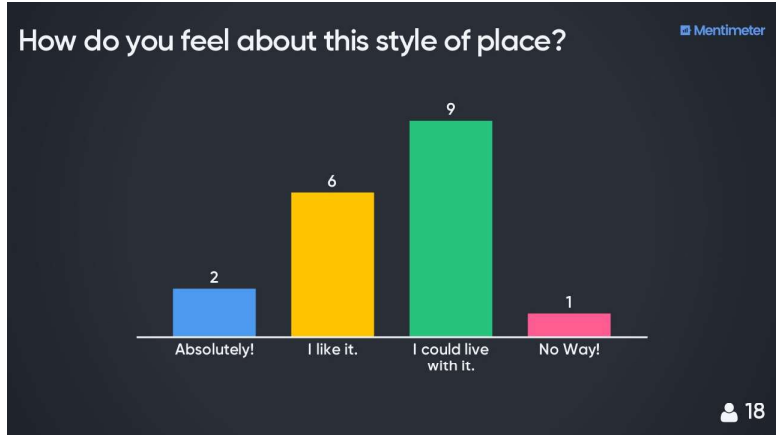
No Way!

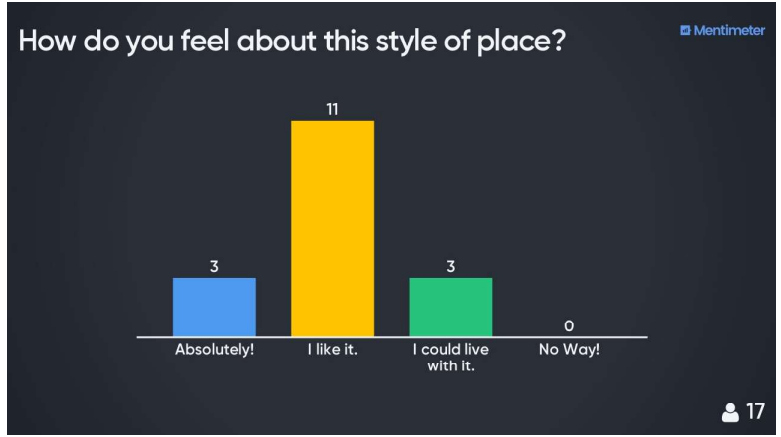
Visual Preference Survey

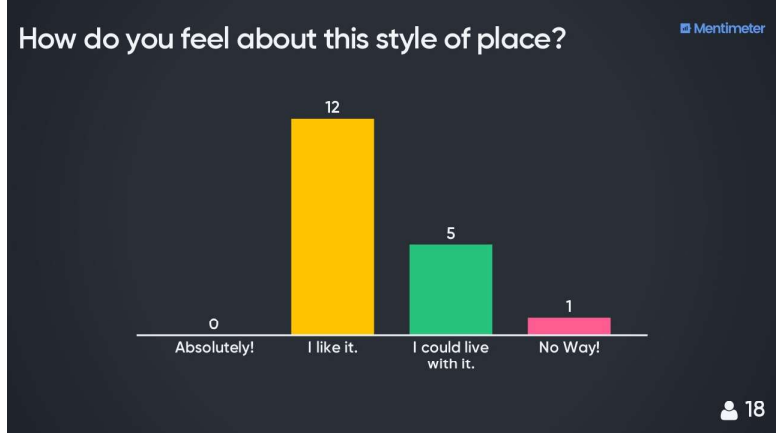
- Absolutely!
- I like it.
- I could live with it.
- No Way!

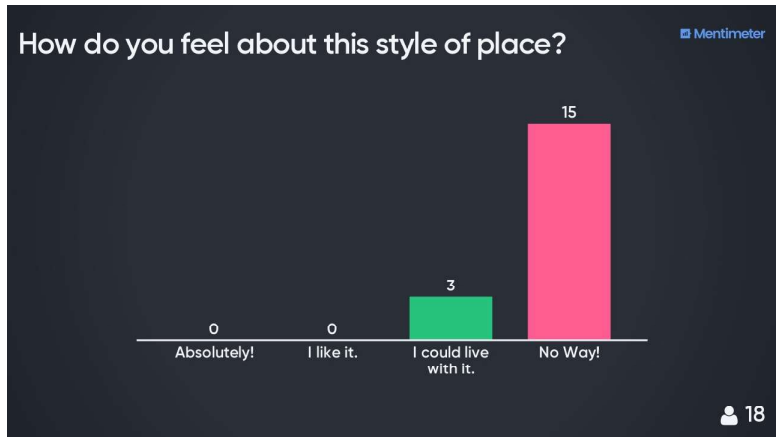


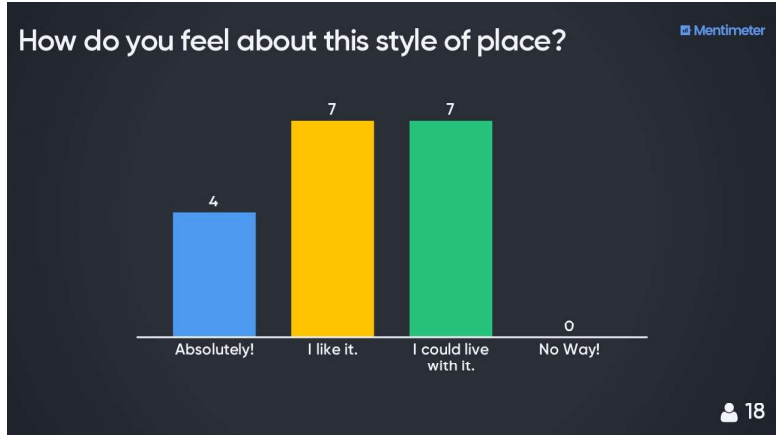
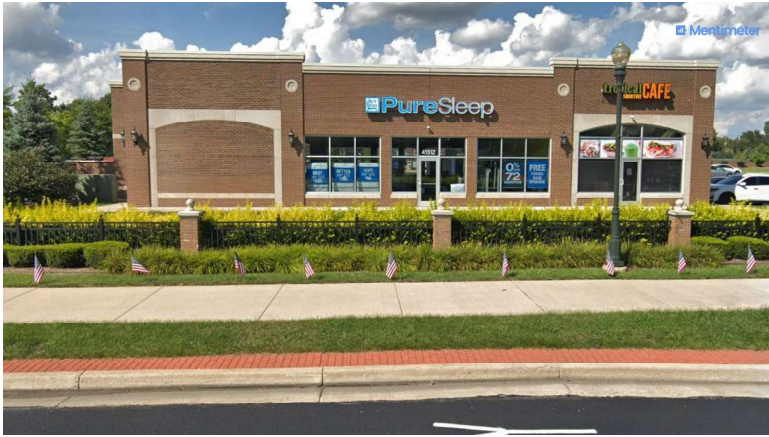












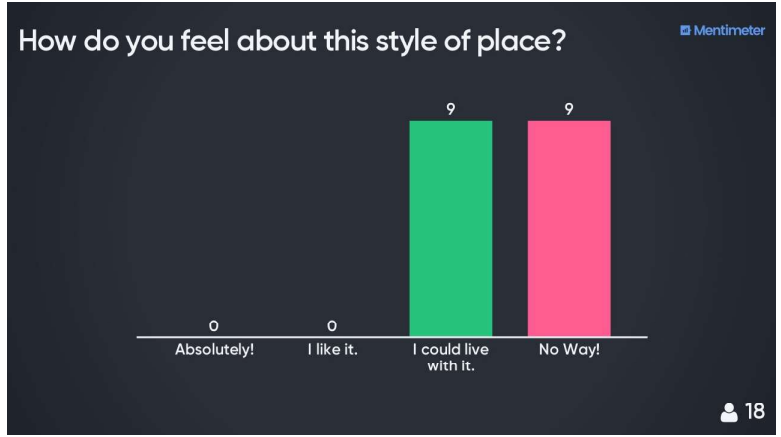




Image	Absolutely!	I like it	I could live with it	No way!	Total Votes	Weighted Score
#1	13	13	2	0	28	23.75
#2	3	5	17	3	28	16.00
#3	1	4	13	10	28	13.00
#4	7	12	7	1	27	19.75
#5	3	10	11	4	28	17.00
#6	1	4	13	10	28	13.00
#7	4	15	8	0	27	19.25
#8	0	7	14	7	28	14.00
#9	1	14	8	5	28	16.75
#10	6	11	11	0	28	19.75
#11	4	8	10	6	28	16.50
#12	0	0	6	22	28	8.50
#13	5	11	12	0	28	19.25
#14	2	11	12	3	28	17.00
#15	0	0	13	15	28	10.25
#16	1	12	13	2	28	17.00
#17	5	15	6	2	28	19.75
#18	3	12	9	4	28	17.50

Top Five Highest-Rated Images
Top Five Lowest-Rated Images

2. Survey of Property Owners

The Township mailed out a survey in late November 2019 to property owners in the neighborhood, with responses accepted until late December 2019. The survey asked three questions:

- What aspects do you like about the neighborhood?
- What aspects do you NOT like about the neighborhood?
- What changes would you like to see in the neighborhood?

The Township received the following responses to the survey:

What aspects do you like about the neighborhood?	What aspects do you NOT like about the neighborhood?	What changes would you like to see in the neighborhood?
Improved Garfield cooridor. Improved business landscape & lawn care. Neighbors improving homes w/remodeling.	Cherryland mall - need HOTEL for Airport Travelers & improve GREEN SPACE. I would offer to be involved in such a study for this use.	Street Scape Plan - bike paths w/improved lit streets. New lights needed for S. Forestlane/Mall could be a great attraction to resturants & businesses alike.
At this point none. Garfield township let me down. I look forward to moving out of it.	Lack of sidewalks. Inability to put up a fence to block the business' I now look at after the airports tree cutting.	More sidewalks & trees.
Minimal thgough traffic. Large areas of undeveloped space. Easy access to main road routes, at all hours. The occasional drive throughs by law enforcement. The people are nice enough.	plus/minus 80% of traffic does not stop at the STOP signs; ("my" corner-Linwood/Woodward Ave). Most drive well above the speed limit. Dilapidated mail boxes.	Fewer rentals/absentee landlords. More primary owners. Junkie mailboxes replaced with new(er) properly placed boxes. Thank you.
You addressd the light at Logans. Great!	S. Airport is a mess	Sidewalks along south airport complete path around Boardman Lake.
Everythingis so convenient	Yard is getting so trashy, Junk cars, two trailers on one lot Garfield township used to have some restrictions. Teens speeding in the neighborhood-STOP.	Clean up the neighborhood they put couches and chairs in their yard for the trash and they're there for 2or3 years it used to be clean area.
The trees! The 4 way stop at Boon & Barlow.	Cutting the trees down - too many rentals.	Replant the trees that were cut down! Less Rental, NO Roundabout.
Clean growth for lower priced housing.	Changes that have already been approved changed midway through development.	More open conversation with Garfield.
It's quiet most of the time.	Furniture everywhere + Park needs to be a park if there is a sign that says park. I would like to be able to burn sticks w/out Fire Dept.	I would like to have option of -bulk garbage picked up once a year. Ex. Couches, chairs, etc. so they aren't sitting in people's yards
Busy!	No sidelwalks	Sidewalks & more control on signage.
Retail and commercial area.	Too many visibly impaired bums wandering around.	More shopping! Fewer bums!
Proximity to main resources		More self storage, more apartments, senior housing
Shopping	Petty crime-small time criminal activities	Eradicate the vagrant population.
Commercial area with a lot of business activity.	Too many trailer parks and cheap apartments.	More commercialization.
The wooded area where we live.	No sidewalks. How the trailer parks are allowed to be junky. There doesn't seem to be any rules about how much stuff you can pile up in front on your trailer. Carson St Apt also have some people who seem to be unruly and loud-screaming. We are tired of calling the police to that place.	Making the neighborhood look nicer and appealing.

What aspects do you like about the neighborhood?	What aspects do you NOT like about the neighborhood?	What changes would you like to see in the neighborhood?
<p>It seems I have reversed where the "like" and "don't like" comments are suppose to be. My apologies. In spite of our list of concerns we love our location being close to shopping, our church and work. It is affordable for us to live here. We are also pleased with the staff of Garfield Township. We have interacted a few times and have been treated kindly and professionally. We want to be proud to tell people we live on Linden Ave but right now it doesn't feel that way.</p>	<p>Thank you for your efforts to make our neighborhood better. While we do like where we live we do have some concerns. We live on Linden Ave. There are several properties that are eyesores and neglected. One of those properties is on the corner of Barlow and Floresta. Broken windows, waist high grass and a collapsed fence. It is an invitation for drug use and certainly unsafe for the children in the neighborhood. Another is the corner of Floresta and Crescent St. Car parts, old snowmobiles and trash are littered over the entire property. We understand the income situation in the neighborhood but it doesn't take money to keep your property tidy. There are also active drug dealers. There have been arrests but it is still a big problem. When walking our dog we have found used syringes. Obviously a health hazard. There is also a park I believe between Gladewood and Crescent. We don't know if it is a Township park or not, the sign is unreadable. It is also not maintained and is a place for people to dispose of their garbage. It would be nice to take our grandchildren there. It is also the habit of many home owners to set used furniture by the street in the hope that someone would take it. It is often unusable and will sit for several months, even after the weather has finished it off. There are also several people who use burn barrels and firepits to burn their trash and furniture. We have called the fire department a few times. I have asthma and there are times I cannot go outside or have our windows open in the summer. There are also vacant properties that are neglected, in particular across the road from us at 1649 Linden. It has been a very active drug house and currently has a severe black mold problem. We have considered</p>	<p>We would like to see Garfield's junk ordinance enforced. I served on the Kasson Township Planning Commission in Leelanau County in the past and I know it can be a difficult task to enforce but it must be done. Perhaps the installation of street lights would help diminish the illegal activity that occurs at night.</p>
The Airport	No sidewalks	New sidewalks on Garfield Ave & Airport
Location location location	Traffic needs to slow down on S Garfield from Boon St to S Airport	I completed survey once and thought a light at city limits sign by GMC oil change might work but now I think it might be too close to the Cherryland center light, but instead of that would a drop in the speed limit from 45 to say like the rest of Garfield keep at 35 MPH from Boon St to S Airport would make it safer for all exiting and entering all the businesses and residents in Forestlane Sub.
Nothing	The deterioration of the Cherryland Mall	Changes must be made to the Cherryland Mall
Quiet & people seem to take care of their homes	Traffic	Get the Hartmen-Hammond by-pass done ASAP!!! Quit screwing around.....
Town location.	Too many squirrels!	Would like to see leaf pick-up, wifi added
Close to everything-shopping, transportation, hospital, library. Most neighbors easy to get along with.	Housing shacks the people that walk the streets are mostly trouble; drugs, crime, stealing bad area to live in this condition. Street are bad condition.	Junk=cars, garbage, appliance & other. Filth in yards even mobile homes that are unfit, be removed, this area is the ghetto of town.

What aspects do you like about the neighborhood?	What aspects do you NOT like about the neighborhood?	What changes would you like to see in the neighborhood?
I like that you are doing a survey. I don't like that all the trees were cut down in the trailer park by Airport. I rode my bike over there-it's awful! Plant trees to replace the one cut down.	Property owners who rent their property and don't follow thru with up keep and clean up	Better roads-sidewalks. Would like to see light industry or manufacturing; maybe build up the railroad for shipping & supply to this part of Michigan
We like the location. It's close to shopping & most of the services we use.	The old Kmart Plaza is empty-How about a grocery store in there?	Sidewalk/bike trail along Garfield Rd from Boon to S. Airport. Bike trail along Airport Rd. away from traffic (like 8th Street)
Locations	Deterioration of neighborhood. Roads in very poor condition.	Need to allow marijuana grows. Need to look at traffic flows an plan for the future.
Convenience to area shopping	Folks disrespecting area. Parking anywhere the please. Throwing garabe anywhere they please.	Junk ordinances enforced. Many junk unlicensed vehicles in yards. Old sofas in yards. Please help!
My peaceful, quiet neighborhood in the midst of hustle bustle of Garfield. Most responsible residents live here. Keep this development of 52 houses forever residenital. We have big trees here & it feeds the quality of air in the city. Never let this development become condemned & become commercial!!!	Enforcement & lack of subdivision ordinances as it pertains to property maintenance i.e, uncut lawns for weeks storage of undriveable autos, junk in yards etc.	Being in a mobile setting if folk are going to buy these units then rent them to section 8 to be assured of rent or renting in general they should be taxed as a business as that is what it is.
I live close to my doctors and grocery store. The neighbors are great and you can walk the dogs. The community in general helps one another with needs. The parcels allow us elbow room. Country living close to the city. I have affordable housing.	The section of Garfield Avenue from Cherryland Mall past Bill Marsh & up to Serra needs to have more police patrol-it is a drag strip!! A policeman told me he knew it was a drag strip but they don't have enough policemen to patrol it.	A sidewalk on Garfield would be great to walk, (at least towards S. Airport)
I want it to remain the quiet neighborhood that it is. You ca walk down Rose St. & leave your home unlocked when you go out shopping. Very friendly & quaint. Not too much traffic.	Limited sidewalks, no bike paths handicap accessible sidewalks	Property ordinances that are enforced. Police patrol on a regular basis. Solutions & movement on a plan for the empty Cherryland Mall property.
Close to Downtown TC. Close to food & shops.	There has been a lot of new development but the roads do not support additional traffic. Semis, large trucks and general traffic use our roads to avoid jams on S. Airport Rd. and our roads (as Statewide) are already crumbling...need repair.	The trailer park off of Barlow is run down & depressing. I have walked in there. It needs to be restored or condemned. Bike trail near Hannah & Garfield intersection could use an improved sign for safety in 25 mile/hr zone. Bike trail sign needed. Thanks
Great location; most houses kept up in good shape	To much clutter/debris outside of apartments. Needs more local enforcement.	Sidewalks, bike paths, handicap accessible sidewalk
Easy access to all parts of town.	Junk vehicles in yards; terrible to pull out onto Garfield (across from Bill Marsh Buick); hate yard sales.	Underground utilities to every home and road maintenance improved. Investors to make the old Cherryland Mall usable again, (possibly Motel for T.C. Airport patrons.) I would like to see gov. twnp. & county planners work together on traffic, roadways to support additional building.
This is extra income for me to live on.	Rundown-no bike lanes or sidewalks on Barlow St.	Not many if any at all. I'm pretty satisfied the way it is. Residential-no big stores. To be clear: I'm not going to sell my house I want to make that clearly understood
It is convenient to town or rest of community	High taxes and restrictions on business, lots of hoops to jump to get things done	New dog park.

What aspects do you like about the neighborhood?	What aspects do you NOT like about the neighborhood?	What changes would you like to see in the neighborhood?
Quiet	No leaf removal	Something done with Cherryland Center empty building; should be a grocery store on that corner; should be a time-limit for construction-goes on too long
I like our proximity to everything: both downtown and the south side of town are close. There are decent amenities around us, ranging from Big Lots, to fast food restaurants, to convenience stores. I also want to take a moment to thank you (Garfield Township) for *not* allowing U-Haul to come into the Cherryland Center. I very much appreciate how focused you were on the residents and the potential impact on us. Every township meeting write up I've read reiterates for me that you care about residential impact and are thoughtful with zoning accordingly. Thank you for looking out for us and asking for our input in this survey!	That they made me put my new home sideways when I own 4 feet on each side of me. Sorry not fare, zoning laws and my taxes increase.	Add sidewalks & bike lanes to Barlow. Bury above ground lines.
Great location, location, location. Need a traffic light at city limits sign at Bill Marsh oil change before someone gets killed.	I'm concerned by how much of Garfield has now become overrun with car dealership property. This lessens the character and community feel of our neighborhood. I also find it a bit frightening and challenging to walk or ride my bike around Garfield and South Airport. Even crossing at the lights there requires a bit of courage.	Some upkeep on roads.
Convenience for commercial use	Traffic in and out of Forestlane subdivision. There are 4 exits, entrances out of Bill Marsh, plus 2 for the bowling alley. There have been multiple accidents and serious injuries in this corridor. Traffic goes too fast to make safe left and or right turns because of multiple cars in and out of the dealership. Cars even get in center left turn lane forcing residents turning left facing north out of their lanes instead of hitting someone. Cars get into left turn lane also going south starting at city limits sign, where oil change is to go into the new car area which is a block away, it is very scary living in Forestlane and this would force cars to slow down a lot also. Don't need a roundabout Smile. just a traffic light. I've lived at 912 N Forestlane Dr for 51 years and hopefully my car won't be Tboned and me killed at my home intersection. Garfield officials please keep us in the loop with meetings, etc. so we can provide future input.	Cherry land Center Development
Central location	Anything that appears trashy and does not contribute to the neighborhood feel	Ditto
Good mix of residential and business	No curbs on Barlow St; need another light to slow traffic; Mobile home Park is sketchy	Fix park.

What aspects do you like about the neighborhood?	What aspects do you NOT like about the neighborhood?	What changes would you like to see in the neighborhood?
<p>The new 4- way stop on Boon and Barlow. I like the trees that remain. I like the two parks on Boon street. I like the little bit of sidewalk that there is.</p>	<p>Not a lot of public spaces. Would be nice to have parks</p>	<p>consideration given for turning Garfield and South Airport (as well as La Franier & South Airport) into a roundabout. As some of your county studies have shown, safety is significantly increased with roundabouts. People coming in from the south, on Garfield, are often flying right through that Garfield/S. Airport light. A roundabout would both force them to slow down and keep more traffic flowing through a critical intersection. I would like to see Cherryland Center turn into a community-focused offering. I recognize much of that is beyond your control (as you don't own it) but there is great potential for it to become an alternative farmer's market--similar to Detroit's downtown market. Where the TC downtown market currently blocks vendors from out of town, a market at the Cherryland Center could welcome them from any part of the state. This would bring our residents affordable food and produce. In the winter it could offer indoor activities, craft markets, etc. It could become a significant destination place for the county, and has the underlying infrastructure (Parking and property) to support it. A park could be added at the Cherryland Center, too. There could be a community garden plot, a park, and maybe a skating rink for the winter. I'd also like to see more sidewalks around our neighborhood and initiatives to make our entire neighborhood more walkable. This would help improve our community health in multiple ways: physically and mentally. People may be encouraged to develop relationships with their neighbors and be more invested in seeing the community thrive. Whatever can be done to help attract more small, affordable restaurants and fast food places would be great.</p>
	<p>I don't like that there are hardly any sidewalks, especially on Boon street, which cars use as a cut-through. It is very dangerous to walk down Boon street. I also don't like that the Boon street parks haven't been updated since the 70's. The slide is metal! Barlow could really use sidewalks and bike lanes!</p>	<p>See above reply Frank Greenlaw 912 N Forestlane Dr 49686</p>
		<p>More trees along street</p>
		<p>Change the above</p>
		<p>Need to find stores to fill up Cherryland Center. Worry that it could be a target for vandalism or vagrancy.</p>
		<p>I would like it to be more pedestrian and biker-friendly. Definitely more sidewalks! No more trees being cut down! I would like the parks on Boon street to be updated and be maintained. New slide, new structures!</p>
	<p>Way too much traffic!</p>	<p>Plan and build bridge over Boardman cut down on S. Airport Rd Bottleneck! Please Please Please</p>