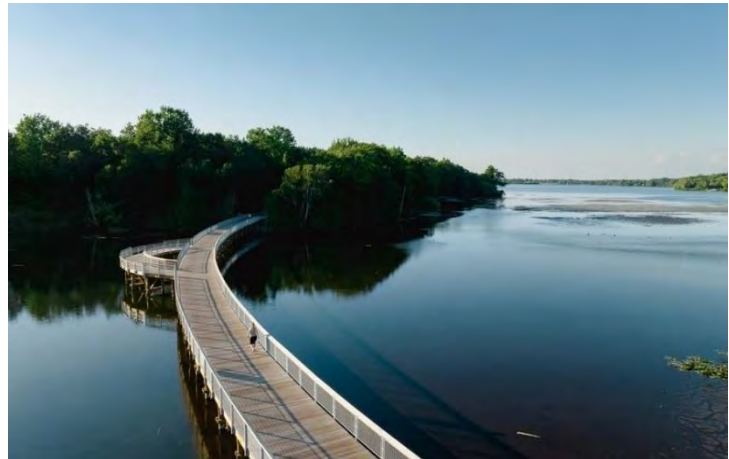


CHARTER TOWNSHIP OF GARFIELD

MASTER PLAN



FINAL DRAFT (March 27, 2024)

CHARTER TOWNSHIP OF GARFIELD

Grand Traverse County
3848 Veterans Drive | Traverse City, MI 49684

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ACKNOWLEDGEMENTS

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CHARTER TOWNSHIP OF GARFIELD

Grand Traverse County

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PREFACE

The Charter Township of Garfield (Garfield) Master Plan is a planning document outlining goals, policies, and strategies for the purpose of enabling officials and citizens to anticipate and constructively respond to growth and change, to provide for the protection of the natural environment, and to encourage development of a safe community.

The Plan, having been developed through a public engagement process, establishes a community-wide vision for the future of Garfield as it creates a resource to inform policy decisions; sets priorities and responsibilities for land use planning and community development; provides the legal basis for the zoning ordinance; outlines specific goals and strategies to achieve the Plan’s vision; helps Garfield leadership initiate tasks and make decisions; and outlines a strategic and manageable process to accommodate growth and expansion.



ADOPTION

<Insert adoption documentation>

PLANNING PROCESS

Garfield has had a history of preparing plans which focus on the future development of the Township, and which provide guidance related to land use. Previously developed Plans, which have contributed to the foundation of this Plan, include the following:

- Comprehensive Plan Update (2007)
- Green Infrastructure Plan (2007)
- Grand Traverse Commons Master Plan (2010)
- Parks and Recreation Master Plan (2012-2017)
- Master Plan (2018)
- Parks and Recreation Master Plan (2018-2022)
- Barlow Garfield Neighborhood Plan (2020)
- Parks and Recreation Master Plan (2023-2027)

In the winter of 2022, during a joint meeting of the Township Board and the Township Planning Commission, the two bodies focused on the need for the Township’s Master Plan to be updated and the process for doing so. The Planning Commission commenced the process in March 2022.

During 2022, information was gathered, and analyses made. Detailed analysis focused on demographics, existing land use, infrastructure, transportation, and housing. During the process an important resource, “A Non-Motorized Transportation Planning Study by Michigan State University Urban and Regional Planning Practicum (April 2022)” was used and a Community Survey had been formulated, distributed, and results tabulated.

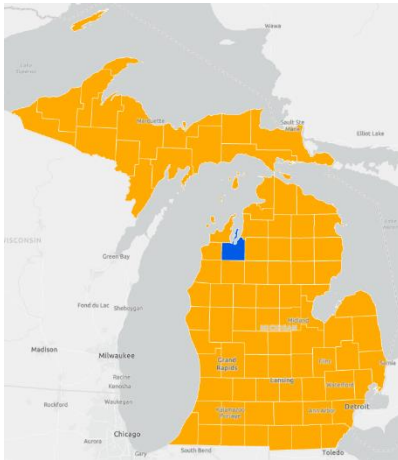
In 2023, the Planning Commission and the Township Board, during a joint meeting, agreed to advance the planning process with a focus on policy development. The goals of this plan have been based upon the Township Board’s Strategic Plan (July 2020). Also, a pop-up event and meetings with various stakeholders provided opportunities for additional community input.

Upon completion of the final draft of the document, the Planning Commission held a third joint meeting with the Township Board and began the review process in accordance with the Michigan Planning Enabling Act of 2008 (MCL 125.3801 *et seq.*). Adoption of the Plan by the Township Board concluded on _____.

I. BACKGROUND

LOCATION AND SETTING

The Charter Township of Garfield (Garfield), Grand Traverse County, is part of the northwest region of the Lower Peninsula of Michigan. This area is known for drawing visitors throughout all four seasons to enjoy beaches, vineyards, outdoor recreation, natural resources, and culinary destinations. Garfield is located near Grand Traverse Bay, a long, natural harbor made distinct from Lake Michigan by the Leelanau Peninsula. The terrain of Garfield is relatively hilly for the Great Lakes region.



Left: Regional Location Map showing Grand Traverse County within Michigan

Below: Map of counties in Northern Michigan region highlighting Grand Traverse County

(Data source: State of Michigan)



Garfield Township Borders

To the East

- East Bay Township (Grand Traverse County)

To the North and East

- City of Traverse City (Grand Traverse County and Leelanau County)

To the North

- Elmwood Township (Leelanau County)

To the West

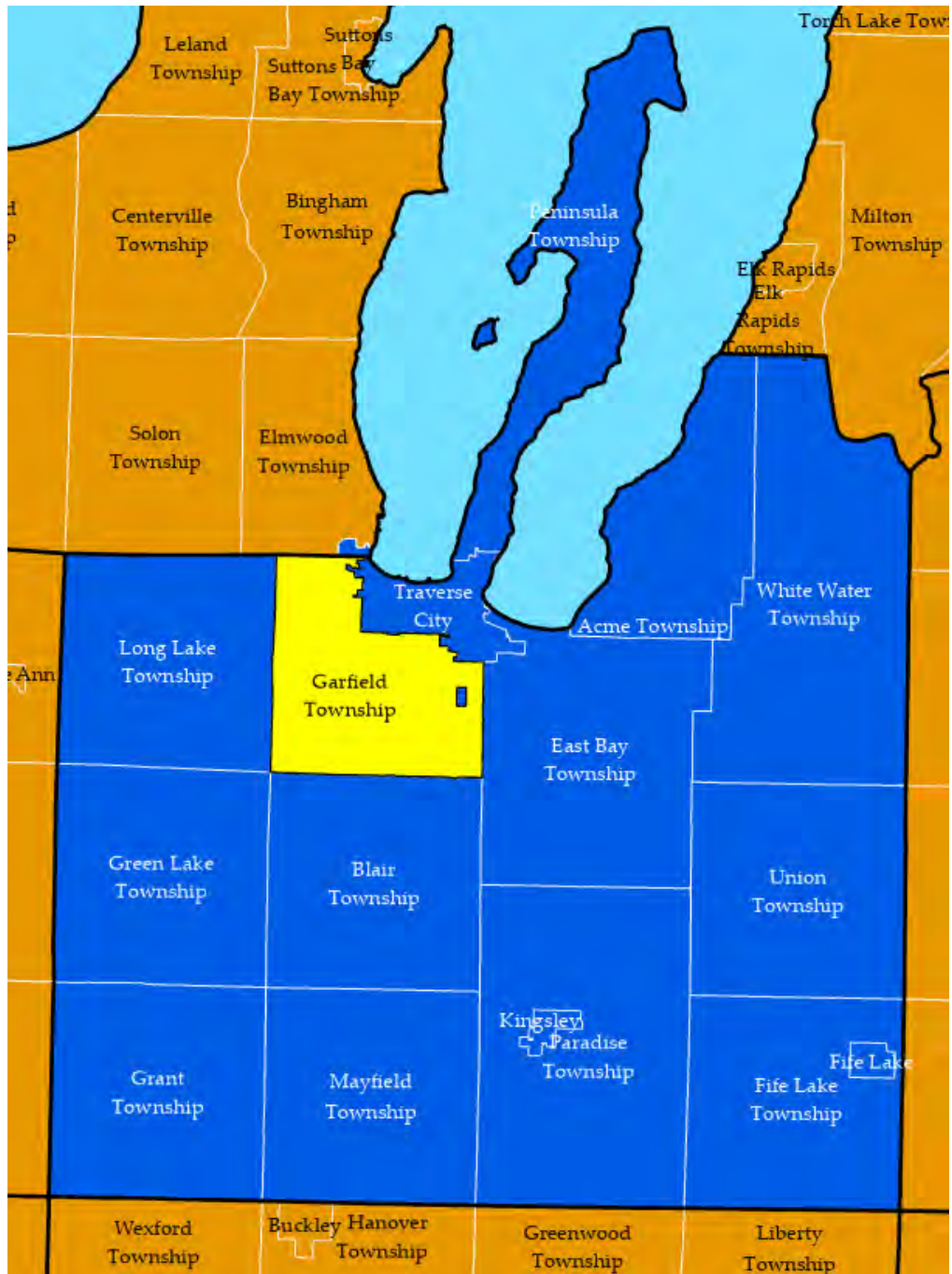
- Long Lake Township (Grand Traverse County)

To the Southwest (corner)

- Green Lake Township (Grand Traverse County)

To the South

- Blair Township (Grand Traverse County)



Local Jurisdiction Map: Garfield Township's location within Grand Traverse County
(Data source: State of Michigan)

ESTABLISHMENT

Garfield exists on the lands of the Anishinaabek, the people of the Three Fires Confederacy: the Odawa (Ottawa), the Ojibwa (Chippewa), and Bodowadomi (Pottawatomi). Oral history traces them back to the Eastern Coast of Turtle Island where spiritual leaders told them to travel west until they found the food growing on the water. They traveled until they found wild rice growing on the water and knew they were home. Today, they are recognized as the Grand Traverse Band of the Ottawa and Chippewa Indians.

Grand Traverse County was established in 1851. Grand Traverse County originally contained only two townships: Peninsula and Traverse. Following further divisions of Grand Traverse County, Garfield Township was organized in January 1882 by the County.

Garfield became the Charter Township of Garfield in 1977 under the Charter Township Act of 1947, as amended.

The Township is named after James A. Garfield, the 20th United States President. It is one of six townships named after Garfield in Michigan of which it is the only charter township.

The Township covers 26.59 square miles and is part of the Traverse City-Garfield, MI Urban Area, as defined by the United States Census Bureau.



GARFIELD BY THE NUMBERS


Housing



Median Household Income
\$53,327




Persons per Household
2.2



Households
8,588



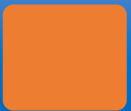
Median Home Value
\$207,600



Homeowners 59%
Apartment Renters 41%



43% of All Rental Units in the County



Source: 2020 and 2022 American Community Survey 5-Year Estimates and 2019 OnTheMap Application (U.S. Census Bureau) and the Charter Township of Garfield*


Population



Largest Age Category
30 to 39 years



Median Age
41.2



Total Population
20,542




High School Grad or Higher
94.1%



Bachelor's Degree or Higher
34.7%



Fastest growing municipality in 2nd fastest growing county in Michigan



Source: 2020 and 2022 American Community Survey 5-Year Estimates and 2019 OnTheMap Application (U.S. Census Bureau) and the Charter Township of Garfield*

Geography



State Equalized Value*
\$1,608,005,900



Parcels*
7,322



Land Area
26.59 square miles



Municipal Water Customers*
2,950



Municipal Sewer Customers*
3,300



Township Parkland*
600 acres



People Per Square Mile
762

Source: 2020 and 2022 American Community Survey 5-Year Estimates and 2019 OnTheMap Application (U.S. Census Bureau) and the Charter Township of Garfield*

Economy



Labor Force
9,644



Employment
94.3%



Top Industries
Retail Trade, Healthcare, Manufacturing



Jobs in Garfield
13,484



Travel to Work
15.3 minutes



Federally Established Opportunity Zone



Over \$200 million of investment
in last 3 years*

Source: 2020 and 2022 American Community Survey 5-Year Estimates and 2019 OnTheMap Application (U.S. Census Bureau) and the Charter Township of Garfield*

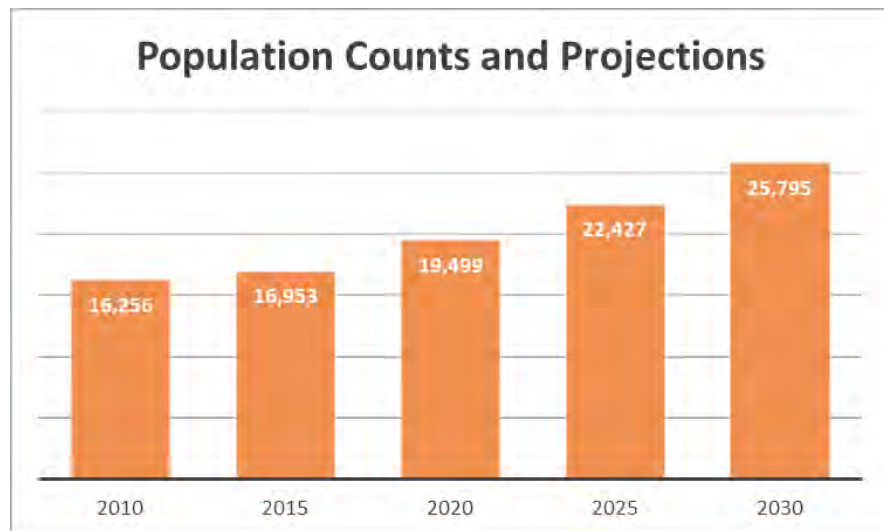
EXISTING CONDITIONS

POPULATION

Garfield is the fastest growing municipality in the second fastest growing county in the state, Grand Traverse County. Between 2000 to 2010, Garfield grew from 13,840 to 16,256, a 17.5% increase. More recently, Garfield grew at a faster rate. Garfield's growth from 16,256 in 2010 to 19,499 in 2020 was a 20% increase. Garfield is the most populous municipality in the 21-county northern Michigan region.

In 2021, Garfield has an estimated population of 20,274 and comprises over 20% of the population of Grand Traverse County. Garfield's population growth is expected to continue with a projected population of 25,795 in 2030.

At 26.59 square miles, Garfield has an estimated 762 people per square mile in 2020, an increase from 611 people per square mile in 2010.

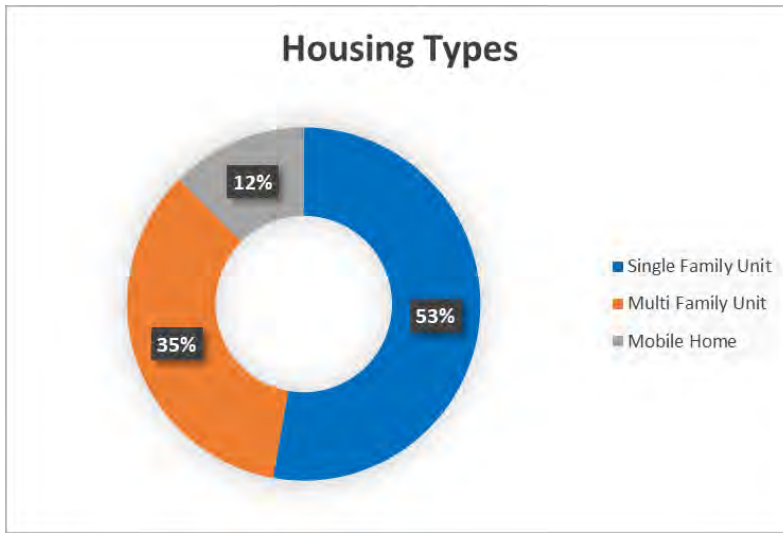


Source: U.S. Census Bureau; Charter Township of Garfield

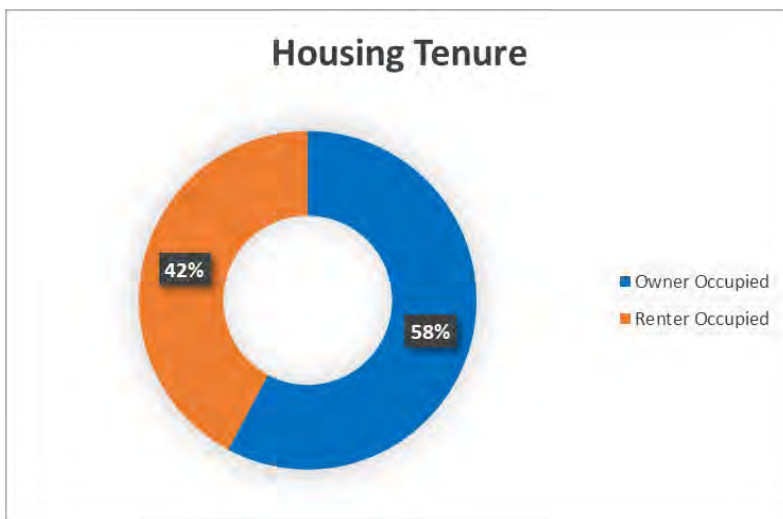
HOUSING

Garfield in 2020 had an estimated 8,062 total households, which has grown by about 9.4% since 2010 and is expected to continue increasing. Average household size has decreased slightly from 2.16 in 2010 to 2.09 in 2020.

There are 8,544 housing units in Garfield. Types of residential structures in Garfield include single unit (51.9%), multi-unit (35.2%), and mobile home (12.8%). Of all the housing units in Garfield, 58% are owner occupied and 42% are renter occupied. 43% of all rental housing units in Grand Traverse County are in Garfield: more than any other community in the county.



Source: U.S. Census Bureau



Source: U.S. Census Bureau

A **household** is a group of people living together in a single occupied housing unit. A households may comprise a family, a single person, or a group of non-related people living together.

A **housing unit** is a house, apartment, group of rooms, or single room occupied or intended for occupancy as separate living quarters.

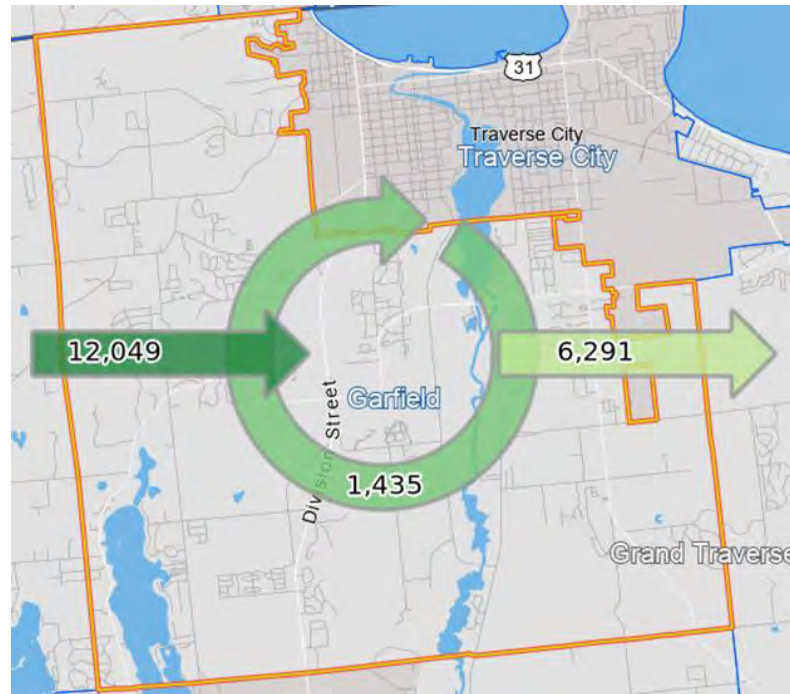
Housing tenure refers to whether the housing unit is owner or renter occupied. Housing units are considered owner occupied if the owner or co-owner lives in the unit. All other housing units are renter occupied, including units rented for cash rent.

Source: U.S. Census Bureau

JOB

There are 13,484 jobs in Garfield. 12,049 workers living outside of Garfield travel into Garfield for employment. The top three industries in Garfield are retail trade, health care and social assistance, and manufacturing.

Jobs in Garfield



Source: U.S. Census Bureau

LAND USE AND INFRASTRUCTURE

The existing land use inventory classifies the observed activities conducted on a parcel which can be used to inventory the usage of land throughout Garfield. Land use classifications include the following categories: single-family residential, two-family residential, multi-family residential, mobile home – residential, office, commercial, industrial, institutional, agricultural, recreational, recreational (private), right-of-way (public), utility, and other. The existing land use map illustrates the location of the various land uses by parcel.

The Township's water system and sanitary sewer system provides for the ability to develop at a higher intensity. The following municipal water service area map and municipal sewer service area map illustrate the location of available service for development.

Map 1 Existing Land Use

Existing Land Use

Categories

- Residential - Single-Family (~25.0%)
- Agricultural (~19.1%)
- Other (~17.3%)
- Recreational (~8.3%)
- Industrial (~6.4%)
- Commercial (~5.1%)
- Right of Way (~4.7%)
- Institutional (~3.8%)
- Residential - Multi-Family (~2.9%)
- Recreational - Private (~2.3%)
- Residential - Mobile Home (~1.9%)
- Utility (~1.3%)
- Office (~1.0%)
- Residential - Two-Family (~0.8%)

Garfield Township conducted an existing land use survey in 2022. The top categories of land use in the Township are Single-Family Residential (~25%) and Agricultural (~19%). The existing land use survey helps to illustrate the current development patterns in the Township.

Data Source: Charter Township of Garfield

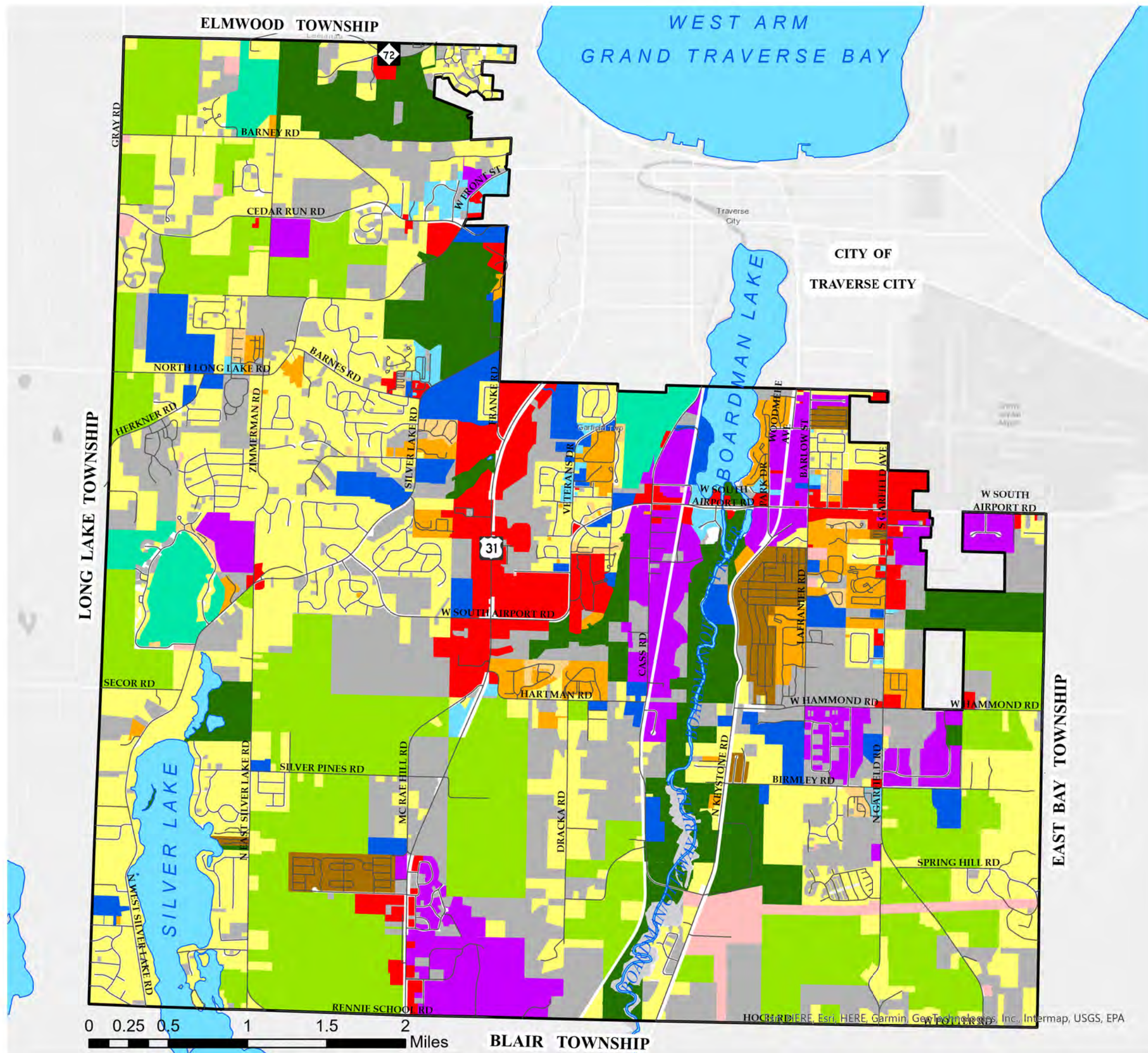
Charter Township of Garfield

3848 Veterans Drive
Traverse City, MI 49684
Phone: 231.941.1620
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NOT A LEGAL SURVEY

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0 0.25 0.5 1 1.5 2 Miles

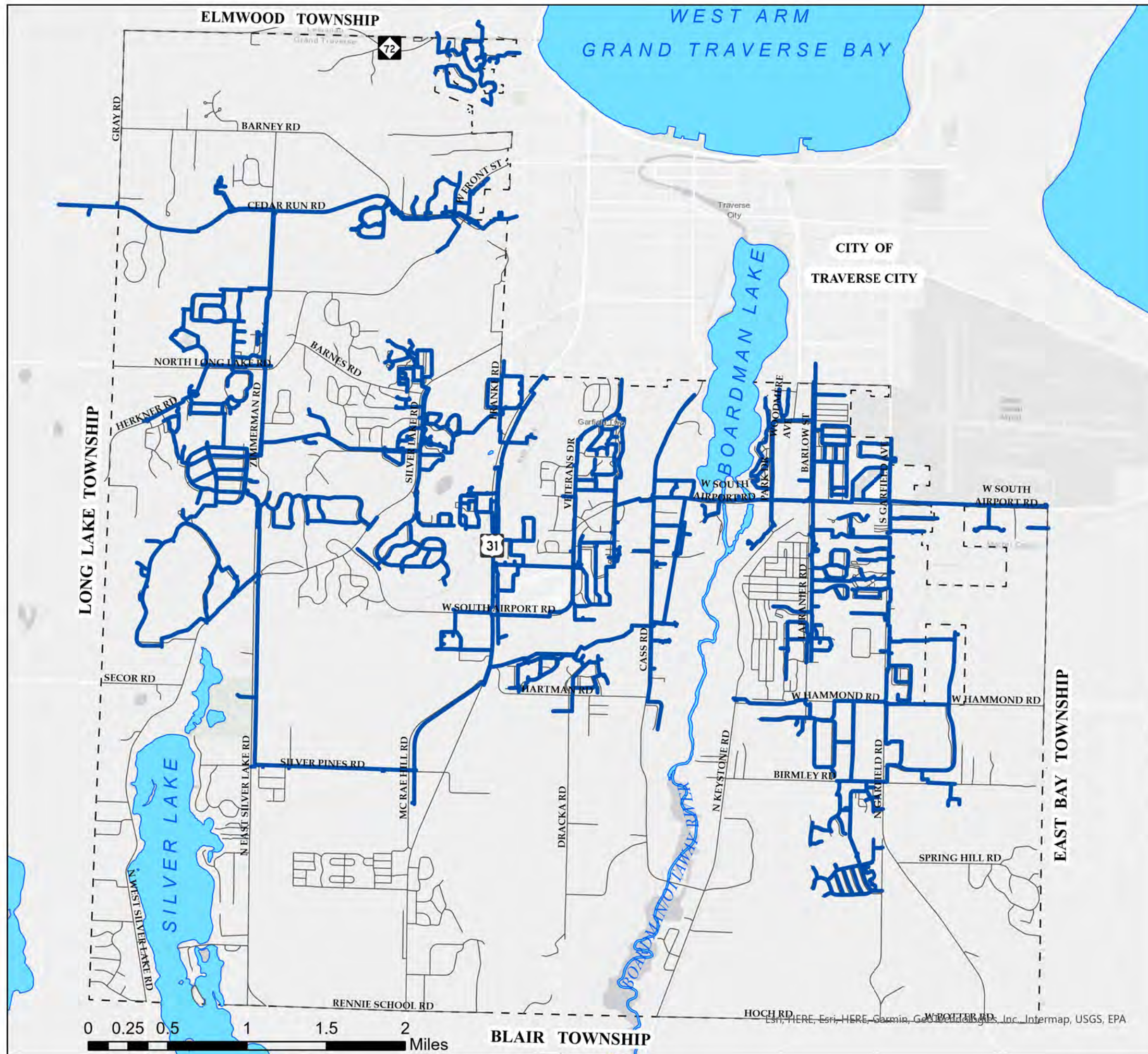
HOCHMANN, Esri, HERE, HERE, Garmin, GeoTechnologies, Inc., Intermap, USGS, EPA

Map 2 Municipal Water

Legend

 Water Lines

Data Source: Gourdie Fraser, Inc. (Township Engineer)



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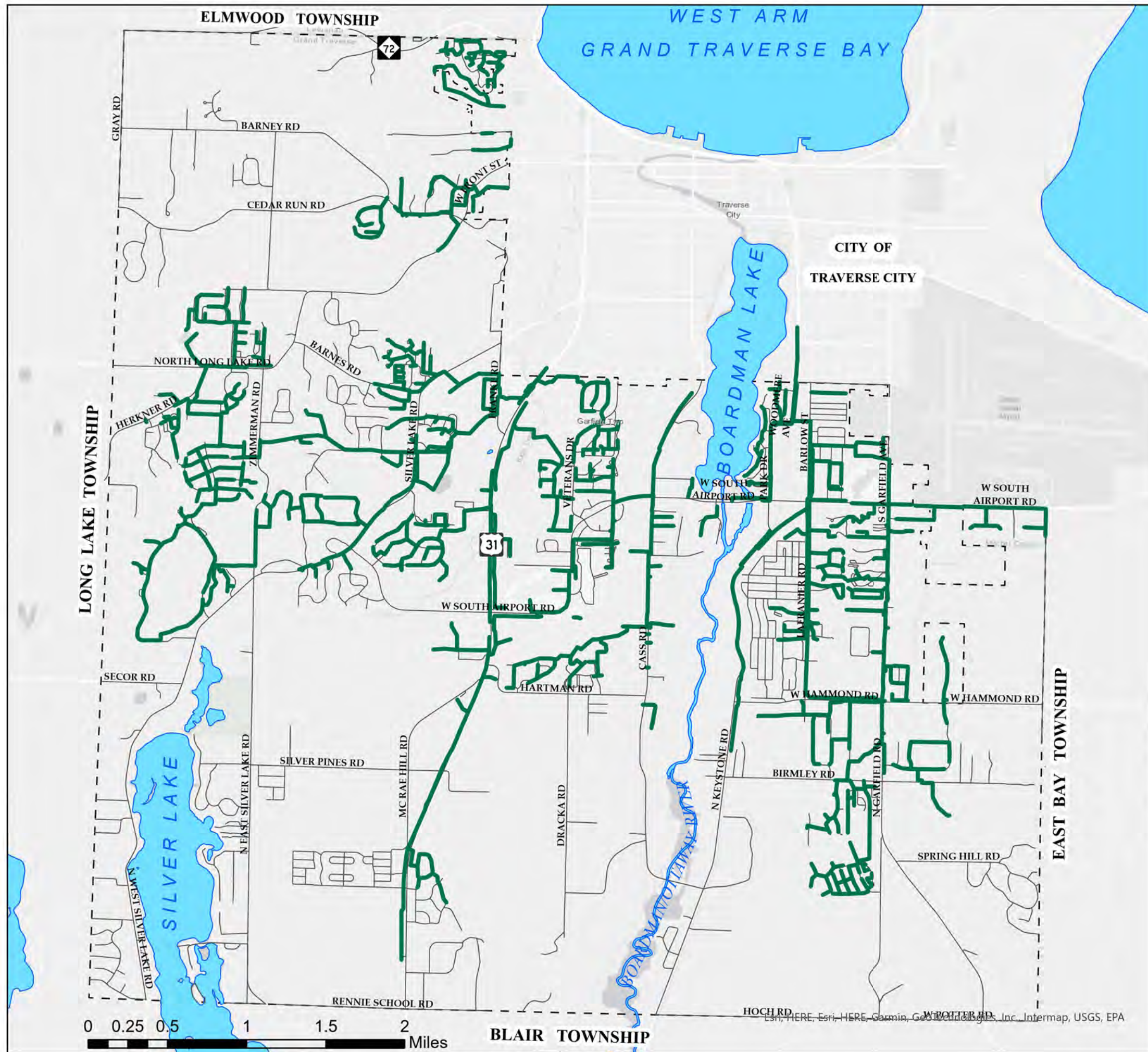
Esri, HERE, Esri, HERE, Garmin, GeoBridges, Inc., Intermap, USGS, EPA

Map 3 Municipal Sewer

Legend

 Sewer Lines

Data Source: Gourdie Fraser, Inc. (Township Engineer)

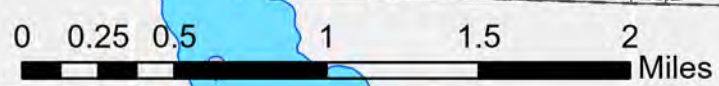


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Esri, HERE, Esri, HERE, Garmin, GeoBridges, Inc., Intermap, USGS, EPA

COMMUNITY ENGAGEMENT

The following highlights present an overview of the community engagement used for the development of the Master Plan. Reference Community Engagement in the Appendix for further details on the community survey, interviews with stakeholders and neighboring communities, and a park pop-up event.

COMMUNITY SURVEY

In August 2022, Garfield conducted a mail survey to residents. Using a random sample process to ensure accuracy of responses, a total of 875 residents responded to the survey. The following key findings were observed in the survey responses:

- A feeling of safety and security and relationship to nature are the top reasons for the quality of life for residents.
- Protecting the natural environment, housing choices and affordability, and quality and quantity of parks and open spaces are the areas that Garfield should focus upon.
- A slight majority of responses say Garfield is developing about right, but residents are increasingly feeling that Garfield is developing too quickly.
- Nearly 90% of residents support incentivizing redevelopment of outdated commercial and industrial areas.
- Protecting agriculture and rural areas remains a very high priority.
- Nearly two-thirds of residents support more pathways.
- Over 75% of residents want improvement of commercial corridors.
- While residents don't necessarily desire a park closer to their home, nearly two-thirds of residents support the purchase of more parkland.
- Residents are split on winery tasting rooms, but strongly oppose marijuana dispensaries.
- Opposition to short term rentals is supported by nearly two-thirds of residents.
- There is general support for accessory dwelling units (i.e., granny flats).
- There is strong support against tall buildings and changing the name of Garfield.

STAKEHOLDER INTERVIEWS

Neighboring local units of government make land use and development decisions that impact Garfield. Communication and coordination between units of government helps the Township attain its goals with a positive interaction with its neighbors. Staff met with planners from adjacent communities and studied their plans.

In many ways, Garfield is an extension of the Traverse City urbanizing land use pattern. However, significant natural features, including Boardman Lake and

wetlands, along with topography fragment the pattern. The result places pressure on connecting street and road corridors between Garfield and neighboring communities. Discussions focused on improvements to specific corridors and maintaining smooth transition of existing and future land uses between Garfield and the other communities.

POP-UP EVENT

Staff conducted a Master Plan pop-up event at the Silver Lake Recreation Area on July 15, 2023. The purpose of the event was threefold: gain feedback on specific development types and locations, increase awareness of the master plan, and obtain broader feedback from the community. The following comments from Township residents were made to Staff:

- Residents were worried accessory dwelling units becoming short term rentals.
- Residents were supportive of affordable housing.
- Some residents had concerns about property maintenance, such as tall grass and/or weeds.
- Some residents preferred filling in empty buildings before constructing new buildings.
- Residents were split on the Boardman River Crossing – both supportive and opposed to a new bridge.
- Some residents were interested in incentives and options for renewable energy.

OPEN HOUSE

The Planning Commission and Staff hosted a Master Plan open house at the Garfield Township Hall on January 24, 2024. The purpose of the event was to provide an overview of the draft Master Plan to the community and to gauge public opinion and gather feedback. Staff provided a presentation that highlighted how community survey responses and preferences supported and directed goals and objectives in the draft Plan document.

II. FUTURE VISION

In 2019, the Township Board underwent a strategic planning process. The Board identified several strengths, weaknesses, opportunities, and threats facing the Township. These were used by the Board to form the vision, mission statement, and strategic plan to provide a direction for the Township going forward.

The following vision, mission statement, and strategic plan goals direct community-wide policy and future decisions for land use, transportation, neighborhoods, infrastructure, and environment, among other topics. These statements work to create vital places within Garfield, enhance the places with new housing and business development, and connect these places through expanded and improved facilities and infrastructure. These statements are followed by core concepts which provide design ideas and principles that are applied within the Master Plan.

VISION

The vision is an image of Garfield's future. It is a means of articulating and describing a desired outcome and a picture of life as it could be in Garfield.

"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

The mission statement is a concise explanation of the Township's reason for existence and describes its purpose, intention, and overall objectives. The mission statement supports the vision and serves to communicate purpose and direction to citizens.

"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."

STRATEGIC PLAN

The strategic plan goals guide the work done today and in the future by the Township Board, its appointed boards and commissions, and staff. Here, the Strategic Plan provides a foundation for the development of the Master Plan as its chapters align with and advance plan goals.

“Strategic Plan Goals

- Identity. Develop a strong identity that conveys the character and values of the community to the region and beyond.
- Economic Development. As part of a regional hub in Northern Michigan, promote Garfield Township as a great place for business development and job opportunities.
- Public Safety. Support collaborations which promote public safety including police, fire, and emergency medical services.
- Parks and Trails. Foster a system of high-quality active and passive parks connected by trails.
- Water Quality. Make water system improvements and support environmental conservation efforts to protect water quality.
- Housing. Provide for a balance of housing choices with a variety of housing types.
- Transportation and Infrastructure. Invest in transportation and infrastructure which support high-quality development.
- Partnerships. Participate in local and regional partnerships to advance community interests.
- Fiscal Responsibility. Deliver effective public services to the community and operate with fiscal efficiency.”

CORE CONCEPTS

The following core concepts provide broad ideas to help implement the vision and establish a basis for the planned land uses.

- Many Places. One Community. One Plan. Garfield is formed by different centers and neighborhoods that vary by a mix of uses, density, building form, land use patterns, and natural amenities. The Master Plan is an integrated effort that connects these different places through one, shared vision.
- Access to Quality Housing Choices. Garfield provides a wide array of housing options for existing and new residents. The Master Plan is the foundation for zoning and other mechanisms that ensure the construction of housing in walkable settings linked to services, goods, and valued open spaces.

- Balancing a Resilient Economy and a Flourishing Ecosystem. Garfield has a diverse economy and a tax base that coexists with a protected and enhanced natural environment. The Master Plan promotes the design of the built environment that is sensitive to natural features.
- Better Corridors = Connected Community. The different places in Garfield affect connectivity and how people travel. An interconnected road network allows for shorter and more direct travel between destinations and helps protect against emergency situations, such as an unexpected closure of a main road. The Master Plan supports a complete and connected transportation system so that users can travel to locations that matter most and that the system is resilient in emergency situations.

FUTURE LAND USE

The existing pattern of development in Garfield includes a variety of different land use types. This Plan aims to focus development or preservation based upon existing land use patterns while creating a cohesive development pattern with connectivity within and between land uses. Careful attention has been devoted to clearly defining the characteristics of different geographic areas of Garfield. By doing so, new development and redevelopment can be concentrated within contextually appropriate areas that support and enhance desired land uses and provide connectivity via multiple modes of transportation. Specifically, this Plan identifies and strengthens centers and neighborhoods and binds them with corridors by aligning future land use designations, future connections, and planning policies that increase the vitality of these emerging places.

The following narrative describes future land use designations and future connections within identified corridors. These land use and connection designations form the basis of this Plan and associated future land use and future connections maps. Future land use designations used in this Master Plan are as follows:

- Agricultural & Rural Residential
- Low Density Residential
- Moderate Density Residential
- High Density Residential
- Mobile Home Residential
- Public/Semi-Public
- Commercial
- Industrial
- Recreation/Conservation
- Grand Traverse Commons
- Mixed-Use Neighborhood
- Mixed-Use Center

AGRICULTURAL AND RURAL RESIDENTIAL (> 1 UNIT PER ACRE)

This designation provides areas for agricultural operations and low intensity residential land uses in the outlying areas of Garfield. The designation is 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. This designation may be used to encourage development in and near the urbanizing core areas of Garfield by limiting the development densities of parcels less suited for intensive development.

LOW DENSITY RESIDENTIAL (1 TO 3 UNITS PER ACRE)

This designation provides areas 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. More intensive development is encouraged in and near the urbanizing core areas of Garfield, with less intensive development moving outward towards the rural areas. 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. Recognizing this designation may be in areas transitioning from agricultural uses to residential uses, small scale agricultural operations in unplatted areas are allowed to continue.

MODERATE DENSITY RESIDENTIAL (3 TO 6 UNITS PER ACRE)

This designation provides areas for moderate density single-family and two-family residential dwelling units in and near to the developing core areas of Garfield. The districts include areas of existing single-family 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.

HIGH DENSITY RESIDENTIAL (6 TO 10 UNITS PER ACRE)

This designation provides areas for moderate density to high-density single-family 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. These areas contain 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 urbanizing core areas of Garfield. 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 neighborhood character and permitting applicants to cluster development to preserve environmentally sensitive and natural land areas.

MOBILE HOME RESIDENTIAL

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 moderate density 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 State of Michigan defines density for mobile home residential developments.

PUBLIC/SEMI-PUBLIC

This designation identifies areas that are mostly open to public use or public access, including but not limited to government-owned facilities, police and fire facilities, hospitals, and education institutions. These areas may also include utilities such as substations, power plants, power lines, and communication facilities. These land uses can be reasonably anticipated to be in place during the life of this Plan and beyond.

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.

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 complementary to existing and future industrial uses of the districts. Non-industrial uses of property within these districts are subject to industrial impacts from adjacent parcels including, but not limited to, noise, dust, and vibrations.

RECREATION/CONSERVATION

This land use designation indicates areas suitable for active and passive recreation 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, such as wetlands. This area also includes lowlands along the Boardman River Valley which are currently, or were formerly, inundated by the Boardman River.

GRAND TRAVERSE COMMONS

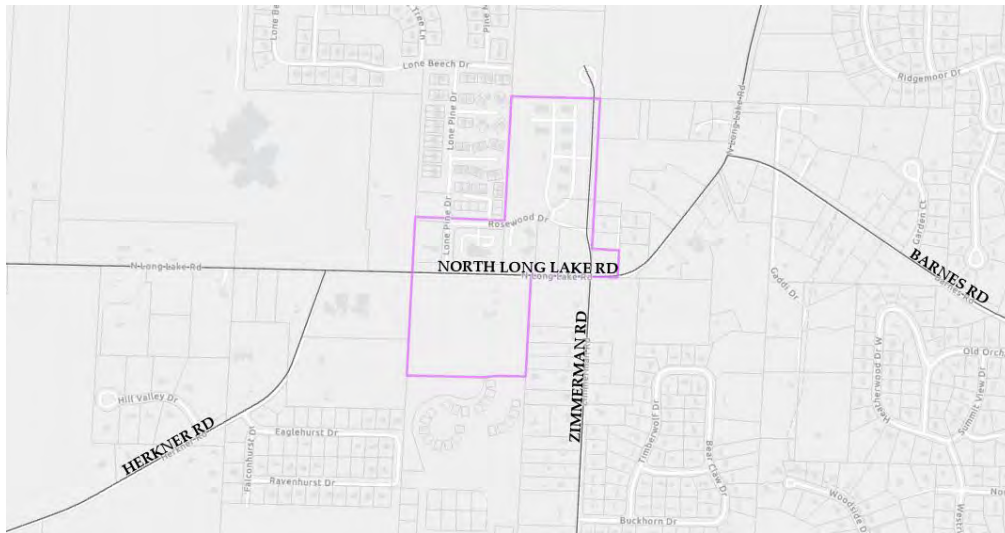
This designation identifies the Grand Traverse Commons Redevelopment District, a jointly planned area established under the authority of the Joint Municipal Planning Act of 2003, as amended. This area is subject to a separate master plan and development regulations administered by the Grand Traverse Commons Joint Planning Commission.

MIXED-USE NEIGHBORHOOD

A mixed-use neighborhood is a node of highly concentrated activity including residential, commercial, and/or public/semi-public uses. Walking infrastructure, such as sidewalks and bike paths, may be in place. Typically centered on prominent roadway intersections, a mixed-use neighborhood serves the daily needs of nearby residents and has the potential to convey a strong sense of place.

BROOKSIDE COMMONS

The Brookside Commons planned unit development set the foundation for a mixed-use neighborhood at the intersection of North Long Lake and Zimmerman Roads. This neighborhood is defined by higher density residential, senior living facilities, offices, and future neighborhood services.



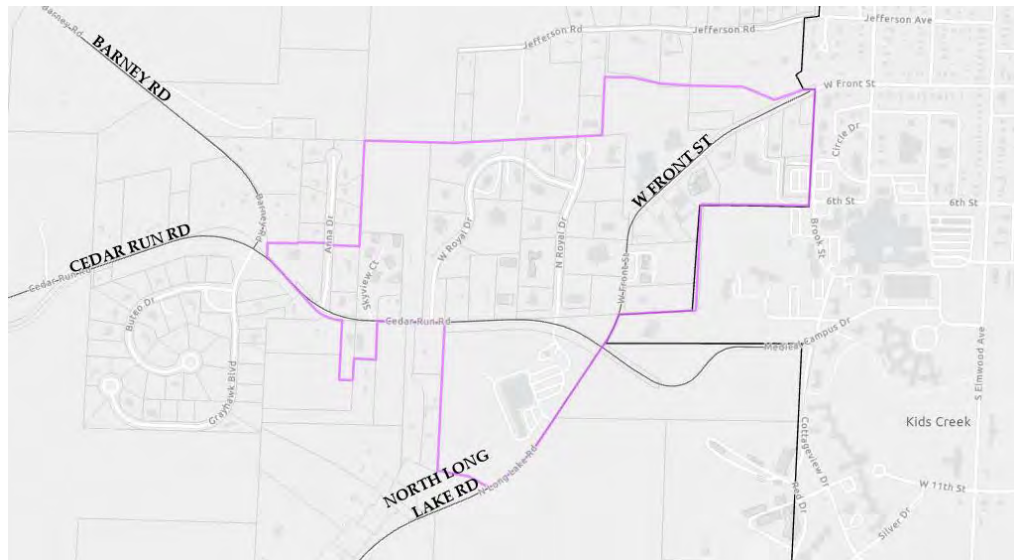
Guiding Principles:

- **Housing.** With available water and sewer service, moderate and high density residential is planned for this mixed-use neighborhood.
- **Neighborhood Services.** Local commercial uses are planned at the northwest corner of North Long Lake and Zimmerman Roads in the Brookside Commons planned unit development.

- **Connectivity.** A future extension of Zimmerman Road to Harris Road is anticipated. Consideration may be made for connecting Barnes Road to Zimmerman Road. Sidewalks are a priority along North Long Lake and Zimmerman Roads to connect immediate residential areas, offices, and schools to neighborhood services.

CEDAR RUN CAMPUS

West of Traverse City and centered on the intersection between Cedar Run and Front Street, the Cedar Run Campus is an established location for medical clinics and offices due to proximity to Munson Medical Center. While medical services are expected to remain in the area, there is an opportunity to incorporate residential uses that support local workforce needs for housing. Neighborhood services are anchored by the Oleson planned unit development which contains a grocery store, restaurant, personal service establishments, and multi-family residential uses.



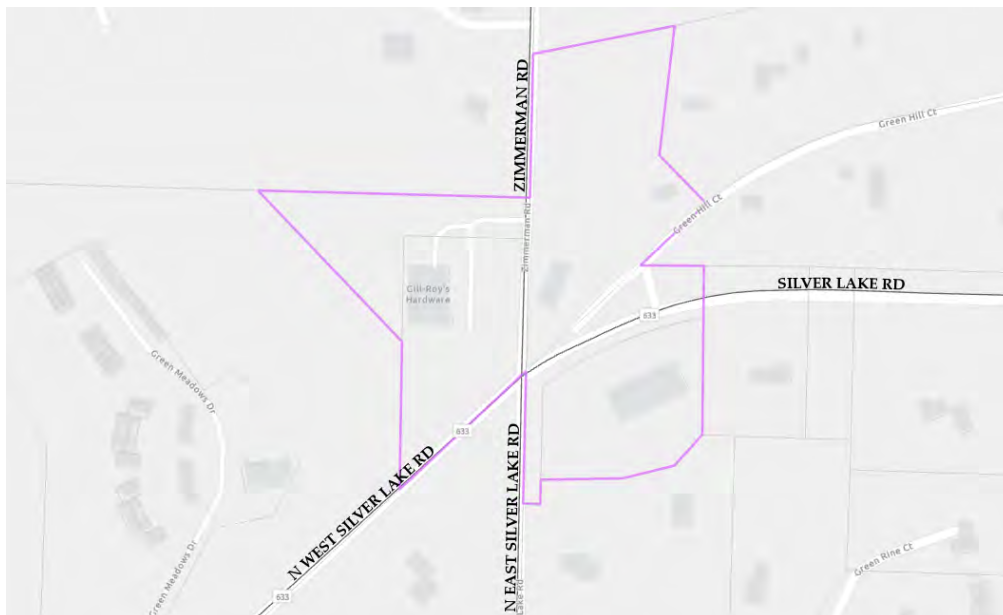
Guiding Principles:

- **Mixed-Use.** Mixed-use development on primary corridors is encouraged including moderate and high density residential with existing medical, office, and local commercial uses. Consideration shall be given to surrounding existing uses, future land use, and site design to determine the compatibility of proposed mixed-use developments. Industrial sites should be transformed to appropriate compatible uses should they become available for redevelopment.
- **Housing.** Housing in this neighborhood should not impede the continued use of medical services and clinics and remain secondary to other development.

- Neighborhood Services. While varied services may be considered, local commercial uses will be limited to the Oleson planned unit development. Automobile-oriented uses, such as drive-through restaurants, shall not be permitted.
- Connectivity. Development throughout the neighborhood will provide connectivity by including sidewalks 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. The neighborhood will support a trail connection between Commons Natural Area and Hickory Meadows. Potential road connections for consideration include a connection between Munson Medical Center and North Royal Drive.
- 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, and architectural character draws new investment, visitors, and residents. Any new buildings in the area shall promote a pedestrian scale, neighborhood character. For streets designed to be walkable, setbacks should be smaller and building placement should be consistent between neighboring sites.

GREEN HILL

The intersection of Zimmerman and Silver Lake Roads has long been known as Green Hill. This area provides immediate neighborhood services for the surrounding residents and functions similarly to a small village center for the surrounding area.

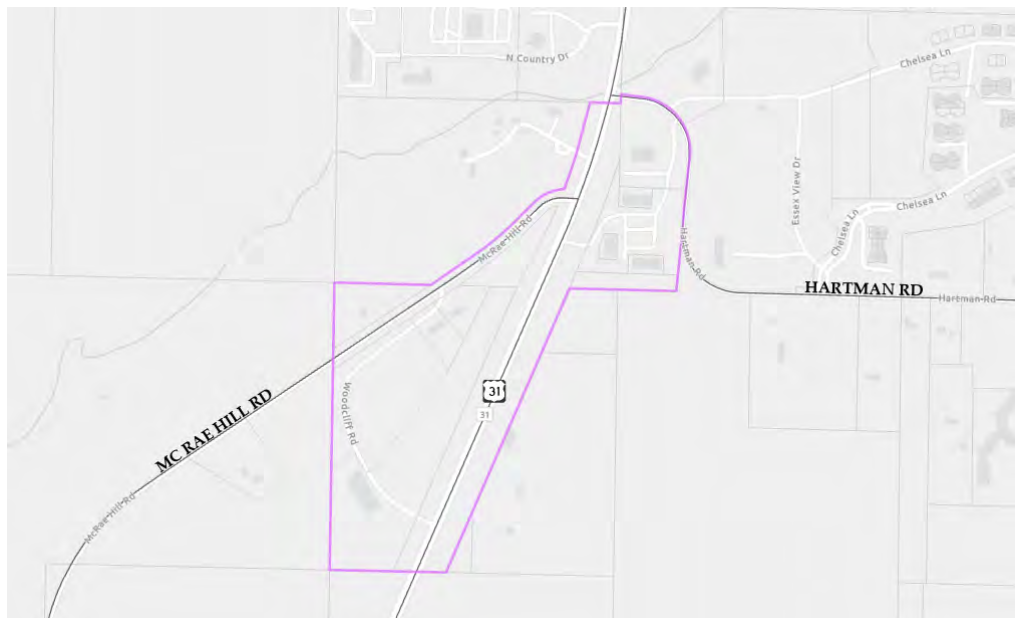


Guiding Principles:

- Neighborhood Services. This area will remain a mixed-use place that offers neighborhood services, that may include a small-scale grocery, pharmacy, personal services, hardware, café, and complementary uses. Reuse of existing structures is encouraged where appropriate and when current design standards are met. New structures should respect the low-density neighborhood commercial character of the node with one to two-story buildings at less than 10,000 square feet. Any new buildings in the area shall promote a pedestrian scale, neighborhood character.
- Infrastructure. Safety improvements to the intersection of Zimmerman and Silver Lake Roads may be considered given the limited visibility and sight lines at the current intersection, as well as the desire for future non-motorized connectivity in this area. Future safety improvements would be coordinated through the Grand Traverse County Road Commission. Sewer and water improvements will support expansion of neighborhood services.
- Connectivity. Non-motorized connections include extension of the Buffalo Ridge Trail to allow access to Silver Lake Recreation Area and a sidewalk connection to the Crown planned unit development.

MCRAE HILL BASE

At the foot of McRae Hill, this mixed-use neighborhood is centered on US 31 at Hartman Road and McRae Hill Road. This area provides a transition from the commercial district to the north to the agricultural and conservation area to the south along US 31.

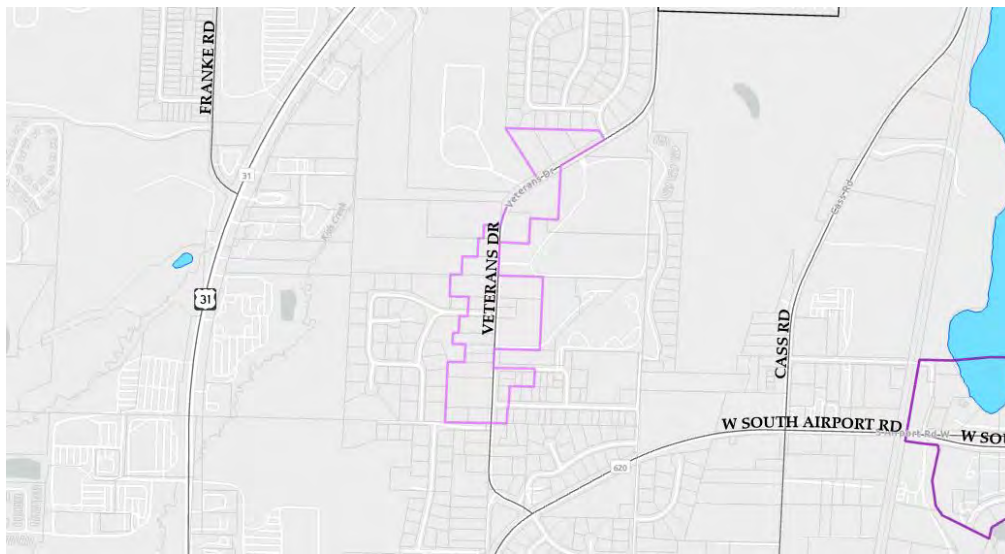


Guiding Principles:

- Mixed-Use. As a transitional area, land uses targeted for this neighborhood include offices, professional services, and moderate density residential. High-density residential may also be considered.
- Connectivity. Future connection between US 31 and Hammond Road is expected with the construction of the Hartman-Hammond bridge. Future non-motorized connections along US 31 and McCrae Hill Road are also supported.
- Viewshed. McCrae Hill is an area with woodlots and open pastures that offers a break from the built development along US 31. McCrae Hill also provides a well-known viewshed that includes line-of-sight views of the Grand Traverse Bay. Protection of the viewshed is a high priority.
- Land Conservation. In addition to the viewshed, protection of the woodlots and open spaces is essential to maintaining the viewshed and the character of this segment of the corridor. Efforts to conserve the land through zoning, conservation easements, and other land protection mechanisms are strongly encouraged.

RENNIE HILL / VETERANS DRIVE

Historically known as Rennie Hill, the original route for US 31, and Ransom Field, the first airport in the area, this mixed-use neighborhood is centered on Veterans Drive from South Airport Road north to the Garfield/Traverse City line. The area includes varied mixed uses including local commercial, office, multi-family residential, single-family residential, and public uses including Garfield Township Hall and Metro Fire Station 11. With lower traffic volumes on Veterans Drive and proximity to Traverse City, this mixed-use neighborhood provides opportunity for a continued mix of lower intensity land uses.



Guiding Principles:

- Mixed-Use. Continue a mix of office, professional services, multi-family residential, and single-family residential uses. Undeveloped land, including portions of Grand Traverse Memorial Gardens cemetery, offers opportunity for new moderate density residential. While zoned land for commercial uses may be permitted to continue, new commercial uses shall not be permitted.
- Connectivity. Bike lanes and sidewalks along Veterans Drive are desired to connect the residential areas in Rennie Hill and south of South Airport Road with commercial businesses on South Airport Road and towards Fourteenth Street in Traverse City.

M-72 / WEST BAY

A small area of Garfield along M-72 meets an existing commercial and office node in Traverse City centered on the intersection of M-22 and M-72. Known as M-72/West Bay, this area provides opportunity for secondary uses such as parking and for future development space that supports the node.



Guiding Principles:

- Mixed-Use. Mixed-use development is encouraged at and near this commercial and office node, including higher density residential, commercial, 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.
- Site Design. Sites are to be designed at a scale that encourages a neighborhood character. Site design will reinforce this character through consistency in building setback and placement, landscaping and planting elements, and other site features.

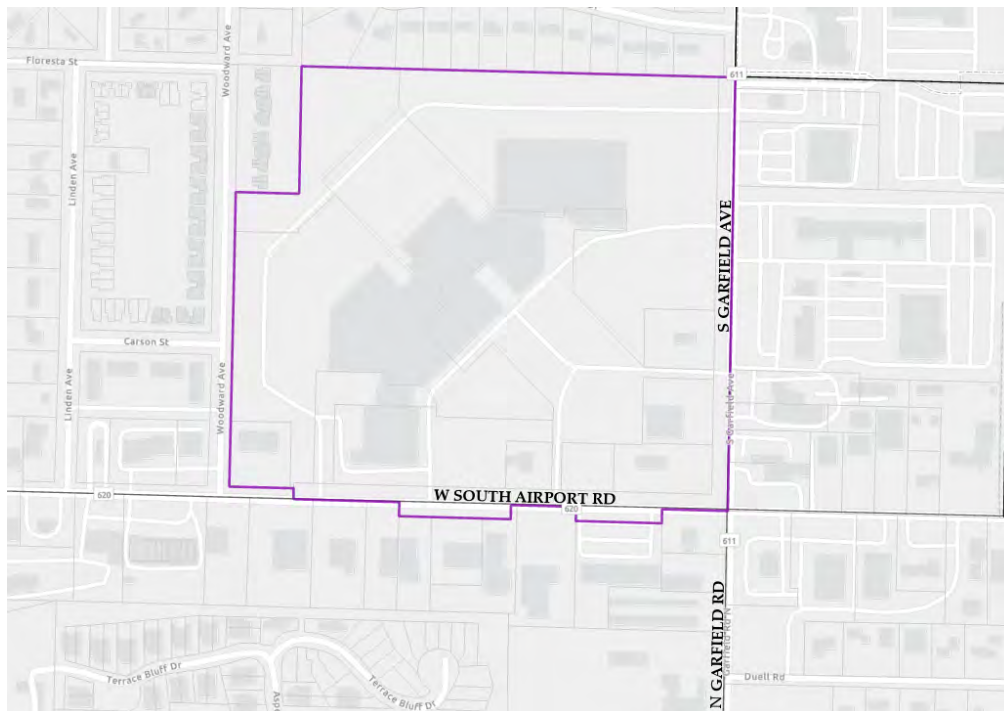
- **Connectivity.** Shared driveways and cross-access easements are encouraged to improve access, connect parking areas, reduce turning conflicts, and improve traffic flow. Sidewalks are encouraged to be constructed to connect to existing sidewalks in Traverse City and the Leelanau Trail.

MIXED-USE CENTER

A mixed-use center is a large district within Garfield with noticeable concentrations of commercial, residential, and/or public/semi-public uses. Mixed-use centers may be further defined by geographic features, access from major roads, and significant infrastructure. Mixed-use centers serve the needs of residents and visitors to Garfield and have the potential to convey a strong sense of place.

CHERRYLAND CENTER

Cherryland Center is located on the east side of the Township at the northwest corner of South Airport Road and Garfield Avenue. It's within the oldest commercial area in Garfield and has a strong linear street connection to Traverse City. The center provides extensive opportunity to continue reinvestment in underutilized property and to accept creative approaches to redevelopment, including the addition of new uses such as residential and entertainment.

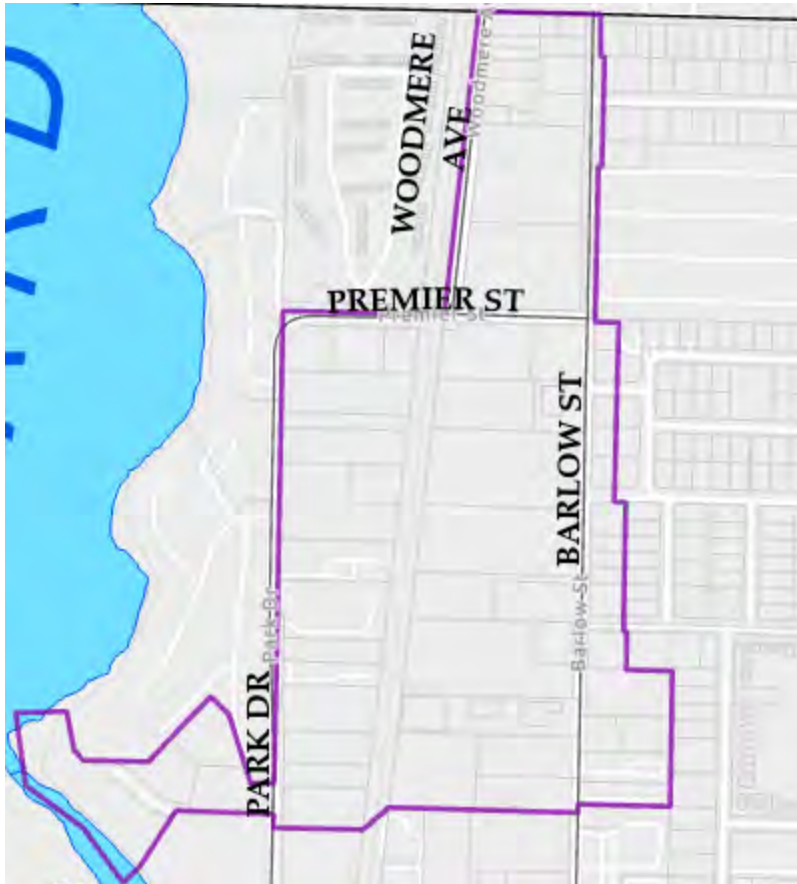


Guiding Principles:

- Mixed-Use. Mixed-use development is encouraged including commercial, higher density residential, entertainment, office, and public gathering spaces. Consideration shall be given to surrounding existing uses, future land use, and site design to determine the compatibility of proposed uses.
- Housing. New housing will allow for a diverse selection of unit types and sizes, which will serve the varied housing needs of Garfield.
- Public Spaces. Development throughout the center will account for public gathering spaces. Establishing these places in either the public realm or within private developments creates a better sense of community and meets the needs of residents and visitors. Improving the overall appearance of the center is encouraged including cleanup of properties, upgrade of infrastructure, and installation of landscaping, sidewalks, and pedestrian scale lighting.
- Site Design. Sites are to be designed at a scale that encourages a neighborhood character appropriate for the center. Site design will reinforce development principles through consistency in building setback and placement, landscaping and planting elements, and other site features. Positive visual aspects of the built environment promote a safe and attractive center for residents and visitors, project community pride, and help maintain a distinctive image.
- 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.
- Connectivity. Development throughout the center will provide connectivity by including sidewalks, internal street connections, cross-access agreements, management of curb cuts, and access to transit services. Currently, a limited number of driveways works successfully in providing smooth access to multiple businesses located at Cherryland Center. This configuration shall be maintained for future development.
- Parking. 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 should also be used whenever possible.

BARLOW PARK

Barlow Park is generally the area north of South Airport Road, between Barlow Street and Park Drive and up to Boon Street. Historically an industrial area along the railroad, Barlow Park could incorporate a mix of uses due to its central location in the urban area and relationship to a variety of surrounding uses.



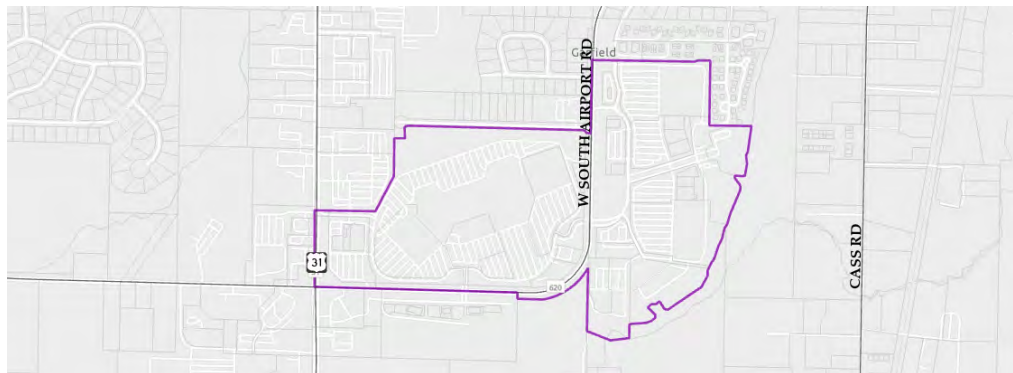
Guiding Principles:

- **Mixed-Use.** This center is mostly light industrial. This designation 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. To provide for a variety of development options, creation of a mixed-use zoning district should be considered to provide flexibility in uses and improved urban design. Low-volume retail commercial uses may be considered only as an accessory use, but otherwise retail commercial uses shall not be permitted. Upper floor residential may also be considered as an appropriate accessory use.

- Housing. Residential options in mixed-use and nonresidential districts should be provided where appropriate, including dwelling units above commercial uses and live-work units.
- Building Placement. The 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 new buildings in the center to promote neighborhood character. For streets designed to be walkable, setbacks should be smaller and building placement should be consistent between neighboring sites.
- Site Design. Sites are to be designed at a scale that encourages a neighborhood character appropriate for the district. Site design will reinforce the development principles through consistency in building setback and placement, landscaping and planting elements, and other site features. Positive visual aspects of the built environment promote a safe and attractive neighborhood for residents and visitors, project community pride, and help maintain a distinctive image.
- Parking. 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.

GARFIELD CENTER

Garfield Center is the primary commercial area of Garfield centered along South Airport Road and primarily east of the intersection with US 31. Grand Traverse Mall and Grand Traverse Crossing are the two major developments comprising this long-standing commercial district that serves local and regional needs.

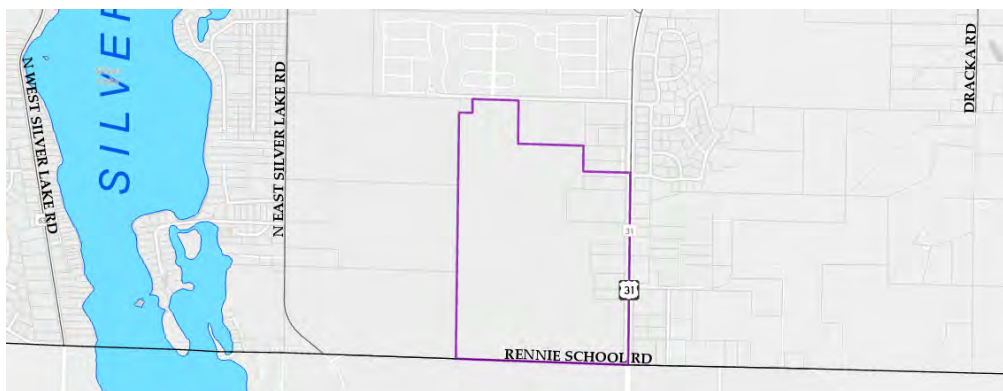


Guiding principles:

- Mixed-Use. Mixed-use development that supplements existing commercial uses and provides diversity of uses, including high density residential, entertainment, offices, and vibrant public spaces. Consideration shall be given to surrounding existing uses, future land use, and site design to determine the compatibility of proposed mixed-use developments.
- Town Center Design. As existing commercial developments become obsolete, repurposed sites are to be designed at a scale that encourages a town center character. Site design will reinforce development principles through consistency in building architecture, massing, setback, and placement, parking location, landscaping and street trees, lighting and planned signage, walkable and bikeable infrastructure, public gathering spaces, and other site features.
- Connectivity. Connectivity within the district will be expanded by including sidewalks and trails, internal street connections, cross-access agreements to allow access between adjacent sites and to manage curb cuts, and connections to transit services.
- Infrastructure. Coordinated construction of public and private infrastructure will support new development and ensure efficient expenditure of resources. It is recommended to create a capital improvement program (CIP) for Garfield Center for public improvements including utilities, walkways, and streets.

RENNIE PLAINS

The area east of US 31 and north of Rennie School Road is an area of light and heavy industrial and commercial uses with outdoor operations, outdoor storage, and outdoor display of recreational vehicles, boats, etc. While the area has space that allows for additional expansion of uses, infrastructure improvements, including water, sewer, and roads, are needed to provide full service to all the uses. A prominent site known as the Oleson Foundation property located west of US 31 provides opportunity for a mixed-use business park development.



Guiding Principles:

- **Mixed-Use.** The frontage along US 31 is intended to be commercial uses, with the interior sites being industrial uses and those commercial uses not requiring visibility. The east side of US 31 contains more intensive industrial uses which may include outdoor operations. The west side of US 31 is intended to be a planned business park design with commercial and light industrial uses. Multi-family residential may also be included along the western edge.
- **Infrastructure.** Future utility connections through Oleson Foundation site with water service. Sewer and water services on the east side of US 31 may be considered. Upgrading of roads and additional roads is also anticipated.
- **Connectivity.** Future motorized connectivity is anticipated to be a north-south public road between Rennie School Road and Meadow Lane Drive and between the public road and Blue Star Drive to the east. Future non-motorized connectivity is anticipated throughout the west side business park and along US 31.

LOGAN'S LANDING

Logan's Landing generally refers to the commercial and office uses at the intersection of the Boardman River Valley and South Airport Road. Most parcels in this area are currently zoned as C-G General Commercial. This center also includes Medalie Park, a county park. This section of South Airport Road splits into a boulevard-type street and has a grassy, vegetated median irrigated and maintained by Garfield.

Non-motorized connections remain a high priority for this node with a need for improved east-west paths and safe pedestrian connection between the Boardman Lake Loop, to the north, and the Boardman River Trail, to the south.

Because of its location in the Boardman River Valley, many areas of this node are within the floodplain which will inhibit development and redevelopment. Furthermore, due to the size of the parcels and proximity to the river, redevelopment and reinvestment will require to be coordinated among the various parcels.



Guiding Principles:

- Mixed Use. Mixed-use development is encouraged such as higher density residential, commercial, office, and entertainment uses. To help facilitate higher density, tall buildings may be appropriate. Consideration shall be given to surrounding existing uses, future land use, and site design to determine the compatibility of proposed mixed-use developments.
- Water Quality. Development shall not harm the water quality of the lake and river. Due to the area’s proximity to the lake and river, appropriate waterfront setbacks should be considered.
- Non-Automobile-Oriented Uses. Due to the area’s proximity to the lake and river, as well as the traffic patterns and limited space for ingress and egress to the sites in this area, automobile-oriented uses such as drive-through uses, vehicle repair centers, gas stations, and car washes would not be considered appropriate for this node.
- Public Spaces. Development throughout the node will account for public spaces including public gathering spaces, bike paths, trails, and recreational areas. Uses that support trail and recreation activity are a priority. Public spaces in the node will accommodate a variety of activities and promote public safety and community identity. The YMCA currently operating at the Boardman Valley Nature Preserve is anticipated to relocate and allow a reduction in the intensity of recreational use in the Preserve.
- Connectivity. Future non-motorized connection of Boardman Lake Loop to the Boardman River Trail. Future improvement of the South Airport Road crossing of Boardman River is expected and may impact redevelopment.

ASHLAND PARK

Ashland Park is a planned unit development located near the intersection of Garfield and Birmley Roads. The development covers 80 acres and currently includes single-family and two-family residential dwellings, offices, commercial uses, a place of worship, and a self-storage facility. Approximately 60 acres remains undeveloped.

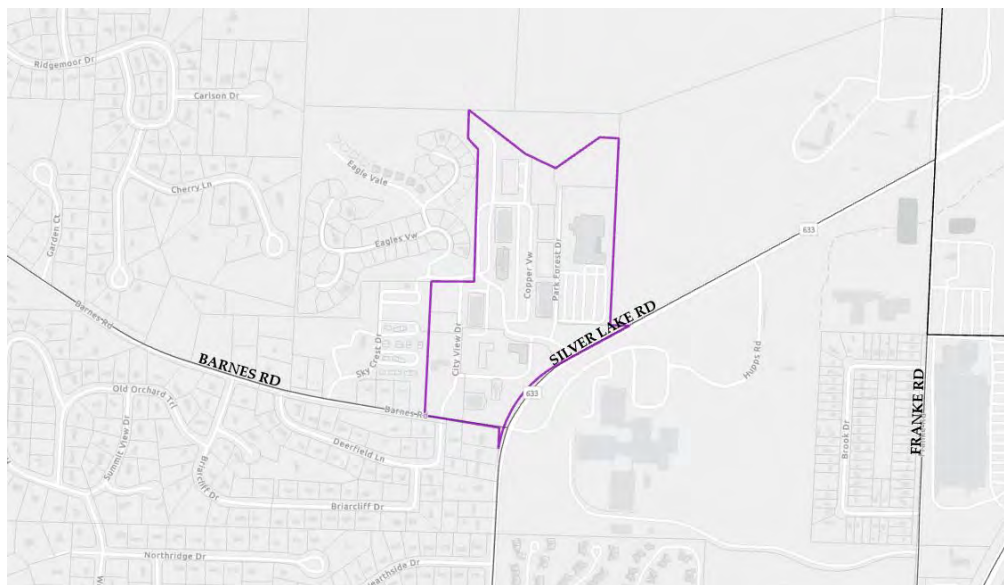


Guiding Principles:

- **Mixed-Use.** Mixed-use development in Ashland Park will include single-family, two-family, and multi-family residential uses combined with continued commercial and office uses. The location provides an opportunity for neighborhood services. Consideration shall be given to surrounding existing uses, future land use, and site design to determine the compatibility of proposed uses.
- **Site Design.** Sites are to be designed at a scale that encourages neighborhood character. Site design will reinforce the original planned unit development principles through consistency in building setback and placement, landscaping and planting elements, and other site features. Positive visual aspects of the built environment promote a safe and attractive neighborhood for residents and visitors and help maintain a distinctive image.

COPPER RIDGE

Copper Ridge is a commercial and residential planned unit development located near the intersection of Silver Lake and Barnes Road. The development includes offices and medical clinics, a surgery center, commercial uses, a place of worship, and single family and multi-family residential uses. The location provides significant views across Garfield and Traverse City and direct access to the Commons Natural Area.



Guiding Principles:

- **Mixed-Use.** Mixed-use development in Copper Ridge will include single-family and multi-family residential uses combined with continued office and commercial uses. Uses that continue to support the medical focus of the mixed-use neighborhood are encouraged. Consideration shall be given to

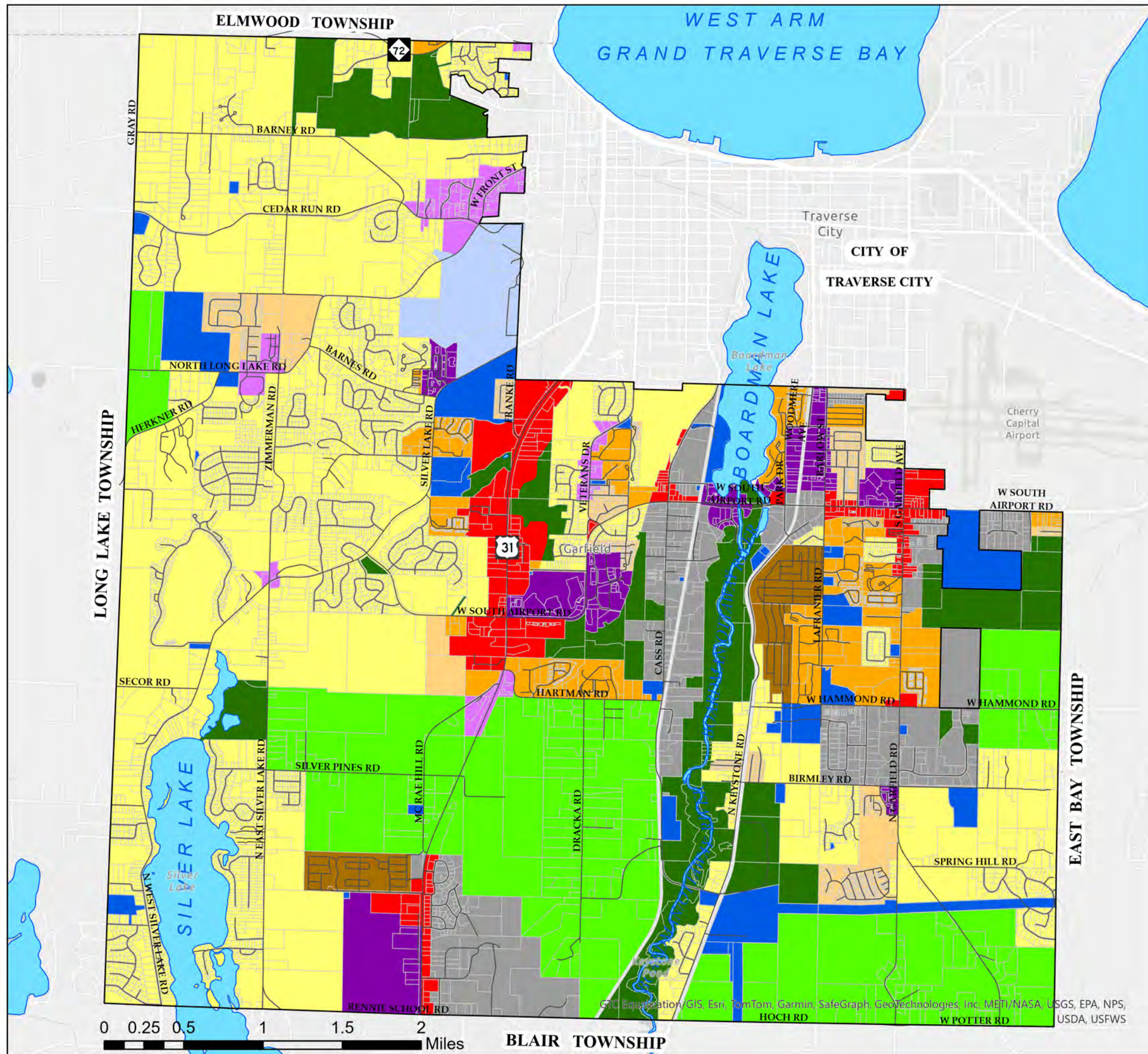
surrounding existing uses, future land use, and site design to determine the compatibility of proposed mixed-use developments.

- Connectivity. Due to its proximity to nearby parks and schools, bike paths and trails shall be continued to link the neighborhood to these destinations.
- Site Design. Sites are to be designed at a scale that encourages neighborhood character. Site design will reinforce the original planned development principles through consistency in building setback and placement, landscaping and planting elements, and other site features. Positive visual aspects of the built environment promote a safe and attractive neighborhood for residents and visitors and help maintain a distinctive image.

BARLOW GARFIELD NEIGHBORHOOD PLAN

Completed in 2020, the Barlow Garfield Neighborhood Plan is Garfield's strategy to help guide future land use, development, and redevelopment for the east side of the township. The Plan is intended to generate a vision and build a sense of place. While under separate cover, the strategic plan and development guidelines in the Plan remain intact, are to be applied to land use decision-making in the neighborhood and complement the goals and objectives of this Master Plan.

Map 4 Future Land Use



Legend

- Future Land Use Designations**
- Agricultural / Rural Residential (<=1 unit/acre)
 - Low Density Residential (1-3 units/acre)
 - Moderate Density Residential (3-6 units/acre)
 - High Density Residential (6-10 units/acre)
 - Mobile Home Residential
 - Mixed Use Center
 - Mixed Use Neighborhood
 - Commercial
 - Industrial
 - Recreation / Conservation
 - Public / Semi-Public
 - Grand Traverse Commons

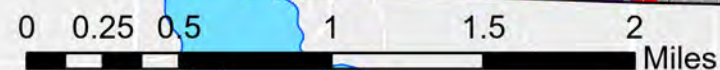
Data Source: Charter Township of Garfield

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



NOT A LEGAL SURVEY

This map is based on digital databases prepared by the Charter Township of Garfield. The Township does not provide any warranty, either express or implied, or accept any responsibility for any errors, omissions, or that the information contained in the map or the digital databases is currently or positionally accurate. Always contact a surveyor to be sure of where your property lines are located.



GIS: Esri, TomTom, Garmin, SafeGraph, Geotechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

MASTER STREET PLAN

There is a relationship between land use and transportation and understanding that each has an impact on the others ability to be sustainable and effective. Planning for land use alone does not result in a complete community. While public roadways in Garfield remain under the jurisdiction of the Grand Traverse County Road Commission and Michigan Department of Transportation, Section 33 of the Planning Enabling Act of 2008 (MCL 125.3801 *et seq.*), states a master plan shall include those subjects that reasonably can be considered as pertinent to the future development of the planning jurisdiction, including all components of a transportation system and their interconnectivity including streets and bridges, public transit including public transportation facilities and routes, bicycle facilities, pedestrian ways, freight facilities and routes, port facilities, railroad facilities, and airports, to provide for the safe and efficient movement of people and goods in a manner that is appropriate to the context of the community and, as applicable, considers all legal users of the public right-of-way. The Act further states that planning may include a “master street plan” for these elements.

It’s imperative that a safe, secure multi-modal transportation system is fully coordinated and effectively serves existing and future land uses. The following narrative provides potential roadway corridor improvements that better coordinate with developed and emerging land uses. This narrative functions as components of a master street plan.

CORRIDORS

Corridors are key linear areas centered on a major road that connects places and supports transportation needs. Corridors are further defined by land uses and land use patterns such as commercial, institutional, office, and/or industrial. These corridors link neighborhoods and centers together within Garfield and beyond.

HARTMAN-HAMMOND

Discontinuous street systems are inefficient and channel traffic onto relatively few points of the transportation network which causes undue congestion. A well-connected street network spreads traffic efficiently, provides greater opportunities for access by service and emergency vehicles, and furthers pedestrian mobility by increasing the number of destinations that can be reached by walking.

Linking Hartman and Hammond Roads with a vehicular and pedestrian crossing of the Boardman River would provide a connection that would improve the transportation network. Efforts to support the connection and maintain efficiency of

the corridor include access management and limiting heavy traffic generating land uses.

In 2019, the East-West Corridor Transportation Study was completed by the Grand Traverse County Road Commission to develop solutions to the growing transportation issues in north-central Grand Traverse County. A Boardman River roadway crossing was identified as a recommended solution.

In 2022, the Road Commission completed a Focused Planning and Environmental Linkages (PEL) study of a potential Boardman River roadway crossing. According to the Focused PEL study, a Hartman-Hammond connection results in the greatest percentage of reduced traffic volumes on South Airport Road and is the best overall traffic network improvement.

Guiding Principles:

- Connectivity. Shared driveways and cross-access easements should be developed to improve access, connect parking areas, reduce turning conflicts, and improve traffic flow through the corridor. Limiting the number of driveways works successfully in providing smooth traffic flow and access to businesses at key locations.
- Mixed-Use. The corridor will continue to permit lower traffic generators including industrial, multi-family residential uses, and a limited amount of neighborhood services. The Township will work with the Grand Traverse County Road Commission and property owners on access management along the corridor.
- Land Conservation. As the future connection between the river crossing and US 31 is determined, the land uses along this portion of the corridor will focus on protection of any viewsheds, preserving woodlots and open spaces, and creating opportunities for parks. The roadway itself would best serve this area in the form of a limited-access boulevard with a landscaped median and non-motorized pathways to maintain the natural character of this segment of the corridor.
- Planned Development. Planned developments shall be utilized and designed to protect the viewsheds associated with this area. Open space developments which cluster buildings and preserve the fields within the viewsheds are considered essential.

SOUTH AIRPORT

West South Airport Road extends from Townline Road at the east edge of Garfield west to Silver Lake Road. The portion of the corridor from Logan's Landing to Townline Road is an area needing operational and aesthetic improvements. With

intersections at Park Drive, Barlow Street and LaFranier Road, and Garfield Avenue, the road provides a critical east-west connector while functioning as a regional business district.

Guiding Principles:

- Mixed-Use. The frontage along US 31 will be commercial uses. Interior sites will be industrial uses and those commercial uses not requiring visibility. The east side of US
- Connectivity. Shared driveways and cross-access easements should be developed to improve access, connect parking areas, reduce turning conflicts, and improve traffic flow through the corridor. Limiting the number of driveways works successfully in providing smooth traffic flow and access to businesses at key locations.
- 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.
- Streetscape Improvements. To build neighborhood character and improve appearance, landscaping and lighting should be provided along the corridor.

US 31

United States Highway 31 (US 31) is a major north–south highway connecting southern Alabama to northern Michigan. From Chums Corner to the south, US 31 meets M-37. The two highways join and run northward through Garfield to Traverse City. While providing an important automobile and truck route, the corridor also provides an important business center serving northern Michigan. The corridor also includes portions of an emerging non-motorized pathway. US 31 in Garfield is a single corridor with three distinct zones, each with their own characteristics, as described by the following:

US 31 - RENNIE SCHOOL ROAD TO MCRAE HILL ROAD

From the Garfield/Blair township boundary to the southern end of McRae Hill Road, this portion of US 31 historically was an agricultural area and over time, commercial and industrial uses were established. Today, the corridor provides spaces for commercial and industrial businesses requiring outdoor storage and outdoor operations.

Guiding Principles:

- Mixed-Use. The frontage along US 31 will be commercial uses. Interior sites will be industrial uses and those commercial uses not requiring visibility. Multi-family residential may be incorporated along the edges of the corridor.

- Connectivity. Shared driveways and cross-access easements should be developed to improve access, connect parking areas, reduce turning conflicts, and improve traffic flow. Using access management to limit the number of driveways works successfully in providing smooth traffic flow and access to businesses at key locations. Frontage roads, including an extension of the existing Oleson Commerce Drive frontage road, are also encouraged as a tool for access management.
- Infrastructure. Development of an internal road systems accessed from state and county roads is expected, including construction of new public streets where appropriate.

US 31 - MCRAE HILL ROAD TO HARTMAN ROAD

From the top of McRae Hill to the base of McRae Hill, this portion of US 31 provides a unique view of Grand Traverse Bay. The slope of McRae Hill is characterized by relatively rugged terrain, springs, streams, wetlands, and a few small tillable fields. While there is existing development to the north and to the south, this moraine is a natural impediment to the outward growth of the urban area. Protection of the face of the moraine from development in this area will act to safeguard an important element of the community character of Garfield.

Guiding Principles:

- Viewshed. McCrae Hill is an area with woodlots and open pastures that offers a break from the built development along US 31. McCrae Hill also provides a well-known viewshed that includes line-of-sight views of Grand Traverse Bay. Protection of the viewshed is a high priority.
- Land Conservation. In addition to the viewshed, protection of the woodlots and open spaces is essential to maintaining the viewshed and the character of this segment of the corridor. Efforts to conserve the land through zoning, conservation easements, and other land protection mechanisms are strongly encouraged.
- Planned Development. Planned developments shall be utilized and designed to protect the viewsheds associated with this area. Open space developments which cluster buildings and preserve the fields within the viewsheds are considered essential.

US 31 – HARTMAN ROAD TO GARFIELD/TRAVERSE CITY LINE

From the base of McRae Hill to the Garfield/Traverse City line, this portion of US 31 combined with Garfield Center is the primary commercial district in Garfield that serves the urban area and northern Michigan. Working to improve this corridor and manage the associated land uses will ensure that traffic flow is managed while providing access to businesses.

Guiding Principles:

- Planned Commercial. This area is occupied by and suited for the development of regional retail sales and service establishments. Continued investment in development and redevelopment of the corridor is encouraged while balancing interaction with the highway, adjacent neighborhoods, and natural features.
- Connectivity. Shared driveways, cross-access easements, and service drives should be developed to improve access, connect parking areas, reduce turning conflicts, and improve traffic flow. By requiring cross access and consolidating driveways, access to businesses from US 31 is easier and results in an improved level of service. Garfield should work with the Michigan Department of Transportation and property owners to advance access management.
- Non-motorized Network. Trails and sidewalks should be built to expand the non-motorized network for the corridor to connect businesses with adjoining neighborhoods and areas. In addition to the main corridor, interior streets and drives should also include sidewalks.
- Identity and Streetscape Improvements. To build corridor character and improve appearance, landscaping and lighting should be provided along the thoroughfare and prominent interior streets. A long-term vision of the corridor may include the conversion of US 31 into a boulevard with median and landscaping.
- Kids Creek Buffer. The US 31 corridor includes branches of Kids Creek. Developments within the corridor shall be carefully reviewed to determine their relation to the creeks and wetlands. Protective setbacks, plantings, and other methods shall be utilized to safeguard Kids Creek.

FUTURE CONNECTIONS

The following are descriptions of potential or desired future road connections in Garfield. Note that these connections are intended to indicate desirable street connections, but that no engineering, design, or exact locations are anticipated within this Plan. A map of potential future road connections is also included.

MANITOU DRIVE EXTENSION

This connection would provide a link between LaFranier Road and Garfield Road at a point about halfway between Hammond Road and South Airport Road. This connection is desirable for allowing more direct access between the LaFranier and Garfield Road corridors and for creating direct access from Garfield Road to the Grand Traverse County campus on LaFranier.

EAST SILVER LAKE ROAD – SOUTH AIRPORT ROAD

The properties behind Sam’s Club west towards East Silver Lake Road have Future Land Use designations of Moderate Density Residential and Low Density Residential, and these parcels are anticipated for future development. Part of the build-out of this area is an anticipated road connection between East Silver Lake Road and South Airport Road, which has potential to also connect to Hartman Road. A non-motorized trail is also envisioned as part of this connection, which would link Silver Lake Recreation Area and the Mall Trail.

STADIUM DRIVE AND BLUE STAR DRIVE

Extensions of Stadium Drive and Blue Star Drive would enable access to the portions of the Rennie Plains area, designated Mixed-Use Center on the Future Land Use Map, which do not have direct frontage on US 31. These road connections are anticipated as part of the future build-out of this area.

LOWE’S – GRAND TRAVERSE MALL

A future connection is encouraged between Lowe’s and Grand Traverse Mall, which would parallel US 31 and provide access to areas behind the US 31 frontage. This connection would enable cross-connection between businesses along US 31 and South Airport Road and allow for travel between some businesses without needing to drive onto those roads.

If this connection is made, the cul-de-sac of Day Drive should be shortened so there is no connection along Day Drive between Lowe’s and South Airport Road. The land uses on Day Drive are entirely single-family residential and Day Drive is not designed to handle cut-through traffic.

RED DRIVE – SILVER DRIVE

A connection between Red Drive and Silver Drive called “Purple Drive” has previously been discussed to potentially improve circulation in the Grand Traverse Commons. Additionally, a non-motorized connection here could potentially link trails in the Grand Traverse Commons Natural Area to the Buffalo Ridge Trail, Boardman Lake Loop, and other regional trails.

ZIMMERMAN ROAD AND BARNES ROAD

The future extension of Zimmerman Road to Harris Road is anticipated in conjunction with the development of surrounding properties. An extension of Barnes Road to Zimmerman Road would also be desirable, and both connections would provide greater access to these corridors without needing to drive on North Long Lake Road.

BARNEY ROAD – HICKORY HILLS

Hickory Hills currently has access only from Randolph Street which is a primarily residential street. Traffic and parking have sometimes been cited as issues during events at Hickory Hills. An additional access drive for Hickory Hills from Barney Road could help address these issues.

CEDAR RUN CAMPUS AREA

The Cedar Run Campus area connects the Cedar Run Road and North Long Lake Road corridors from the west to Front Street towards downtown Traverse City and Medical Campus Drive to Munson Medical Center. Additional road connections may potentially allow for improved access to different parts of the Cedar Run Campus area. These connections could include an extension of West Royal Drive to Front Street and an extension of Sixth Street to Front Street, the latter of which could provide direct access to the entrance of Munson Medical Center.

NON-MOTORIZED PLAN

This section provides the plan for non-motorized facilities in the Township including trails, sidewalks, and on-road routes.

BASIS FOR NON-MOTORIZED PLAN

The random-sample 2022 Community Survey included questions on non-motorized facilities, with respondents generally supporting more facilities and investment in the non-motorized system. More than 50% of respondents chose either “Strongly Agree” or “Agree” with the following statements:

- I want more paved bicycle paths and sidewalks in the area where I live. (63%)
- Garfield should fund the construction of bike paths and sidewalks in the form of a millage, grants, general fund, or other funding sources. (57%)

The Township adopted their Strategic Plan on August 27, 2019 and an amendment on July 14, 2020. The Strategic Plan includes the following goals:

- Parks and Trails – Foster a system of high-quality active and passive parks connected by trails
- Transportation and Infrastructure – Invest in transportation and infrastructure which support high-quality development

In 2023, the Township Board adopted the 2023-2027 Parks and Recreation Master Plan to guide priorities for the Township parks system over the next five years. This plan included details of eight potential non-motorized trails and routes that would connect multiple Township parks to each other as well as to neighborhoods, schools, and other destinations. These projects are identified on the Non-Motorized Plan map and are described by the following:

- Non-motorized facilities along LaFranier Road, Barlow Street, and S. Airport Road to connect the east side of the Township to the Boardman Lake Loop
- A connection from Miller Creek Nature Reserve to Boardman Valley Nature Preserve via the TCAPS Sabin Data Center site, across Cass Road, and along Dairy Square
- A shared-use path along S. Airport Road to connect the Mall Trail and Miller Creek Nature Reserve
- An extended nature trail and a shared use path along S. Airport Road and Cass Road to connect Miller Creek Nature Reserve with the Boardman Lake Loop
- An extension of Buffalo Ridge Trail (Phase 3) along Silver Lake Drive and East Silver Lake Drive to connect Kids Creek Park and Silver Lake Recreation Area with several nearby neighborhoods

- A mountain biking trail known as Traverse Ridge Trail, starting at the Grand Traverse Commons Natural Area at North Long Lake Road and connecting to Hickory Meadows via Cedar Run Road and Barney Road
- A non-motorized route, with trails and on-road segments, connecting West Middle School and West Senior High via N. Long Lake Road, Meadow Valley senior living, Zimmerman Road, Westchester Commons, and Wyatt Road
- A trail connecting Silver Lake Recreation Area and Mall Trail along S. Airport Road and through a currently undeveloped site behind Sam's Club

WALKABILITY AND COMPLETE STREETS

In 2013, the Township Board adopted a "Complete Streets" resolution. The concept of "Complete Streets" means roadways that are planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient, multi-modal movement across the community.

IMPLEMENTATION

Garfield uses several strategies and resources to advance non-motorized facilities in the Township, including the following:



- Garfield has applied for and received funds from grant programs such as the Michigan Natural Resources Trust Fund (MNRTF) for non-motorized facilities within parks and for regional trails.
- The Township collaborates with community groups including TART Trails, Inc. to advance shared interests that benefit the people of Garfield.
- Garfield requires non-motorized improvements as part of new development and redevelopment of parcels in the Township, in accordance with the Non-Motorized Plan and map. This requirement is included in the development standards (Article 5) of the Township Zoning Ordinance.

Implementing the Non-Motorized Plan will require collaboration with MDOT and the County Road Commission. Facilities such as trails and sidewalks are typically within the public road right-of-way, which is owned by either MDOT or by the County Road Commission. Other facilities such as bike lanes or bikeable shoulders are located on or adjacent to the roadway. These facilities could be added where feasible during road construction or resurfacing projects if planned for in advance.

The Township also intends on coordinating where feasible with these two agencies on access management, including consolidation of driveways. Driveway consolidation benefits non-motorized transportation by reducing conflicts between people walking or biking and people driving.

Map 6 Non-Motorized Plan

Legend

-  Township Boundary
- Non-Motorized Plan**
- Type**
-  On-Road Routes
-  Shared-Use Pathways
-  Sidewalks
-  Nature Trails

This map shows the major non-motorized routes in Garfield Township. This map shows both the existing and proposed non-motorized facilities and depicts a theoretical complete network of these facilities including on-road routes, shared-use pathways, sidewalks, and nature trails.

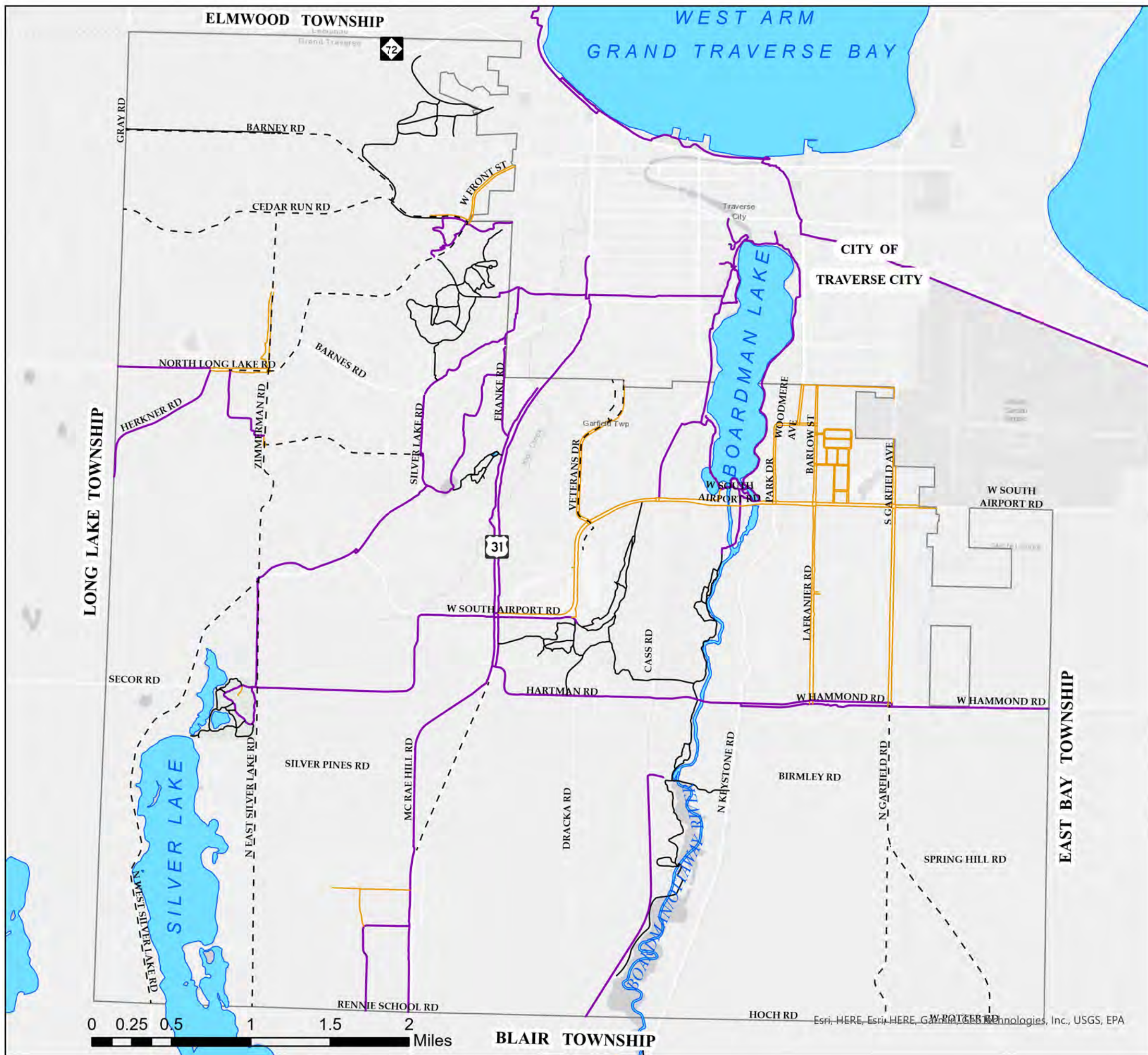
Please also see Map 23, Existing Non-Motorized Network in Garfield, in the Appendix for a map showing only existing non-motorized facilities, including the above facility types along with internal walkways within developments.

Data Source: Charter Township of Garfield

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



This map is based on digital databases prepared by the Charter Township of Garfield. The Township does not warrant, expressly or impliedly, or accept any responsibility for any errors, omissions, or that the information contained in the map or the digital databases is currently or positionally accurate.



Esri, HERE, Esri, HERE, Garmin, DeLorme, GeoEye, IGN, GeoEye, Inc., USGS, EPA

III. GOALS & OBJECTIVES

To achieve the future vision, goals and objectives have been established. Goals are general statements concerning an aspect of the desired ultimate physical, social, and economic environment in Garfield. Goals set the tone for development decisions in terms of the desired quality of life. Objectives express the kinds of actions that are necessary to achieve the stated goals. The following goals and objectives clarify the specific position on important issues and provide the foundation for courses of action for Garfield to undertake.

Each objective is numbered to allow for reference, but there is no prioritization order implied. The objectives match those listed in the implementation matrix.

NATURAL RESOURCES

The Boardman-Ottaway River Valley and Silver Lake are the most prominent natural features within Garfield. The Boardman-Ottaway River flows north through Garfield before flowing into Boardman Lake, which subsequently enters the City of Traverse City before emptying to the West Arm of Grand Traverse Bay. The River and Lake divide Garfield from east to west with roughly one-quarter of Garfield’s geographic area lying to the east. Several tributaries in the river watershed located in Garfield include Miller Creek, Jack’s Creek, and Kids Creek. Mitchell Creek in the east part of Garfield flows directly to the East Arm of Grand Traverse Bay. Located in southwest Garfield, Silver Lake is a 600-acre lake with an average depth of 23.4 feet.

Topographic elevations fall from a high point of about 1,100 feet above sea level in the west of Garfield, to roughly 600 feet within the Boardman-Ottaway River Valley, before rising once again to over 900 feet above sea level in the southeast corner of Garfield. Prior to settlement, Garfield land was covered in beech, sugar maple, and hemlock forest with wetland areas covered by conifers and cedars.

Garfield has extensive wetlands and hydric soils that provide community benefit but are often impacted by development. The wetlands provide natural water quality improvement, flood protection, shoreline erosion control, and opportunities for recreation and aesthetic appreciation. Wetlands are generally regulated by the Michigan Department of Environment, Great Lakes, and Energy and buffer requirements by the Garfield Zoning Ordinance.

Michigan's energy system is comprised of generating plants, transmission lines, and distribution facilities. The Michigan Public Service Commission is responsible for utility regulation for generation and distribution functions in the state of Michigan. For Garfield, electric service is provided by Cherryland Electric Co-op, Consumers

Energy, and Traverse City Light and Power, while natural gas service is provided by DTE Energy. Private companies also provide propane gas service.

Growth and development present challenges toward protecting natural resources, including water, air, and preservation of open space and prime farmland. Garfield's policies and investments focus on protecting and restoring natural resources, building and site efficiency, agriculture land protection, and improving the resiliency of the community.

GOALS AND OBJECTIVES

NATURAL ENVIRONMENT

Goal 1: Promote natural environment protection in a planned and strategic manner.

Objectives:

- 1.1. Make environmentally conscious decisions in review of development applications or zoning policy considerations.
- 1.2. Create an interconnected network of natural areas and protect environmental assets through parkland acquisition or, when feasible, require developments to set aside lands that provide usable open space.
- 1.3. Protect the vistas and views along rivers and lakes, and limit building placement and clearing of vegetation along surface waters.
- 1.4. Facilitate context-sensitive development and redevelopment through review processes that support a healthy balance between the built and natural environments.
- 1.5. Collaborate with environmental interests to improve the health of the environment.
- 1.6. Require the incorporation of native plantings in required landscaping for commercial, multi-family, and industrial developments.

WATER QUALITY

Goal 2: Make water system improvements and support environmental conservation efforts to protect water quality.

Objectives:

- 2.1. Protect streams, wetlands, and water bodies from direct or indirect stormwater runoff or other encroachments through setback requirements, development review, and enforcement of the stormwater ordinance.
- 2.2. Promote low-impact stormwater management design including infiltration planters, rain gardens, bioswales, permeable pavement, etc.

- 2.3. Update stormwater ordinance and include green infrastructure incentives and requirements.
- 2.4. Maintain good water quality for Silver Lake by addressing threats to water quality and the overall value of the lake including excessive nutrients from fertilizers, pollutants, sediment, and invasive species.
- 2.5. When appropriate, provide sanitary sewer service to the areas around Silver Lake to eliminate reliance on septic systems and protect the lake's water quality.
- 2.6. Protect, restore, and enhance water quality by maintaining and applying natural vegetative buffers, managing stormwater and reducing erosion, and controlling the spread and introduction of invasive species.

ENERGY

Goal 3: Support energy efficiency and conservation, and sustainable building practices and products.

Objectives:

- 3.1. Improve municipal facility performance whenever possible.
- 3.2. Support installation of energy generation from renewable resources, including wind, solar, and geothermal.
- 3.3. Emphasize building re-use and flexibility of uses whenever feasible.
- 3.4. Direct development towards areas with access to existing roads, pathways, water, sewers, and other infrastructure within or contiguous to existing development.

AGRICULTURAL LAND

Goal 4: Preserve prime and unique farmland and maintain agricultural character.

Objectives:

- 4.1. Support farmers and agricultural landowner efforts to grow products.
- 4.2. Encourage the preservation of agricultural land by encouraging infill development and promoting density in areas already served by public infrastructure.
- 4.3. Support agritourism uses, including farm markets, u-pick operations, on-farm retail, farm-stays, and small events in the agricultural areas, particularly in the southeast Garfield (Spring Hill) area.

PARKS AND TRAILS

Garfield owns and maintains seven parks comprising nearly 600 acres. The Garfield Parks and Recreation Master Plan provides a road map for parks and recreation decisions with the Parks and Recreation Commissions providing recommendations on improvements. In addition to Garfield parks, there are numerous other parks owned and managed by other entities, including the Charter Township of Garfield and City of Traverse City Recreational Authority, Grand Traverse County, the City of Traverse City, and the Grand Traverse Regional Land Conservancy. Altogether, over 1,500 acres of public land is available for outdoor enjoyment, with many of these parks also serving a key function in the existing and planned non-motorized network.

Parks, trails, and easy access to the outdoors provide Garfield residents with peace of mind. Open space areas also provide relief from the hardscape-built environment and create rural elements in Garfield's character. Commitment by Garfield to its parks and open spaces remains a priority to retain a high quality of life for residents and visitors to the area.

GOAL AND OBJECTIVES

Goal 5: Foster a system of high-quality active and passive parks connected by trails.

Objectives:

- 5.1. Fund, operate, and maintain parks in a way that gives people the amenities they need in a safe and clean park environment and that encourages a healthy lifestyle.
- 5.2. Establish corridors of undeveloped land preserved for recreational use or environmental protection.
- 5.3. Improve accessibility to parks by building a connected system including trails, bike paths, sidewalks, roadways, and transit.
- 5.4. Continue to update natural resource inventories and maps to provide context in development reviews, zoning policy considerations, and planning efforts.
- 5.5. Regularly update the Parks and Recreation Master Plan.
- 5.6. Update and maintain a non-motorized transportation plan for sidewalks, bike paths, nature trails, and bike lanes.
- 5.7. Update zoning requirements for pedestrian circulation and non-motorized transportation.
- 5.8. Support conversion of rail lines to non-motorized trails.

HOUSING

Garfield and the other communities in Grand Traverse County have long recognized a significant unmet demand for housing. Residents are faced with limited housing options. Businesses recognize that the lack of housing impacts their ability to attract and retain employees. This challenge is compounded by an increasing permanent population and increased demand for short-term rentals. Furthermore, the construction workforce needed to build new housing dropped in the Great Recession and has not been replenished. The result is a diminished housing supply and high-priced homes.

Considerations to increase housing availability in Garfield include the following:

- New residential development areas. Areas served by infrastructure or near infrastructure can provide suitable locations for new housing.
- Home ownership. With a home purchase comes the pride of ownership and the sense of belonging in a community where one has a financial stake in the neighborhood. Encouraging and promoting opportunities for home ownership fosters stable housing and economic benefit to residents.
- Starter homes. Starter homes, a smaller, entry-level home in the lower price range, offer easier access into homeownership at a more affordable cost.
- Moderate density housing. Moderate density housing, including duplexes, triplexes, quadplexes, townhouses, and small apartment buildings, are not as easily permitted under current zoning when compared to single-family detached homes. Easing zoning requirements on how and where moderate density housing is permitted would work them into existing neighborhoods and blend them with new construction.
- Accessory dwelling units. An accessory dwelling unit (ADU) is a small residence that shares a single-family lot with a larger, primary dwelling. This traditional home type is re-emerging as an affordable and flexible housing option that meets the needs of older adults and young families alike.
- Housing allowed by right. Other than single family detached homes and duplexes, housing with three units or more requires planning commission approval. Once the Master Plan is adopted and updated zoning requirements are in place, most housing could be administratively approved. This approach can streamline the process required by homebuilders and developers.
- Incentivized housing construction. The most common incentive for housing is the ability to build increased density along with other reductions in site development standards and requirements. A payment in lieu of taxes (PILOT) ordinance also provides for housing for citizens of low income. Michigan legislation now permits additional incentives for housing, including allowing local governments to use payment in lieu of taxes agreements for

developments that are not applicants for state or federal tax credits and to establish residential facility districts used to provide tax abatements for qualified residential facilities. Application of housing incentives may offset the cost of constructing housing units.

In the adopted Township Strategic Plan, the Housing goal states, “provide for a balance of housing choices with a variety of housing types.” This goal is a foundation for expanding the role of the Master Plan in advancing the opportunity for the construction of new housing in Garfield.

GOAL AND OBJECTIVES

Goal 6: Provide a balance of housing choices with a variety of housing types.

Objectives:

- 6.1. Promote areas for new single-family homes, particularly starter homes.
- 6.2. Expand water and sewer infrastructure and extend streets where necessary to support development for higher density residential development.
- 6.3. Identify additional approaches to permit attached, moderate density housing such as townhomes, duplexes, triplexes, and quadplexes in residential and mixed-use zoning districts.
- 6.4. Increase the opportunities for moderate density housing in areas served by existing and planned water and sewer infrastructure, including Barlow Garfield, LaFranier Hill, Spring Hill, and Northwest Garfield districts.
- 6.5. Alter zoning standards and requirements for housing, including creating districts that allow for mixing of residential uses with non-residential uses, establishing definitions for housing types not currently identified, providing for smaller residential lot sizes in certain districts, adjusting minimum requirements for dwelling units per acre, and streamlining permitting processes where feasible.
- 6.6. Consider inclusion of accessory dwelling units (ADUs) based on market demand and locations served by existing and planned water and sewer infrastructure.
- 6.7. In addition to current payment in lieu of taxes (PILOT) housing ordinance, consider additional incentives that offset the cost of constructing housing units.
- 6.8. Foster home ownership through streamlining requirements, incentives, partnerships, and other means.
- 6.9. Increase residential density in northwest Garfield from one unit per acre up to six units per acres due to increased utility services and proximity to the urban area.

TRANSPORTATION AND INFRASTRUCTURE

Streets and roads in Garfield are under the jurisdiction of the Grand Traverse County Road Commission, Michigan Department of Transportation, or private owners. Due to its prominence in a regional urban area, demands on the transportation system in Garfield can be considerable. This situation is complicated by the Boardman-Ottaway River with limited bridge crossings and the Grand Traverse County population that increases by 69% in the summer months due to tourism. The development of well-connected, well-designed streets and roads provides for safe vehicular and pedestrian traffic; creates livable residential and commercial environments; provides economic use of land, construction, and maintenance; ensures safe and efficient access to property; and reduces total impervious surface and associated stormwater runoff. Access management standards for roads further serve to manage higher volumes of regional traffic and preserve their functionality and safety.

The Traverse Transportation Coordinating Initiative (TTCI) is the coordinating body for representatives from communities and implementing agencies within the Traverse City-Garfield, MI Urban Area to plan and implement future transportation projects under the Metropolitan Planning Organization (MPO) format. An MPO is a federally mandated and federally funded transportation policy-making organization that is made up of representatives from local government and governmental transportation authorities.

The non-motorized transportation system in Garfield is available in limited development areas and parks, but most areas either lack facilities or are fragmented. A fully developed non-motorized transportation system of trails, pathways, and sidewalks connects activity nodes such as neighborhoods, schools, libraries, shopping, and recreation areas; promotes safe travel; provides recreational opportunities; and enhances community character and livability.

Garfield owns and operates an extensive municipal water and sanitary system that serves most commercial developments, industrial corridors, and formally developed residential neighborhoods. This system is expanded on an as needed basis to serve and support development needs.

Garfield does not have an extensive stormwater drain system, though some infrastructure exists on heavy arterial roads such as US 31 and Garfield Avenue. Generally, stormwater management occurs through on-site infiltration basins and is required through enforcement of a stormwater control ordinance. The implementation of best management practices is encouraged to improve filtration of accumulated debris and chemicals that could adversely affect water quality.

GOALS AND OBJECTIVES

STREETS AND ROADS

Goal 7: Support the improvement, maintenance, and connectivity of streets and roads.

Objectives:

- 7.1. Plan for land uses within corridors by orienting buildings toward the road, keeping parking areas to the side or rear, incorporating cross-access between parcels, limiting driveways, and clustering development and including a mix of land uses.
- 7.2. Require traffic impact reports as appropriate to address land use development impacts on streets and roads.
- 7.3. Support street and road designs consistent with the character of the community.
- 7.4. Improve road network connectivity and cross-access circulation through development and site condominium review.
- 7.5. Plan for the Hartman-Hammond corridor crossing of the Boardman-Ottaway River with complimentary future land uses and preservation of open spaces.
- 7.6. Continue access management requirements, including controlling access location, design, spacing, and operation, and coordinate their application with the Grand Traverse County Road Commission and the Michigan Department of Transportation. Specifically, access management plans are desired for key corridors including the South Airport Road corridor from Cass Road to Townline Road, and the US 31 corridor from Hartman Road to the Township/City line, or others to be identified in the future.
- 7.7. Regulate commercial and industrial driveway and alleys.
- 7.8. Maintain and enforce street and road design standards.
- 7.9. Work with the Grand Traverse County Road Commission to prioritize and organize improvements, including coordinating development of an asset management plan.
- 7.10. Enable access to land uses while maintaining roadway safety and mobility through controlling access location, design, spacing and operation on key corridors.
- 7.11. Expand needed public and private street connections and sidewalk and pathway connections through collaboration with the Grand Traverse County Road Commission, the Michigan Department of Transportation, property owners, and private developers.
- 7.12. Actively participate in TTCI through representation on its policy and technical committees.

PARKING AND SIDEWALKS

Goal 8: Establish a coordinated, efficient, and attractive system of pathways, sidewalks, and parking areas.

Objectives:

- 8.1. Develop, maintain, and implement a non-motorized transportation plan for improved pedestrian and bicycle circulation.
- 8.2. Support conversion of rail lines to non-motorized trails.
- 8.3. Maintain and enforce parking area standards, including landscaping, loading, and stormwater management.
- 8.4. Coordinate construction of non-motorized infrastructure with road improvement projects.

WATER AND SANITARY SEWER

Goal 9: Improve, expand, and maintain critical water and sewer infrastructure.

Objectives:

- 9.1. Support long term asset management of water and sewer infrastructure, including major equipment replacement, upgrades to infrastructure to accommodate system demands and/or deficiencies.
- 9.2. Plan for new land use development areas to be served by water and sewer.
- 9.3. Direct development to areas which are served by adequate facilities which can support higher density and mixed uses.
- 9.4. When appropriate, provide sanitary sewer service to the areas around Silver Lake to eliminate reliance on septic systems and protect the lake's water quality.

STORMWATER

Goal 10: Establish requirements for stormwater management to reduce flooding, protect people and property, and support healthy streams and rivers.

Objectives:

- 10.1. Require on-site stormwater management measures for the retention, detention, and distribution of stormwater in a manner that minimizes the possibility of adverse impacts on both water quantity and water quality during development.
- 10.2. Require best practices for stormwater management through development review.
- 10.3. Encourage the use of low-impact stormwater management design techniques (rain gardens, bio swales, permeable pavement, etc.), especially in areas adjacent to environmentally sensitive areas or in circumstances where water is proposed to be redirected into environmentally sensitive areas.
- 10.4. Consider options for shared stormwater retention basins and stormwater management districts which allow for consolidation of stormwater management.

ECONOMIC DEVELOPMENT

The Grand Traverse region is the economic hub of Northern Michigan, of which Garfield plays an important part in the economic activity by providing a home to major employers and a significant labor force. With 13,484 jobs in Garfield, the top three industries are retail trade, health care and social assistance, and manufacturing. A highlight of top employers by number of employees includes Sara Lee Frozen Bakery (wholesale baked goods), Britten, Inc. (banners and building wraps), Skilled Manufacturing, Inc., (automotive, aerospace, and specialty manufacturer), and RJG, Inc. (plastic injection molding).

There are 7,726 workers residing in Garfield. Of those workers, 80% travel outside Garfield for employment while 20% stay for work. For those workers, the top three industries are health care and social assistance, accommodation and food services, and retail trade.

Garfield contracts with Traverse Connect, the lead economic development organization for the region, to aid in business attraction and retention and assist in planning for economic growth.

GOAL AND OBJECTIVES

Goal 11: Encourage a diverse and stable economic base.

Objectives:

- 11.1. Recognize that the quality of place is an economic driver by promoting Garfield as an attractive place to live and work, by improving parks, expanding trails, and other community infrastructure.
- 11.2. Improve the physical appearance of business districts through development reviews.
- 11.3. Continue to implement an attraction and retention strategy for businesses and economic growth.
- 11.4. Plan and zone for mixed-use commercial centers and efficient reuse of existing buildings and sites.
- 11.5. Promote and encourage tools, such as brownfield redevelopment financing and the Opportunity Zone, to help incentivize investment for redevelopment and new development in areas of economic need.

PUBLIC SAFETY

According to the 2022 Township Community Survey, nearly 70% of residents of Garfield identified safety and security as the most satisfying aspect related to quality of life. Garfield has consistently made public safety a priority in providing the essential services including police, fire, and ambulance / emergency medical services.

Police protection is provided by the Grand Traverse Sheriff's Department. As part of the road patrol division, Garfield contracts with the Sheriff's Department to provide five Community Police Officers (CPO).

The Grand Traverse Metro Emergency Services Authority (Metro Fire) provides services to Garfield, the Charter Township of East Bay, and Acme Township. The Authority has station captains that oversee 30+ fire service personnel (full time and part time) working out of five stations, including two stations in Garfield: Station 11 on Veterans Drive and Station 12 on East Silver Lake Road, adjacent to Silver Lake Recreation Area.

Ambulatory services are provided by Mobile Medical Response (MMR) which offers ground transport for critically ill and injured patients.

According to Munetrix, a municipal data service, crime incidents in Garfield dropped from 3,031 incidents in 2009 to 2,168 incidents in 2019. Traffic crash statistics have generally increased from 789 accidents in 2009 to 904 accidents in 2019.

By its location in northwest lower Michigan, Garfield is generally a safe place to live related to natural hazards when compared to other communities across the nation. According to the FEMA National Risk Index for Natural Hazards, the Risk Index rating of 39.39 is very low for Grand Traverse County when compared to the rest of the United States. Risk Index scores are presented as a composite score for all 18 hazard types, as well as individual scores for each hazard type. The top three hazard types are winter weather, lightning, and hail.

Garfield is a participant in the Grand Traverse County Natural Hazard Mitigation Plan which outlines the options to reduce damage and impacts from natural and technological hazards. Top priorities for mitigation strategies are as follows: floods; thunderstorms and high winds; extreme winter weather (snow load and ice buildup); wildfire/urban interface; shoreline erosion; lightning, extreme temperatures, and drought; and pandemic and invasive species.

GOAL AND OBJECTIVES

Goal 12: Support collaborations which promote public safety.

Objectives:

- 12.1. Collaborate with Metro Fire and law enforcement on land use development reviews.
- 12.2. Improve municipal water service that supports fire protection in new developments.
- 12.3. Participate in planning efforts to mitigate natural hazards.
- 12.4. Provide facilities necessary for high quality public safety services.

IV. IMPLEMENTATION

Once adopted, this Plan becomes a guide for directing resources and efforts toward making the future vision a reality. The Zoning Plan and Implementation Matrix are two primary action methods.

ZONING PLAN

The Zoning Plan connects the future land use designations in the Master Plan to the zoning classifications in the Zoning Ordinance. According to the Planning Enabling Act of 2008, as amended, a master plan shall include “subjects that reasonably can be considered as pertinent to the future development of the planning jurisdiction” including “For a local unit of government that has adopted a zoning ordinance, a zoning plan for various zoning districts controlling the height, area, bulk, location, and use of buildings and premises. The zoning plan shall include an explanation of how the land use categories on the future land use map relate to the districts on the zoning map.”

The Zoning Plan is included on the following pages.

Future Land Use Designation	Current Zoning	Zoning Ordinance District Intent	Potentially Compatible District	Considerations for Rezoning to Potentially Compatible Districts
Agricultural / Rural Residential (>1 units per acre)	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 – Rural Residential R-1 – One-Family Residential	The A – Agricultural district is the lowest density district in the Township and is compatible with the Agricultural / Rural Residential future land use category. Due to the strong desire of the Township to maintain agricultural areas when practicable, land designated as Agricultural / Rural Residential should generally remain in the A – Agricultural or R-R – Rural Residential zoning districts. However, zoning to another district such as the R-1 – One-Family Residential district may be appropriate, particularly where the land is not considered high value farmland or there is no active farming taking place, where utilities such as water and sewer are available, where the land is close to nearby amenities, and where residential uses are compatible with surrounding land uses.
	R-R – Rural Residential	The R-R (Rural Residential) districts provide areas for predominantly low density one family residential dwelling units that will harmonize with the natural resource capabilities of the Township. The districts are intended to be semi-rural in character and include areas of the Township where: (1) public water and sewer facilities are not now available and are likely to remain without services indefinitely; and (2) natural resources and environmental conditions, such as hillsides, scenic areas, wetlands and shorelands, tend to make more intensive types of urbanized development destructive to environmental values.	A – Agricultural	The R-R district is the lowest density residential district in the Township. The R-R district is generally compatible with adjacent agricultural areas.
Low Density Residential (1-3 units per acre)	R-1 – One-Family Residential	The R-1 (One Family Residential) districts provide areas for low to medium density one family residential dwelling units. The districts include areas of existing one family developments as well as areas within which such development appears likely and desirable. They are intended to encourage more intensive development in and near the core areas of the township with less intensive development moving outward towards the more rural and remote areas of the township. The R-1 districts are designed to encourage a suitable neighborhood environment for family life by including among the permitted uses such facilities as schools and parks that will promote a sense of community and urban vitality.	R-R – Rural Residential A – Agricultural R-2 – Two-Family Residential	The R-1 district provides areas for neighborhoods of primarily single-family homes. A rezoning to R-R – Rural Residential or A – Agricultural may be considered where there are surrounding areas of lower density and larger minimum lot sizes which may not be compatible with the R-1 district. A rezoning to a higher density district such as R-2 – Two-Family Residential may be considered for areas with existing smaller lots, areas close to the urban core of the Township, areas where single-family and two-family housing units are considered compatible with one another, and areas served by water and sewer.

Future Land Use Designation	Current Zoning	Zoning Ordinance District Intent	Potentially Compatible District	Considerations for Rezoning to Potentially Compatible Districts
Moderate Density Residential (3-6 units per acre)	R-2 – Two-Family Residential	The R-2 (One and Two Family Residential) districts provide areas for medium density one- and two-family residential dwelling units in and near to the developed core areas of the township. The districts include areas of existing one- and two-family developments as well as areas within which such development appears likely and desirable. The R-2 districts are designed to encourage a suitable neighborhood environment for family life by including among the permitted uses such facilities as schools, places of worship and parks. They provide a range of housing choices and promote a sense of community, urban vitality, and the efficient provision of infrastructure.	R-1 – One-Family Residential R-3 – Multi-Family Residential	The R-2 district provides areas for one-family and two-family housing units where compatible, especially in and near to the developed core areas of the Township with water and sewer. A rezoning to R-1 – One-Family Residential may be considered when surrounding areas have larger lot sizes or in areas that may not be suitable for dense development. Rezoning to the higher density R-3 – Multi-Family Residential district may be appropriate in specified redevelopment areas, areas of higher density, areas with compatible surrounding land uses, or areas with nearby amenities.
High Density Residential (6-10 units per acre)	R-3 – Multi-Family Residential	The R-3 (Multiple Family Residential) districts provide areas for medium to high density one- and two-family residential dwelling units mixed with a variety of multiple family residential dwelling types, including apartments and group housing, 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 to preserve environmentally sensitive and natural land areas.	R-2 – Two-Family Residential R-1 – One-Family Residential	The R-3 district provides areas for high density residential and allows for the greatest density possible. Rezoning for lower density in these areas is generally not anticipated. However, a designation of R-1 or R-2 could be more appropriate and compatible in some cases such as where platted subdivisions are prevalent, or areas for which high density residential would not be compatible with the surrounding land uses.

Future Land Use Designation	Current Zoning	Zoning Ordinance District Intent	Potentially Compatible District	Considerations for Rezoning to Potentially Compatible Districts
Mobile Home Residential	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-3 – Multi-Family Residential	The R-M district generally corresponds with mobile home parks and subdivisions licensed by the State of Michigan. The State determines the density of the mobile home park which is typically the maximum permitted on the site. If a mobile home park in the R-M district were to cease operations, a rezoning to the R-3 – Multi-Family Residential zoning district may be supported. Potential rezoning to other districts shall account for the zoning and land uses of the surrounding area to determine what zoning may be compatible.
Public / Semi-Public	Various	**None** – <i>There is no current zoning district corresponding to the Public / Semi-Public future land use designation.</i>	N/A	The Public / Semi-Public future land use designation is intended for areas of Garfield that are mostly open to public use or public access, including but not limited to government-owned facilities, police and fire facilities, hospitals, education institutions, and utilities. These land uses can be reasonably anticipated to be in place during the life of this Plan and beyond. Zoning for these sites is meant to be compatible with zoning of the surrounding area, so that if a public / semi-public use were to cease, compatible reuse of the site would be made possible.
Commercial	C-O – Office Commercial	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 to provide an orderly transition and buffers between uses.	R-1 – One-Family Residential A – Agricultural	The C-O district anticipates office uses and other service-oriented businesses with generally lower traffic volumes than retail or other commercial. If the surrounding area is mostly low-density residential, a rezoning to the R-1 – One-Family Residential or A – Agricultural district could be considered appropriate. Areas with higher density or commercial uses may be more appropriate to consider as mixed-use. The Township could consider developing a mixed-use district to account for areas where office uses, higher-density residential, and some commercial are all compatible.

Future Land Use Designation	Current Zoning	Zoning Ordinance District Intent	Potentially Compatible District	Considerations for Rezoning to Potentially Compatible Districts
	C-L – Local Commercial	<p>The C-L (Local Commercial) districts provide nodal areas for convenient, day-to-day retail shopping and service facilities, servicing persons in the adjacent residential areas and designed in scale with surrounding residential uses. The districts include areas of existing commercial use as well as areas proposed and approved for such development. Due to their local service nature, C-L districts are likely to be stand alone, or small collective sites located to minimize impact upon the surrounding residential areas. C-L district regulations are designed to protect abutting and surrounding residential areas by requiring certain minimum yard and area standards which are compatible to those called for in the residential districts. These districts are also intended to reduce automobile trips by permitting a limited group of commercial uses to be located near residential areas.</p>	C-O – Office Commercial	<p>The C-L district provides areas for businesses generally serving the local neighborhood and not containing high-volume retail or drive-through uses. For areas which do not support a local commercial node, rezoning to C-O – Office Commercial or to a district compatible with the surrounding area may be appropriate.</p> <p>The commercial designation does not contemplate the various types or intensities of the commercial districts. The Planning Commission shall evaluate the site and its compatibility with the adjacent land uses, the need for increased commercial, and combined intensity of the change when considering a rezoning to a more intense commercial designation.</p>
	C-G – General Commercial	<p>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 that is compatible in use, character, and size to the site and the surrounding areas. The C-G districts generally allow for the same uses as the C-L Local Commercial districts as well as permitting several additional uses.</p>	C-L – Local Commercial C-H – Highway Commercial	<p>The C-G district allows for a wide variety of commercial and other uses. For areas which primarily serve a local neighborhood or are on lower-volume streets, rezoning to the C-L district may be appropriate. Rezoning to the C-H district may be encouraged along major corridors because the C-H district allows similar uses as the C-G district, but also advances additional goals such as cross-access and service drive agreements.</p>

Future Land Use Designation	Current Zoning	Zoning Ordinance District Intent	Potentially Compatible District	Considerations for Rezoning to Potentially Compatible Districts
	C-H – Highway Commercial	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 – General Commercial C-O – Office Commercial	The C-H district allows for a variety of commercial and other uses while including standards for cross access and shared access between properties along major corridors including US 31. The C-G district may be compatible; however, because of the intent to implement standards for cross access and shared access, a request to rezone property to the C-G district should be scrutinized. The C-H district may be compatible with the C-O district, allowing the property to increase development density and include residential units to support the commercial activity.
	C-P – Planned Shopping Center	It is the intent of the C-P (Planned Shopping) Districts to recognize the various areas of our community that have been developed in a grouped retail setting with department store anchors and expansive parking areas. These planned centers are typically located on a single, unified site and are designed and constructed as an integrated unit for shopping and other business activity. This section recognizes the transition from antiquated development patterns and encourages multi-use, multi-story, infill development of the parking areas to create a more pedestrian-friendly, mixed-use area. Multi-story structures are encouraged.	C-H – Highway Commercial	The C-P district has been used for areas of the Township with a development pattern of grouped retail stores with large parking areas. These uses are generally compatible with the C-H district. Given that these areas have seen less retail use and that these areas are anticipated for redevelopment an infill development in the future, the Township may strongly consider reconstituting the C-P district as a mixed-use district allowing for commercial, residential, and other uses.
Industrial	I-G – General 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 – Mobile Home Residential I-L – Limited Industrial	The I-G district provides areas for industrial businesses along with some complementary uses. The R-M district may be compatible in various areas of the Township to provide workforce housing near these businesses. Any impacts of noise, dust, vibrations, and other nuisances should be considered when evaluating rezoning to allow for residential uses. Generally, the I-G and I-L districts should remain as employment hubs and not change to commercial zoning. In areas adjacent to the I-L district, consideration could be given to rezoning an area to a more intense zoning district. The I-L district allows for more intense uses, so consideration of the impacts on surrounding areas should be carefully scrutinized.

Future Land Use Designation	Current Zoning	Zoning Ordinance District Intent	Potentially Compatible District	Considerations for Rezoning to Potentially Compatible Districts
	I-L – Limited 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 – General Industrial	The I-L district allows the most intensive industrial uses. Rezoning an area to the less intensive I-G district may be appropriate if higher intensive uses are not compatible with the surrounding area. The most intensive industrial uses should be contained within the I-L district to limit the impact of these uses on other areas of the Township, especially the impacts of noise, dust, vibrations, and other nuisances.
Recreation / Conservation	P-R – Park-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	The P-R district contains land that is intended for public recreation or conservation of environmentally valuable land, and so rezoning to another district is generally not supported.
Grand Traverse Commons	GTC – Grand Traverse Commons	The Grand Traverse Commons Development District is a jointly planned jurisdictional area established pursuant to the Joint Municipal Planning Act of 2003, as amended.	N/A	The GTC district covers properties which are part of the Grand Traverse Commons, an area jointly regulated with the City of Traverse City. Rezoning out of this district is not anticipated.
Mixed-Use Neighborhood	None	<i>**None** – There is no current zoning district corresponding to the Mixed-Use Neighborhood future land use designation.</i>	N/A	The Mixed-Use Neighborhood future land use designation is for nodes of residential, commercial, and/or public / semi-public uses. The most appropriate zoning for these areas may be determined by compatibility with the zoning of the surrounding area. The Township could consider creating new mixed-use districts to achieve the intent of this designation.
Mixed-Use Center	None	<i>**None** – There is no current zoning district corresponding to the Mixed-Use Center future land use designation.</i>	N/A	The Mixed-Use Center future land use designation is for large areas with a mix of commercial, residential, and/or public / semi-public uses. The most appropriate zoning for these areas may be determined by compatibility with the zoning of the surrounding area. The Township could consider creating new mixed-use districts to achieve the intent of this designation.

IMPLEMENTATION TOOLS

Staff and the Planning Commission have several tools to implement the Master Plan:

ANNUAL REPORT AND MONTHLY REPORTS

The Planning Commission prepares an annual report for the Township Board on its activities for the previous year. This annual report is intended to include progress on meeting the Master Plan goals and objectives. Additionally, Staff prepares a monthly report on planning activities for the Township Board and the Planning Commission.

ANNUAL WORK PLAN

The Planning Commission prepares an annual work plan to determine priority goals and objectives. This work plan outlines activities and sets timelines to coordinate collaborative efforts made by the Planning Commission and the Planning Department, and to coordinate with other agencies as provided for in the Implementation Matrix.

IMPLEMENTATION MATRIX

The Implementation Matrix lists the Goals and Objectives of the Master Plan as well as the responsible parties for implementing each objective. Some of these categories of Goals and Objectives also correspond with the goals of the Township Strategic Plan. Some of the objectives are ongoing, and not every objective will be a priority in each year. The Planning Commission will determine the priority goals and objectives each year via the Annual Work Plan, using the Implementation Matrix as a guide.

The following pages contain the Implementation Matrix. The table below describes the common abbreviations for responsible parties listed in the matrix:

Common Abbreviations (Responsible Parties)	
BATA	Bay Area Transportation Authority
GTCDC	Grand Traverse Conservation District
GTCRC	Grand Traverse County Road Commission
GTRLC	Grand Traverse Regional Land Conservancy
MDOT	Michigan Department of Transportation
MF	Grand Traverse Metro Fire Department
PC	Garfield Township Planning Commission
PD	Garfield Township Planning Department
PRC	Garfield Township Parks and Recreation Commission
TART	Traverse Area Recreation and Transportation Trails
TB	Garfield Township Board of Trustees
TCAPS	Traverse City Area Public Schools
TE	Township Engineer
TTCI	Traverse Transportation Coordinating Initiative

Categories and Goals	Objective	Responsible Parties
1. Natural Resources: Natural Environment Goal: Promote natural environment protection in a planned and strategic manner.	(1.1) Make environmentally conscious decisions in review of development applications or zoning policy considerations.	PC, PD, TB
	(1.2) Create an interconnected network of natural areas and protect environmental assets through parkland acquisition or, when feasible, require developments to set aside lands that provide usable open space.	PRC, PD, TB
	(1.3) Protect the vistas and views along rivers and lakes, and limit building placement and clearing of vegetation along surface waters.	PC, PD
	(1.4) Facilitate context-sensitive development and redevelopment through review processes that support a healthy balance between the built and natural environments.	PC, PD
	(1.5) Collaborate with environmental interests to improve the health of the environment.	PD, GTCD, GTRLC
	(1.6) Require the incorporation of native plantings in required landscaping for commercial, multi-family, and industrial developments.	PD, PC, GTCD
2. Natural Resources: Water Quality Goal: Make water system improvements and support environmental conservation efforts to protect water quality.	(2.1) Protect streams, wetlands, and water bodies from direct or indirect stormwater runoff or other encroachments through setback requirements, development review, and enforcement of the stormwater ordinance.	TE, PC, PD
	(2.2) Promote low-impact stormwater management design including infiltration planters, rain gardens, bioswales, permeable pavement, etc.	TE, PC, PD
	(2.3) Update stormwater ordinance and include green infrastructure incentives and requirements.	TE, PD
	(2.4) Maintain good water quality for Silver Lake by addressing threats to water quality and the overall value of the lake including excessive nutrients from fertilizers, pollutants, sediment, and invasive species.	PD, GTCD
	(2.5) When appropriate, provide sanitary sewer service to the areas around Silver Lake to eliminate reliance on septic systems and protect the lake's water quality.	TE, PD, TB
	(2.6) Protect, restore, and enhance water quality by maintaining and applying natural vegetative buffers, managing stormwater and reducing erosion, and controlling the spread and introduction of invasive species.	PD, GTCD

Categories and Goals	Objective	Responsible Parties
3. Natural Resources: Energy Goal: Support energy efficiency and conservation, and sustainable building practices and products.	(3.1) Improve municipal facility performance whenever possible.	TB
	(3.2) Support installation of energy generation from renewable resources, including wind, solar, and geothermal.	PC, PD
	(3.3) Emphasize building re-use and flexibility of uses whenever feasible.	PC, PD, TB
	(3.4) Direct development towards areas with access to existing roads, pathways, water, sewers, and other infrastructure within or contiguous to existing development.	PC, PD
4. Natural Resources: Agricultural Land Goal: Preserve prime and unique farmland and maintain agricultural character.	(4.1) Support farmers and agricultural landowner efforts to grow products.	PC, PD, TB
	(4.2) Encourage the preservation of agricultural land by encouraging infill development and promoting density in areas already served by public infrastructure.	PC, TB
	(4.3) Support agritourism uses, including farm markets, u-pick operations, on-farm retail, farm-stays, and small events in the agricultural areas, particularly in the southeast Garfield (Spring Hill) area.	PC, TB
5. Parks and Trails Goal: Foster a system of high-quality active and passive parks connected by trails.	(5.1) Fund, operate, and maintain parks in a way that gives people the amenities they need in a safe and clean park environment and that encourages a healthy lifestyle.	PRC, PD, TB
	(5.2) Establish corridors of undeveloped land preserved for recreational use or environmental protection.	PRC, PD, TB
	(5.3) Improve accessibility to parks by building a connected system including trails, bike paths, sidewalks, roadways, and transit.	PRC, PD, TB, TART, BATA
	(5.4) Continue to update natural resource inventories and maps to provide context in development reviews, zoning policy considerations, and planning efforts.	PRC, PD
	(5.5) Regularly update the Parks and Recreation Master Plan.	PRC, PD, TB
	(5.6) Update and maintain a non-motorized transportation plan for sidewalks, bike paths, nature trails, and bike lanes.	PRC, PC, PD
	(5.7) Update zoning requirements for pedestrian circulation and non-motorized transportation.	PC, PD, TB
	(5.8) Support conversion of rail lines to non-motorized trails.	PRC, PD, TB, TART

Categories and Goals	Objective	Responsible Parties
6. Housing Goal: Provide a balance of housing choices with a variety of housing types.	(6.1) Promote areas for new single-family homes, particularly starter homes.	PC, PD, TB
	(6.2) Expand water and sewer infrastructure and extend streets where necessary to support development for higher density residential development.	TE, PD, TB
	(6.3) Identify additional approaches to permit attached, moderate density housing such as townhomes, duplexes, triplexes, and quadplexes in residential and mixed-use zoning districts.	PC, PD, TB
	(6.4) Increase the opportunities for moderate density housing in areas served by existing and planned water and sewer infrastructure, including Barlow Garfield, LaFranier Hill, Spring Hill, and Northwest Garfield districts.	PC, PD, TB
	(6.5) Alter zoning standards and requirements for housing, including creating districts that allow for mixing of residential uses with non-residential uses, establishing definitions for housing types not currently identified, providing for smaller residential lot sizes in certain districts, adjusting minimum requirements for dwelling units per acre, and streamlining permitting processes where feasible.	PC, PD, TB
	(6.6) Consider inclusion of accessory dwelling units (ADUs) based on market demand and locations served by existing and planned water and sewer infrastructure.	PC, PD, TB
	(6.7) In addition to current payment in lieu of taxes (PILOT) housing ordinance, consider additional incentives that offset the cost of constructing housing units.	TB
	(6.8) Foster home ownership through streamlining requirements, incentives, partnerships, and other means.	PC, PD, TB
	(6.9) Increase residential density in northwest Garfield from one unit per acre up to six units per acres due to increased utility services and proximity to the urban area.	PC, PD, TB

Categories and Goals	Objective	Responsible Parties
<p>7. Transportation and Infrastructure: Streets and Roads</p> <p>Goal: Support the improvement, maintenance, and connectivity of streets and roads.</p>	(7.1) Plan for land uses within corridors by orienting buildings toward the road, keeping parking areas to the side or rear, incorporating cross-access between parcels, limiting driveways, and clustering development and including a mix of land uses.	PC, PD
	(7.2) Require traffic impact reports as appropriate to address land use development impacts on streets and roads.	PC, PD
	(7.3) Support street and road designs consistent with the character of the community.	PC, PD, GTCRC, MDOT
	(7.4) Improve road network connectivity and cross-access circulation through development and site condominium review.	PC, PD, GTCRC, MDOT
	(7.5) Plan for the Hartman-Hammond corridor crossing of the Boardman-Ottaway River with complimentary future land uses and preservation of open spaces.	PC, PD, GTCRC
	(7.6) Continue access management requirements, including controlling access location, design, spacing, and operation, and coordinate their application with the Grand Traverse County Road Commission and the Michigan Department of Transportation. Specifically, access management plans are desired for key corridors including the South Airport Road corridor from Cass Road to Townline Road, and the US 31 corridor from Hartman Road to the Township/City line, or others to be identified in the future.	PC, PD, GTCRC, MDOT
	(7.7) Regulate commercial and industrial driveway and alleys.	PC, PD, TB
	(7.8) Maintain and enforce street and road design standards.	PC, PD, TB
	(7.9) Work with the Grand Traverse County Road Commission to prioritize and organize improvements, including coordinating development of an asset management plan.	GTCRC, TB
	(7.10) Enable access to land uses while maintaining roadway safety and mobility through controlling access location, design, spacing and operation on key corridors.	PC, PD, GTCRC, MDOT
	(7.11) Expand needed public and private street connections and sidewalk and pathway connections through collaboration with the Grand Traverse County Road Commission, the Michigan Department of Transportation, property owners, and private developers.	PC, PD, GTCRC, MDOT
	(7.12) Actively participate in TTCl through representation on its policy and technical committees.	TB, PD, TTCl

Categories and Goals	Objective	Responsible Parties
8. Transportation and Infrastructure: Parking and Sidewalks Goal: Establish a coordinated, efficient, and attractive system of pathways, sidewalks, and parking areas.	(8.1) Develop, maintain, and implement a non-motorized transportation plan for improved pedestrian and bicycle circulation.	PRC, PD, TB, TART
	(8.2) Support conversion of rail lines to non-motorized trails.	PRC, PD, TB, TART
	(8.3) Maintain and enforce parking area standards, including landscaping, loading, and stormwater management.	PRC, PD, TB
	(8.4) Coordinate construction of non-motorized infrastructure with road improvement projects.	PRC, PD, TB, GTCRC, MDOT
9. Transportation and Infrastructure: Water and Sanitary Sewer Goal: Improve, expand, and maintain critical water and sewer infrastructure.	(9.1) Support long term asset management of water and sewer infrastructure, including major equipment replacement, upgrades to infrastructure to accommodate system demands and/or deficiencies.	TE, TB
	(9.2) Plan for new land use development areas to be served by water and sewer.	PC, PD
	(9.3) Direct development to areas which are served by adequate facilities which can support higher density and mixed uses.	PC, PD
	(9.4) When appropriate, provide sanitary sewer service to the areas around Silver Lake to eliminate reliance on septic systems and protect the lake's water quality.	TE, TB
10. Transportation and Infrastructure: Stormwater Goal: Establish requirements for stormwater management to reduce flooding, protect people and property, and support healthy streams and rivers.	(10.1) Require on-site stormwater management measures for the retention, detention, and distribution of stormwater in a manner that minimizes the possibility of adverse impacts on both water quantity and water quality during development.	TE, PC, PD
	(10.2) Require best practices for stormwater management through development review.	TE, PC, PD
	(10.3) Encourage the use of low-impact stormwater management design techniques (rain gardens, bio swales, permeable pavement, etc.), especially in areas adjacent to environmentally sensitive areas or in circumstances where water is proposed to be redirected into environmentally sensitive areas.	TE, PC, PD
	(10.4) Consider options for shared stormwater retention basins and stormwater management districts which allow for consolidation of stormwater management.	TE, PC, PD

Categories and Goals	Objective	Responsible Parties
11. Economic Development Goal: Encourage a diverse and stable economic base.	(11.1) Recognize that the quality of place is an economic driver by promoting Garfield as an attractive place to live and work, by improving parks, expanding trails, and other community infrastructure.	PRC, PC, PD, TB
	(11.2) Improve the physical appearance of business districts through development reviews.	PC, PD
	(11.3) Continue to implement an attraction and retention strategy for businesses and economic growth.	TB, Traverse Connect
	(11.4) Plan and zone for mixed-use commercial centers and efficient reuse of existing buildings and sites.	PC, PD
	(11.5) Promote and encourage tools, such as brownfield redevelopment financing and the Opportunity Zone, to help incentivize investment for redevelopment and new development in areas of economic need.	PC, PD, TB
12. Public Safety Goal: Support collaborations which promote public safety.	(12.1) Collaborate with Metro Fire and law enforcement on land use development reviews.	MF, GT County Sheriff
	(12.2) Improve municipal water service that supports fire protection in new developments.	TE, TB
	(12.3) Participate in planning efforts to mitigate natural hazards.	TB, GT County
	(12.4) Provide facilities necessary for high quality public safety services.	TB

APPENDIX

The Master Plan includes an Appendix which provides an extended summary of existing conditions and further details on community engagement.

The Appendix to the Master Plan is provided under separate cover.

CHARTER TOWNSHIP OF GARFIELD MASTER PLAN

APPENDIX

FINAL DRAFT March 27, 2024

CHARTER TOWNSHIP OF GARFIELD
3848 Veterans Drive | Traverse City, MI 49684 | 231-941-1620
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I. EXISTING CONDITIONS

INTRODUCTION

Existing conditions capture a “snapshot” in time and review emerging issues and opportunities. The elements of this report include population growth, key demographics, housing stock, employment and job information, natural systems and environmental conditions, and information about current land use, community facilities, and the built environment.

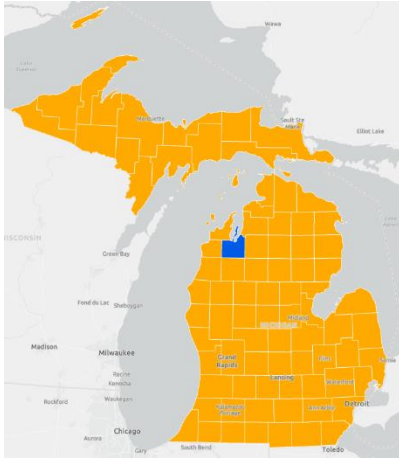
Organized in January 1882, the Charter Township of Garfield Township (Garfield) is in the northwest region of the Lower Peninsula of Michigan. Garfield covers 28 square miles in land and is part of the Traverse City-Garfield Urban Area. Highlights of Garfield are as follows:

- Garfield is the fastest growing municipality in the second fastest growing county in the state, Grand Traverse County, and is the most populous municipality in Northern Michigan. Garfield grew from 16,256 in 2010 to 19,499 in 2020.
- In 2022, Garfield had an estimated population of 20,542 and comprises over 20% of the population of Grand Traverse County.
- Garfield’s population growth is expected to continue with a projected population of 25,795 in 2030.
- Garfield in 2020 had an estimated 8,062 total households, which has grown by about 9.4% since 2010 and is expected to continue increasing. Average household size has decreased slightly from 2.16 in 2010 to 2.09 in 2020.
- 43% of all rental housing units in Grand Traverse County are in Garfield - more than any other community in the county.
- Garfield has approved 15 PILOT housing tax credit projects comprising nearly 1,300 housing units. Over 15% of all Township housing units are in a PILOT project.
- From 2020 to 2022, 740 building permits have been issued for a construction value of \$201,840,620.
- There are 7,726 workers in Garfield. 6,291 workers travel outside Garfield for employment while 1,435 work in Garfield.

- There are 13,484 jobs in Garfield. 12,049 workers living outside of Garfield travel into Garfield for employment.
- Two of the most significant natural features of Garfield include the Boardman-Ottaway River and Silver Lake. The river flows from south to north, entering Garfield in the south-central part of the Township and flows further north and empties into Grand Traverse Bay. The river divides Garfield from east to west. About one-quarter of Garfield’s geographic area is east of the river.
- Once a rural farming community, Garfield experienced significant growth from the 1970s through the present as development expanded outward from Traverse City. Garfield now includes a wide variety of land uses, including commercial development, industrial corridors and centers, some remaining agriculture, and residential housing ranging from low to moderately high density. Garfield is experiencing steady growth, investment, and reinvestment in all aspects of commercial, industrial, and residential development.
- Garfield has its own municipal water and sanitary sewer systems. Currently there are 2,950 municipal water customers and 3,300 sanitary sewer customers.
- Garfield owns and maintains its own park system providing nearly 600 acres of parkland for active and passive recreation.
- The Township is served by a network of public and private streets. Apart from the US-31/M-37 highway, all public roads Garfield are administered by the Grand Traverse County Road Commission.

LOCATION AND SETTING

The Charter Township of Garfield (Garfield), Grand Traverse County, is part of the northwest region of the Lower Peninsula of Michigan. This area is known for drawing visitors throughout all four seasons to enjoy beaches, vineyards, outdoor recreation, natural resources, and culinary destinations. Garfield is located near Grand Traverse Bay, a long, natural harbor made distinct from Lake Michigan by the Leelanau Peninsula. The terrain of Garfield is relatively hilly for the Great Lakes region.



Left: Regional Location Map showing Grand Traverse County within Michigan

Below: Map of counties in Northern Michigan region highlighting Grand Traverse County

(Data source: State of Michigan)



Garfield Township Borders

To the East

- East Bay Township (Grand Traverse County)

To the North and East

- City of Traverse City (Grand Traverse County and Leelanau County)

To the North

- Elmwood Township (Leelanau County)

To the West

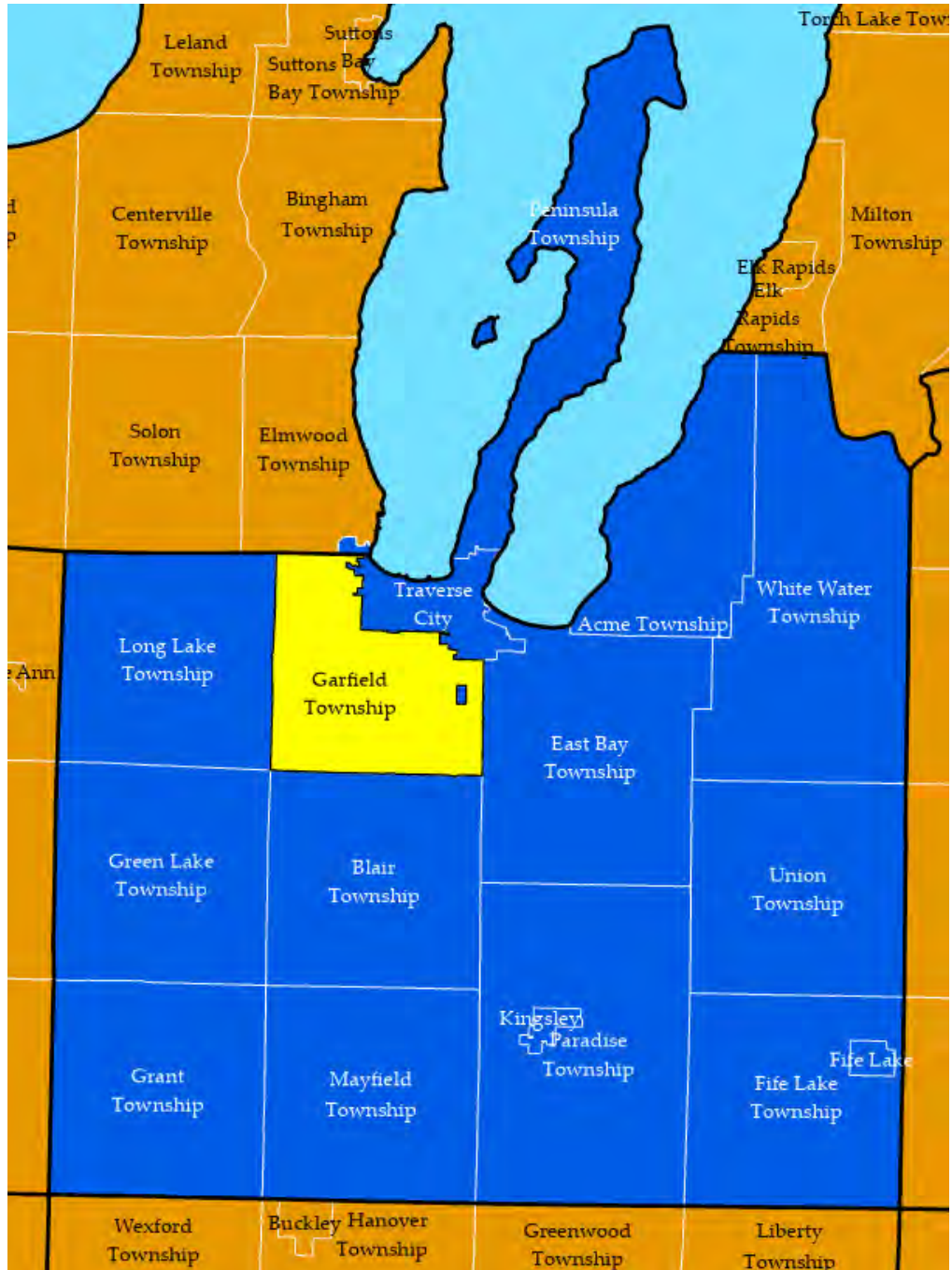
- Long Lake Township (Grand Traverse County)

To the Southwest (corner)

- Green Lake Township (Grand Traverse County)

To the South

- Blair Township (Grand Traverse County)



Local Jurisdiction Map: Garfield Township's location within Grand Traverse County
(Data source: State of Michigan)

ESTABLISHMENT

Garfield exists on the lands of the Anishinaabek, the people of the Three Fires Confederacy: the Odawa (Ottawa), the Ojibwa (Chippewa), and Bodowadomi (Pottawatomi). Oral history traces them back to the Eastern Coast of Turtle Island where spiritual leaders told them to travel west until they found the food growing on the water. They traveled until they found wild rice growing on the water and knew they were home. Today, they are recognized as the Grand Traverse Band of the Ottawa and Chippewa Indians.

Grand Traverse County was established in 1851. Grand Traverse County originally contained only two townships: Peninsula and Traverse. Following further divisions of Grand Traverse County, Garfield Township was organized in January 1882 by the County.

Garfield became the Charter Township of Garfield in 1977 under the Charter Township Act of 1947, as amended.

The Township is named after James A. Garfield, the 20th United States President. It is one of six townships named after Garfield in Michigan of which it is the only charter township.

The Township covers 26.59 square miles and is part of the Traverse City-Garfield, MI Urban Area, as defined by the United States Census Bureau.

POPULATION, DEMOGRAPHICS, HOUSING, AND ECONOMY

The following description provides information on Garfield’s population, their homes, and the local economy. Data is from the 2020 American Community Survey 5-Year Estimates (U.S. Census Bureau), 2022 American Community Survey 5-Year Estimates Subject Tables (U.S. Census Bureau), population estimates and projections from the Charter Township of Garfield, and from the 2019 OnTheMap Application (U.S. Census Bureau).

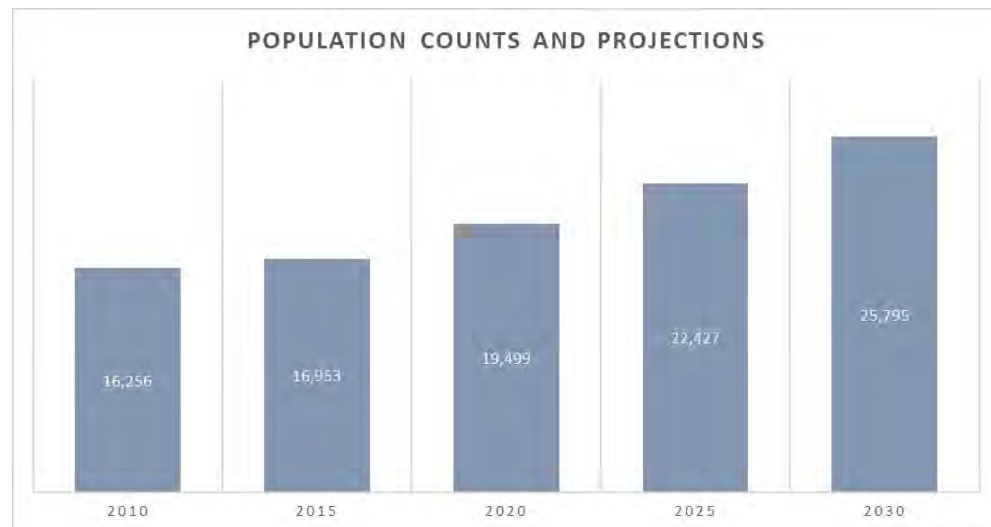
POPULATION

POPULATION COUNTS

Garfield is the fastest growing municipality in the second fastest growing county in the state, Grand Traverse County, and is the most populous municipality in Northern Michigan. Between 2000 to 2010, Garfield grew from 13,840 to 16,256, a 17.5% increase. More recently, Garfield’s population grew at a faster rate of 20%, growing from 16,256 in 2010 to 19,499 in 2020.

ESTIMATED AND PROJECTED POPULATION

In 2021, Garfield has an estimated population of 20,542 and comprises over 20% of the population of Grand Traverse County. The Township anticipates continued growth with a projected population of 25,795 in 2030.



Source: United States Census Bureau and Charter Township of Garfield

DENSITY

At 26.6 square miles, Garfield has an estimated 762 people per square mile in 2020, an increase from 611 people per square mile in 2010.

DEMOGRAPHICS

HOUSEHOLDS

Garfield in 2020 had an estimated 8,062 total households, an increase of about 9.4% since 2010, with total households expected to continue increasing. The average household size has decreased slightly from 2.16 in 2010 to 2.09 in 2020. Average household size is about 90% of the figure in Grand Traverse County (2.39) and about 80% of the figure in Michigan (2.45). Married couples (51.2%) comprise most households in Garfield.

AGE

The median age in Garfield is 41.9, slightly higher than the median age of Michigan (39.8) and slightly less than the median age of Grand Traverse County (43.0). Garfield has approximately 9.2% of the population 80 years and older, which is more than 1.5 times the rate in Grand Traverse County at 5.2% and more than double the rate in Michigan at 4.2%.

RACE AND ETHNICITY

Most of the population in Garfield identifies as White alone (93.3%), which is about the same rate as Grand Traverse County (92.5%) and about 25% higher than Michigan (74.5%). Other races include Black or African American alone (0.7%), American Indian and Alaska Native alone (1.3%), Asian alone (0.2%), Native Hawaiian and Other Pacific Islander alone (0.3%), some other race alone (0.1%), and two or more races (1.6%). Hispanic or Latino comprise 2.6% of the Garfield population.

EDUCATION

Regarding educational attainment, 95% of Garfield residents have a high school degree or higher and 36.1% have a bachelor's degree or higher, slightly less than Grand Traverse County (38.4%) and higher than Michigan (30%).

INCOME

Income Per Capita – Garfield's per capita income of \$30,884 is about 90% of the amount in Grand Traverse County (\$35,705) and a little less than the amount in Michigan (\$32,854).

Median Household Income – Median household income is \$48,782 which is about three-quarters of the amount in Grand Traverse County (\$66,457) and about 80% of the amount in Michigan (\$59,234).

POVERTY

Individuals – Persons below the poverty line is 20.6% in Garfield which is about double the rate in Grand Traverse County (10.2%) and about 1.5 times the rate in Michigan (13.7%).

Families – 14.2% of families are in poverty in Garfield. This is higher than Grand Traverse County (6.4%) and Michigan (9.2%).

Children (Under 18) – Over one-third (34.6%) of the children are in poverty in Garfield which is more than double the rate in Grand Traverse County (14.4%) and nearly double the rate in Michigan (18.8%).

Seniors (65 and over) – 15% of seniors are in poverty in Garfield. In comparison, this is double the rate in Grand Traverse County (7.6%) and nearly double the rate in Michigan (8.5%).

Map 7 - Median Household Income

Legend

Census Tracts in Grand Traverse County

Median Household Income

- \$32,004.00 - \$41,915.50
- \$41,915.51 - \$51,827.00
- \$51,827.01 - \$61,738.50
- \$61,738.51 - \$71,650.00
- \$71,650.01 - \$81,561.50
- \$81,561.51 - \$91,473.00
- \$91,473.01 - \$101,384.50
- \$101,384.51 - \$111,296.00

This map displays data by census tract. Census tracts, which are designated by the United States Census Bureau, are geographical areas with similar total populations and which are often smaller than a county, city, or township. Census tract boundaries do not need to follow township or other municipal boundaries.

The areas of Garfield with the highest median household incomes include north of Cedar Run Road and west of West Silver Lake Road. Areas of Garfield with the lowest median household incomes include the area between US 31 and Veterans Drive north of South Airport Road, and the area to the north of Hammond Road and east of LaFranier Road.

Data Source: United States Census Bureau

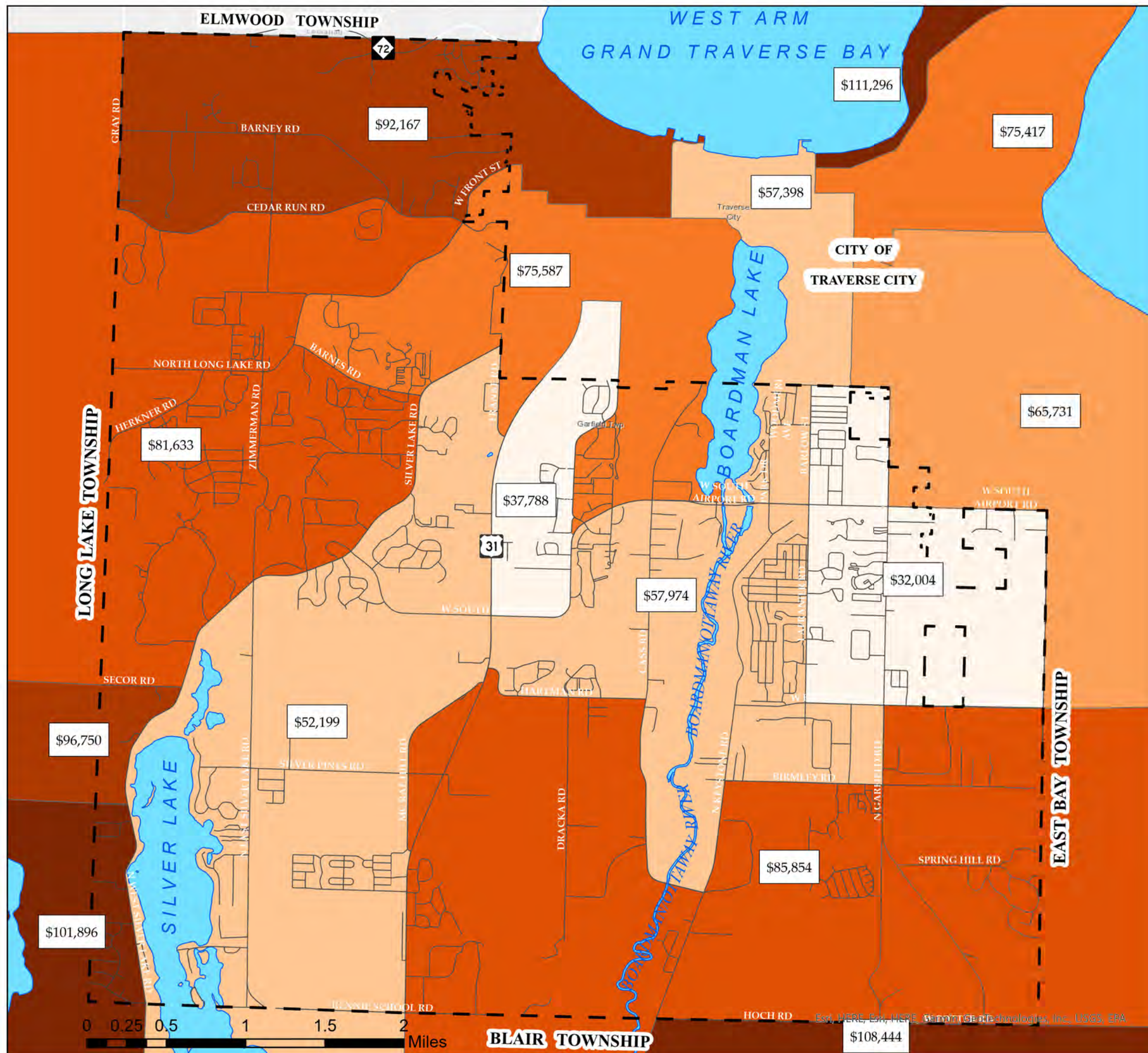
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Map 8 - Percent of Population Below Poverty Level

Legend

Census Tracts in Grand Traverse County
Percent Below Poverty Level

- 2.5% - 6.2%
- 6.3% - 9.8%
- 9.9% - 13.5%
- 13.6% - 17.2%
- 17.3% - 20.9%
- 21% - 24.6%
- 24.7% - 28.2%
- 28.3% - 31.9%

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The areas of Garfield with the lowest percentage of the population below the poverty level include north of Cedar Run Road, the southwest corner of W Silver Lake and Secor Roads, and the southeast / south central part of Garfield. Areas with the highest percentage of the population below the poverty level include between US 31 and Veterans Drive north of South Airport Road, and between South Airport Road and Hartman and Hammond Roads.

Data Source: United States Census Bureau

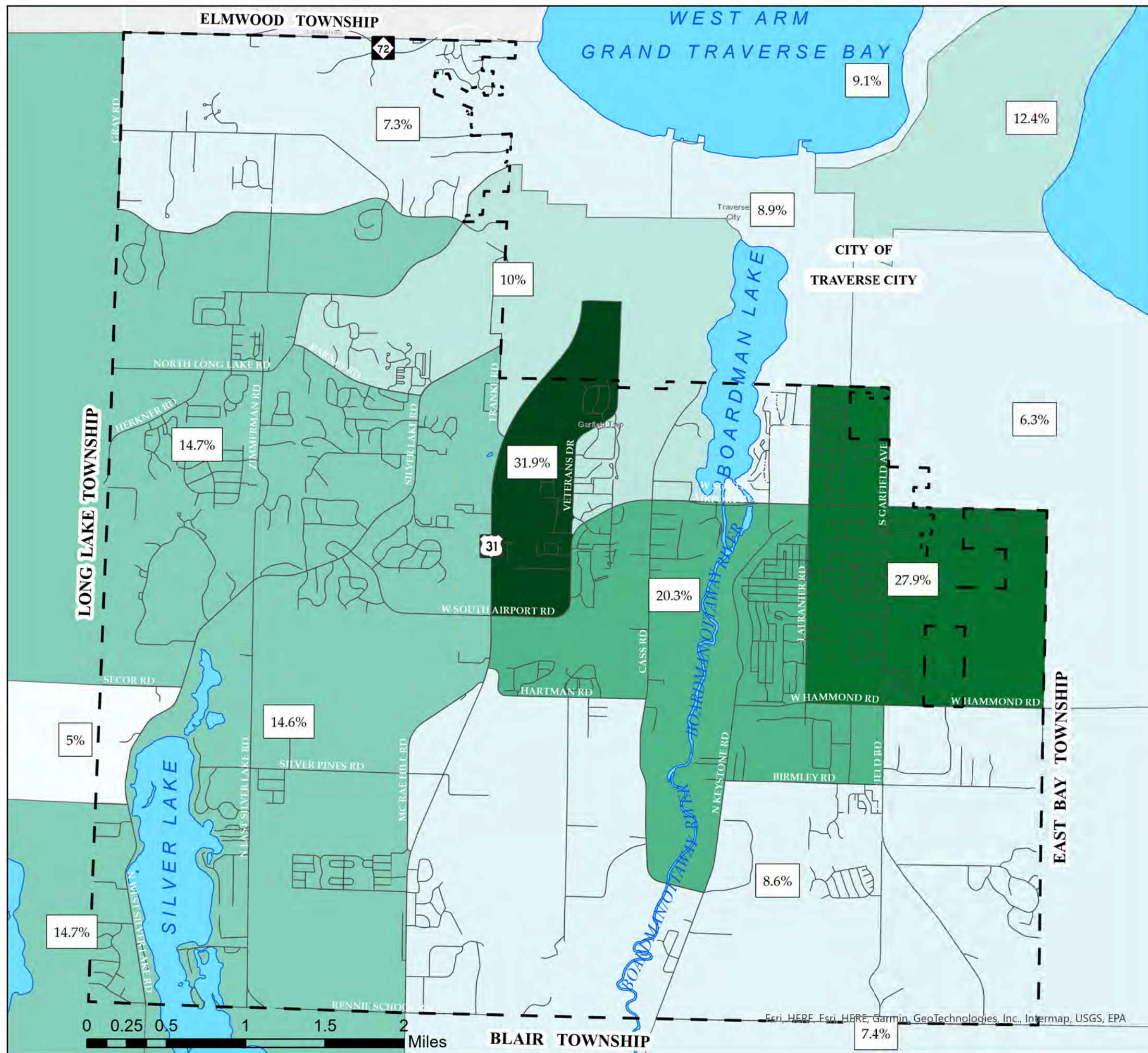
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0 0.25 0.5 1 1.5 2 Miles

Esri, HERE, Esri, HERE, Garmin, GeoTechnologies, Inc., Intermap, USGS, EPA

HOUSING

HOUSING UNITS

Occupancy – There are 8,544 housing units in Garfield. 94% of the housing units are occupied which is about 10% higher than the rate in Grand Traverse County (85%) and Michigan (86%).

Tenure – 59% of the housing units are owner occupied which is about three-quarters the rate in Grand Traverse County (76%) and 80 percent the rate in Michigan (72%). 41% of the housing units are renter occupied.

Types – Types of residential structures in Garfield include single unit (51.9%), multi-unit (35.2%), and mobile home (12.8%).

VALUE

The median value of owner-occupied housing units is \$191,900 in Garfield which is about 80 percent of the amount in Grand Traverse County (\$225,400) and about 20 percent higher than the amount in Michigan (\$162,600).

MOBILITY

21.2% of Garfield residents moved since the previous year which is about 1.5 times the rate in Grand Traverse County (13.9%) and Michigan (13.4%). Most of the movement was from residents moving in from other areas of Grand Traverse County. 43% of the Garfield population moved in since 2015.

Total Population in Occupied Housing Units by Year Householder Moved into Unit	
Owner Occupied	64.7%
Moved in 2019 or later	3.2%
Moved in 2015 to 2018	14.0%
Moved in 2010 to 2014	12.3%
Moved in 2000 to 2009	20.4%
Moved in 1990 to 1999	8.4%
Moved in 1989 or earlier	6.4%
Renter Occupied	35.3%
Moved in 2019 or later	4.8%
Moved in 2015 to 2018	21.2%
Moved in 2010 to 2014	6.0%
Moved in 2000 to 2009	2.3%
Moved in 1990 to 1999	1.1%
Moved in 1989 or earlier	0.0%

Source: United States Census Bureau

TRAVEL TO WORK

The mean travel to work is 15.3 minutes for Garfield residents which is about three-quarter of the figure in Grand Traverse County (20.7 minutes) and about three-fifths of the figure in Michigan (24.6 minutes). 83.8% of commuters drove alone. 4.1% worked at home which is about half the rate in Grand Traverse County (8%) and about two-thirds the rate of Michigan (6%).

PAYMENTS IN LIEU OF TAXES (PILOT)

A Payment in Lieu of Taxes (PILOT) provides for a service charge in lieu of taxes for housing projects for low-income persons and families. The Township has adopted a PILOT Ordinance which governs how the Township administers its PILOT program.

The Township typically ensures the cost of providing emergency services is covered as part of PILOT agreements. In 2022, the Township Board also adopted a resolution (2022-23-T) to adopt guidelines for PILOT agreements including targeting total PILOT units at approximately 15% of the total number of housing units in Garfield Township, developing housing that costs 30% or less of a household’s income, and consistency with the provisions of the Township Zoning Ordinance and Master Plan.

As of 2024, Garfield has 16 PILOT agreements covering 1,278 housing units. This represents about 11% of all housing units (11,270 units) in the Township. Current PILOT agreements include the following projects:

Project Name	Number of Units	Term
Brookside Commons	72	2016-2035 (20 years)
Aspen Hills	70	2018-2053 (35 years)
Boardman Lake	112	2016-2031 (16 years)
Oak Terrace	48	2007-2035 (25 years)
Village of Bay Ridge II	127	2006-2042 (35 years)
Village of Bay Ridge	120	2002-2036 (35 years)
Village Glen	120	2020-2040 (20 years)
Keystone Village	24	2008-2028 (20 years)
TJ Oak Park	94	2008-2036 (25 years)
Village at LaFranier Woods, Phase I	115	2022-2062 (40 years)
The Flats at Carriage Commons	210	2023-2073 (50 years)
Hammond Road Apartments	80	2023-2073 (50 years)
Village View Housing	18	2011-2046 (35 years)
Ridgewood (Homestretch)	4	2009-2049 (40 years)
Carson Square	36	2016-2051 (35 years)
Cottage 8 Lofts	28	2012-2032 (30 years)
Total	1,278	

Source: Charter Township of Garfield

Garfield Township PILOT Ordinance (Ordinance No. 18)

The **Garfield Township PILOT Ordinance** was first introduced in 1977 and was most recently updated in 2023. The PILOT ordinance governs how the Township manages its PILOT program in accordance with the State Housing Development Authority Act of 1966 (MCL 125.1401 *et seq.*).

This ordinance describes which projects are eligible to be considered for a PILOT, how to set the amount of the service charge, duration of the tax-exempt status for each project, and more.

Map 9 - Median Home Value

Legend

Census Tracts in Grand Traverse County
Median Home Value (Owner-Occupied Housing Units, with a Mortgage)

- \$143,600.00 - \$204,125.00
- \$204,125.01 - \$264,650.00
- \$264,650.01 - \$325,175.00
- \$325,175.01 - \$385,700.00
- \$385,700.01 - \$446,225.00
- \$446,225.01 - \$506,750.00
- \$506,750.01 - \$567,275.00
- \$567,275.01 - \$627,800.00

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The areas of Garfield with the highest median home values are north of Cedar Run Road. Areas of Garfield with the lowest median home values include the area between US 31 and Veterans Drive north of South Airport Road, and the areas between South Airport Road and Hartman and Hammond Roads.

Data Source: United States Census Bureau

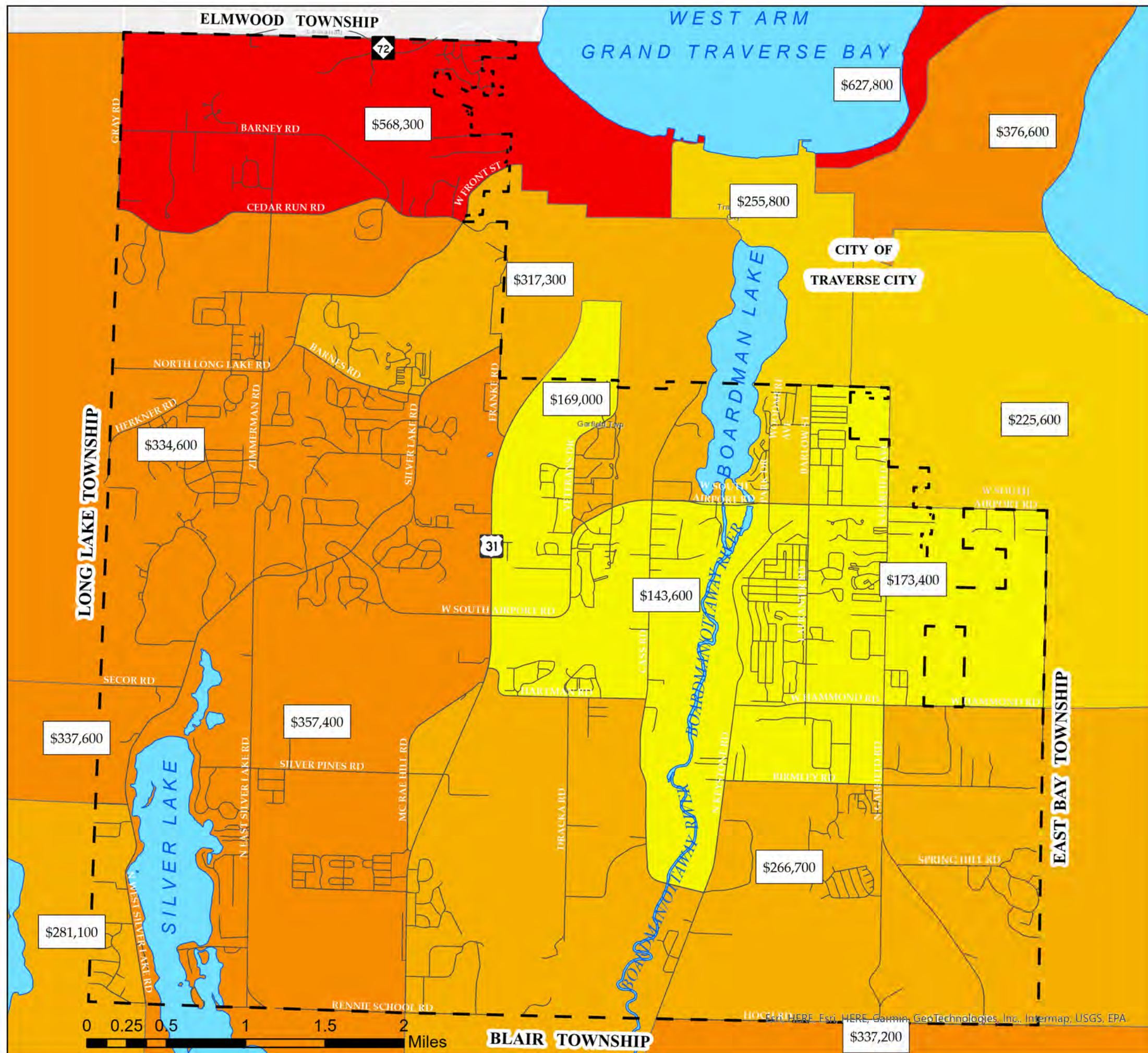
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MARKET PROFILE

ESRI (Environmental Systems Research Institute), a GIS and software company, provides data connecting market data to neighborhoods through an analysis known as the ESRI Tapestry Segmentation. This analysis uses market data to show spending patterns among different demographic and socioeconomic groups. There are 67 distinct market segments used in this analysis organized into 14 “LifeMode” groups and 6 urbanization groups:

- The 14 “LifeMode” groups represent a market segment of people sharing a common experience, such as age, generation, education, and more
- The 6 urbanization groups represent distinct types of locations, including large cities, small cities, suburban, and rural places

Organized by LifeMode group, an estimated 48% of Garfield’s households in 2023 were part of the “Middle Ground” group, which includes such characteristics as the “lifestyles of thirty-somethings” and “millennials in the middle: single/married, renters/homeowners, middle class/working class.” Specifically for Garfield Township, this group is accounted for by the “Old and Newcomers” market segment group, which “is composed of neighborhoods in transition, populated by renters who are just beginning their careers or retiring.” Other LifeMode groups with significant portions of the Garfield population include “Cozy Country Living” (22%) and “Senior Styles” (17%).

ESRI Tapestry Segmentation: LifeMode Groups	Garfield 2023 Households	
	Number	Percent
Middle Ground	4,471	48.1%
(Examples: Lifestyles of thirtysomethings; millennials in the middle: single/married, renters/homeowners, middle class/working class)		
Cozy Country Living	2,022	21.7%
(Examples: Empty nesters in bucolic settings, single-family dwellings in rural areas)		
Senior Styles	1,562	16.8%
(Examples: Commonly married empty nesters or singles living alone; homes are single-family (including seasonal getaways), retirement communities, or high-rise apartments)		
Family Landscapes	587	6.3%
(Examples: Young families in their first homes, residing in suburban or semirural areas with a low vacancy rate)		
Midtown Singles	383	4.1%
(Examples: Millennials on the move—single, urban and seeking affordable rents in apartment buildings; single parents with very young children)		
GenXurban	275	3.0%
(Examples: Gen X in middle age; families with fewer kids; Gen X married couples, and a growing population of retirees)		

Source: Environmental Systems Research Institute

Organized by urbanization group, about 72% of Garfield households are in the “Metro Cities” group. This urbanization group is characterized by “smaller metropolitan cities or satellite cities that feature a mix of single-family and multiunit housing.”

About 22% are in the “Rural” group, characterized by “country living featuring single-family homes with acreage, farms, and rural resort areas.”

ESRI Tapestry Segmentation: Urbanization Groups	Garfield 2023 Households	
	Number	Percent
Metro Cities (Examples: smaller metropolitan cities or satellite cities that feature a mix of single-family and multiunit housing)	6,691	71.9%
Rural (Examples: country living featuring single-family homes with acreage, farms, and rural resort areas; very low population density)	2,019	21.7%
Semirural (Examples: smaller towns and communities located throughout the country, single-family and mobile homes in the country, but still within reach of some amenities)	565	6.1%
Suburban Periphery (Examples: commuters value low-density living, but demand proximity to jobs, entertainment, and the amenities of an urban center)	25	0.3%

Source: Environmental Systems Research Institute

ECONOMY

The Grand Traverse region is the economic hub of Northern Michigan. Garfield plays an important part in the regional economy by providing a home to major employers and a significant labor force. A highlight of top employers by number of employees includes Sara Lee Frozen Bakery (wholesale baked goods), Britten, Inc. (banners and building wraps), Skilled Manufacturing, Inc., (automotive, aerospace, and specialty manufacturer), and RJG, Inc. (plastic injection molding).

ECONOMIC DEVELOPMENT

Garfield has a contract with Traverse Connect, a regional economic development organization, which provides business attraction and retention services and efforts to promote economic growth.

WORKERS IN GARFIELD

There are 7,726 workers in Garfield. The Labor force participation rate is 61.2% which is higher than Michigan (59.5%). 6,291 workers travel outside Garfield for employment while 1,435 work in Garfield. 3,060 or 39.6% of Garfield workers travel to Traverse City for work. The top three industries for Garfield workers are health care and social assistance, accommodation and food services, and retail trade.

JOBS IN GARFIELD

There are 13,484 jobs in Garfield. 12,049 workers living outside of Garfield travel into Garfield for employment. The top three industries in Garfield are retail trade, health care and social assistance, and manufacturing.

Workers and Jobs in Garfield by Industry Sector	Workers Living in Garfield		Jobs Located in Garfield	
	Count	Share	Count	Share
Agriculture, Forestry, Fishing and Hunting	45	0.6%	167	1.2%
Mining, Quarrying, and Oil and Gas Extraction	31	0.4%	40	0.3%
Utilities	36	0.5%	23	0.2%
Construction	361	4.7%	1,370	10.2%
Manufacturing	603	7.8%	1,921	14.2%
Wholesale Trade	211	2.7%	485	3.6%
Retail Trade	991	12.8%	2,626	19.5%
Transportation and Warehousing	187	2.4%	444	3.3%
Information	135	1.7%	295	2.2%
Finance and Insurance	351	4.5%	166	1.2%
Real Estate and Rental and Leasing	108	1.4%	198	1.5%
Professional, Scientific, and Technical Services	363	4.7%	521	3.9%
Management of Companies and Enterprises	32	0.4%	79	0.6%
Administration & Support, Waste Management and Remediation	302	3.9%	448	3.3%
Educational Services	567	7.3%	791	5.9%
Health Care and Social Assistance	1,725	22.3%	2,051	15.2%
Arts, Entertainment, and Recreation	81	1.0%	114	0.8%
Accommodation and Food Services	1,046	13.5%	1,125	8.3%
Other Services (excluding Public Administration)	303	3.9%	570	4.2%
Public Administration	248	3.2%	50	0.4%
TOTAL	7,726	100%	13,484	100%

Source: United States Census Bureau

NATURAL SYSTEMS AND ENVIRONMENTAL CONDITIONS

Natural systems are critical to the community’s vision and lifestyle, providing a key framework for land use plan development, and leveraging existing assets.

WATER FEATURES

Two of the most significant natural features of Garfield include the Boardman-Ottaway River and Silver Lake:

- The Boardman-Ottaway River flows from south to north, entering Garfield in the south-central part of the Township before flowing into Boardman Lake near South Airport Road. The river flows further north and empties into Grand Traverse Bay. Garfield and Traverse City share Boardman Lake, with the southern part in Garfield and the northern part in Traverse City. The river and lake divide Garfield from east to west. About one-quarter of Garfield’s geographic area is east of the river and lake. Areas on either side of these two natural features have distinct characteristics and represent distinct places within Garfield.
- Silver Lake, in the southwest portion of the Township, is the most prominent lake in Garfield. It covers about 600 acres with an average depth of 23.4 feet.

Topographic elevations fall from a high point of about 1,100 feet above sea level in the western portion of Garfield, to about 600 feet within the Boardman River valley, before rising once again to over 900 feet above sea level in the southeastern corner.

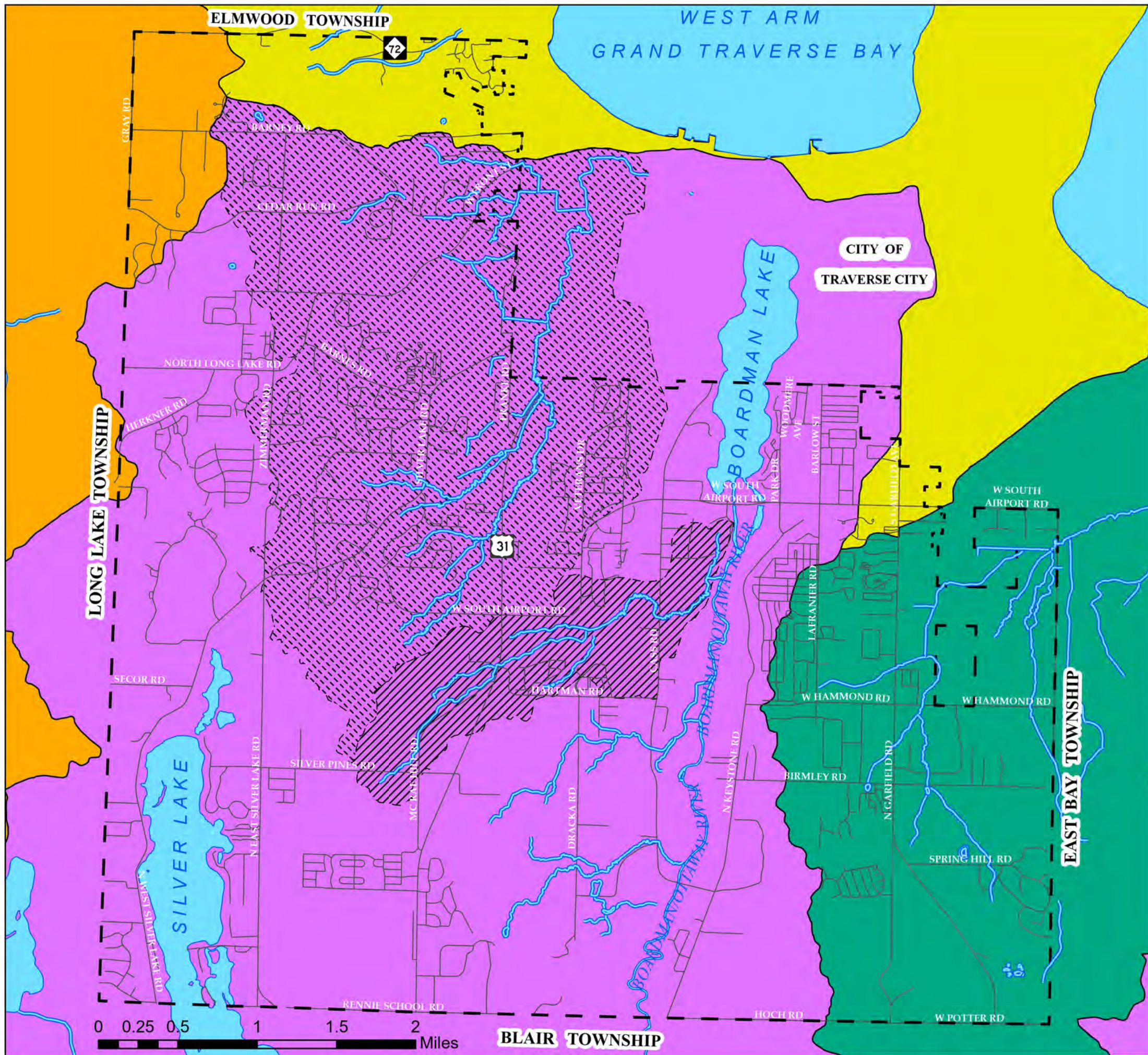
Portions of Garfield are within four different watersheds. About 76% of Garfield is within the Boardman-Ottaway River watershed, with about 17% in the Mitchell Creek watershed, 4% which drains directly into Lake Michigan, and 3% within the Platte River watershed.

Watershed	Area in Garfield (square miles)	Percentage
Boardman-Ottaway River	21.0	75.6%
Mitchell Creek	4.8	17.2%
Lake Michigan (direct drainage)	1.2	4.3%
Platte River	0.8	2.9%
Total	27.8	100.0%

Source: State of Michigan

Miller Creek, Kids Creek, and Jack’s Creek are all tributaries of the Boardman-Ottaway River located within Garfield. Mitchell Creek, partially located on the east side of the Township, drains to the East Arm of Grand Traverse Bay. It has been a priority for Garfield to protect and enhance these surface water resources, and associated wetlands, through land use planning and zoning.

Map 10 Watersheds



Legend

Township Boundary

Watersheds

Boundaries

Boardman River

East Branch Mitchell Creek

Lake Drainage

Platte River

Kids Creek Sub-Watershed

Miller Creek Sub-Watershed

A watershed, or drainage basin, describes the area of land in which all water converges to a single point and empties into another body of water.

Parts of the Township are in four river watersheds. Most of Garfield is in the Boardman River watershed, including the creek sub-watersheds for Kids Creek and Miller Creek. The eastern edge of the Township is in the East Branch Mitchell Creek watershed. Other portions of Garfield drain into the Platte River watershed or directly into Lake Michigan.

Data Source: State of Michigan

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BOARDMAN-OTTAWAY RIVER

The Boardman-Ottaway River runs for approximately 50 miles in Kalkaska and Grand Traverse counties, encompassing a watershed area of 287 square miles of land which drains into the West Arm of Grand Traverse Bay. Most of Garfield is within this watershed. Tributaries of the river in Garfield include Miller Creek, Jack’s Creek, and Kids Creek. The portion of the river south of Hammond Road is also one of 16 Natural River systems in Michigan designated by the Michigan Department of Natural Resources (MDNR). This program helps protect the rivers by regulating construction within 400 feet of the river.

The river is surrounded by parkland for most of its length in Garfield, including the Township’s Boardman Valley Nature Preserve and River East Recreation Area, and Grand Traverse County’s Natural Education Reserve and Medalie Park. There are some privately owned parcels abutting the river near Keystone Road and at Logan’s Landing and Logan Place near South Airport Road. The former City dump site, currently used as the County brush drop-off site, also abuts the river.

From 2012 to 2018, three dams along the river dating back to the late 1800s were removed in the largest dam removal project in Michigan history. These dams were Brown Bridge Dam in East Bay Township (owned by the City of Traverse City, removed in 2012) and Boardman Dam and Sabin Dam in Garfield (owned by Grand Traverse County, removed in 2017 and 2018 respectively). Modifications are also planned at Union Street Dam in Traverse City to allow for selective passage of Great Lakes fish.

These dam removal projects have helped to restore the natural habitat and free-flowing original course of the river and provided additional recreational opportunities. The bottomlands of the dams are currently being restored as natural habitat. Management and restoration of these areas is ongoing and will help to enhance the health of the river system. Garfield will continue to collaborate with partner organizations and property owners on issues related to the river and water quality, including initiatives that support the Township’s Strategic Plan goal to “support environmental conservation efforts to protect water quality.”

BOARDMAN LAKE

Boardman Lake encompasses 314 acres and is shared between Garfield and Traverse City. The lake offers recreational opportunities including fishing, sailing, canoeing, and kayaking. In 2022, the Boardman Lake Loop Trail was completed to provide a pathway all the way around the lake. This 4-mile loop provides connections to commercial and civic resources for the community and links to the regional trail system. Boardman Lake is part of the river watershed and any activities impacting the river upstream will also impact the lake.

SILVER LAKE

Silver Lake is over 600 acres and is shared between Garfield and Blair Townships, with roughly the northern two-thirds within Garfield and the remainder in Blair. There are several residential neighborhoods along the shoreline. The lake is primarily used for boating for lakefront residents and the public. The lake's water level is regulated by a drainage control device under the jurisdiction of the Grand Traverse County Drain Commissioner. Silver Lake is part of the Boardman-Ottaway River watershed.

Silver Lake Recreation Area is the only public park on the lake, although the park only has about 100 feet of shoreline frontage on the lake. The MDNR maintains a boat launch on East Silver Lake Road, though swimming is not permitted there.

Two other lakes are located just north of Silver Lake: Hidden Lake, located completely within the park, and Dryer Lake or Mud Lake which comprises the park's western border. Both smaller lakes are shallow and have no recreational amenities. If any amenities were to be considered for these lakes, Garfield should determine if dredging is needed, or if any contamination must be mitigated or sensitive natural features maintained.

KIDS CREEK

Located on the west side of Garfield, Kids Creek drains almost 11 square miles and enters the Boardman River near its mouth at Grand Traverse Bay. Kids Creek is spring fed by three major tributaries originating in Garfield that flow downstream into Traverse City. More than half of the area is urbanized and includes the US-31 commercial corridor. The 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.

CLIMATE

Lake Michigan and Grand Traverse Bay strongly temper and moderate the climate of Garfield. As a result, the area typically experiences cooler temperatures during the late spring and early summer, and warmer temperatures during the late fall and early winter. The lake effect increases cloudiness and snowfall during the fall and winter. Sudden, severe periods of lake-effect precipitation during this time are common.

Garfield receives 33 inches of rain, on average, per year. The US averages 38 inches of rain per year. Garfield averages 118 inches of snow per year. The US averages 28 inches of snow per year. On average, there are 163 sunny days per year in Traverse City. The US average is 205 sunny days. Its location near the 45th Parallel (midway between the North Pole and equator) makes for long summer days, with daylight lingering until after 10 p.m.



The warmest month of the year is July, with an average temperature of 70.3 °F. February has the lowest average temperature of the year at 20.6 °F.

WETLANDS AND HYDRIC SOILS

According to the Michigan Department of Environment, Great Lakes, and Energy (EGLE), the Township has 1,113 acres of existing wetlands. Historically, Garfield was comprised of 2,844 acres of wetlands. There has been a 61% decrease in the number of wetlands over time as land development has occurred. EGLE maintains data about Michigan's natural environment including wetlands as well as hydric soils. Hydric soils are those which are saturated by water and are found in wetlands, creating an ecosystem that supports aquatic vegetation.

Map 11 Wetlands

Legend

-  Wetlands (National Wetlands Inventory)
-  Potential Wetland Restoration Areas

Wetlands are lands which are flooded or saturated by water and which provide habitat area for aquatic plants and other wildlife. Wetlands help control flooding, purify water and replenish groundwater.

The Michigan Department of Environment, Great Lakes, and Energy (EGLE) regulates wetlands in the state, including by verifying the delineation and location of wetlands. Garfield Township requires a 25-foot setback from verified wetlands for all structures, parking lots, and snow storage areas.

Data Sources: United States Fish and Wildlife Service; State of Michigan

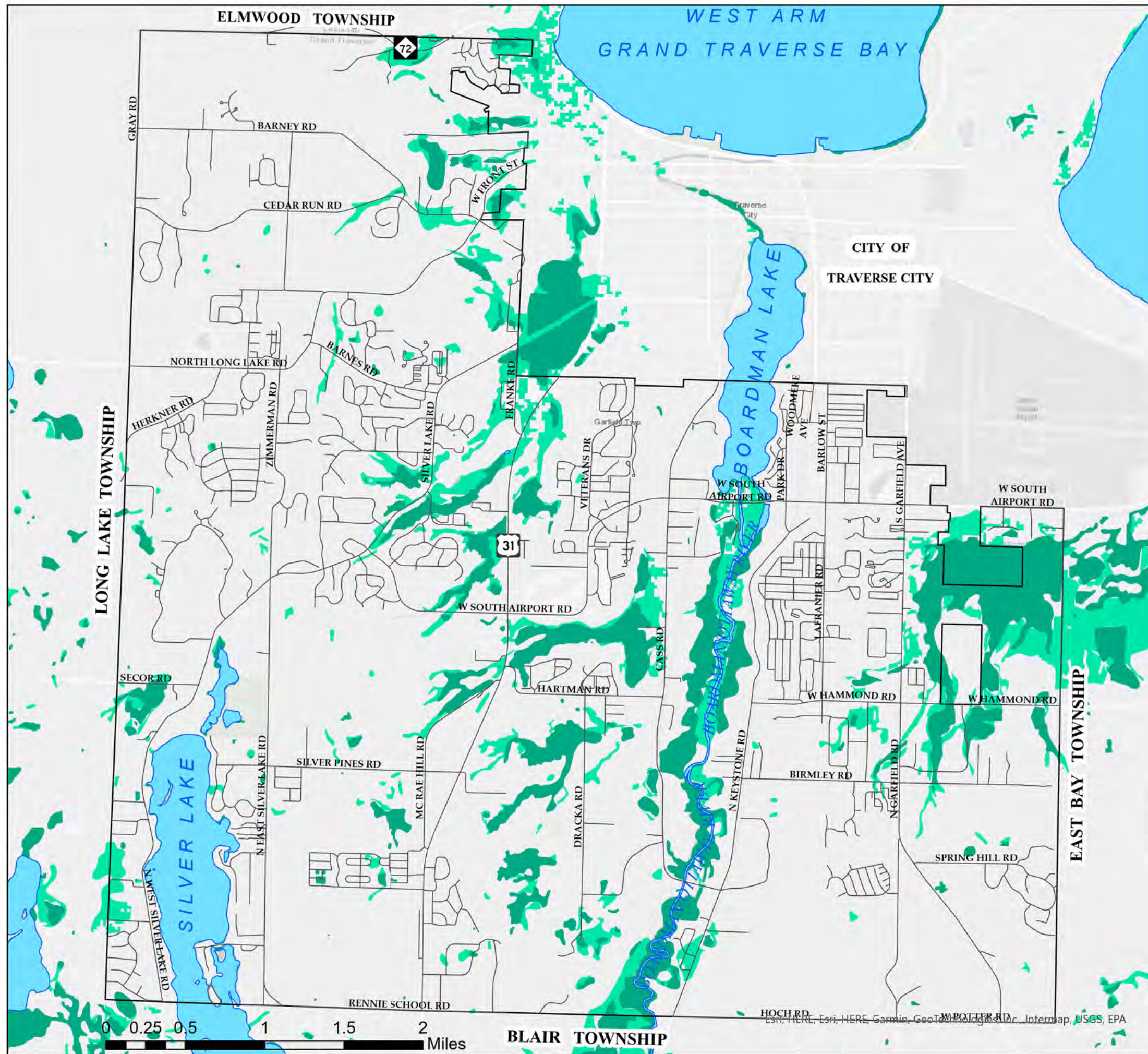
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0 0.25 0.5 1 1.5 2 Miles

BLAIR TOWNSHIP

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WATER QUALITY

Water quality remains a top priority for Garfield and its residents. Garfield maintains development standards for groundwater protection, installation of riparian vegetative buffers, and requiring setbacks from wetlands, lakes, rivers, and streams. Onsite management of stormwater is required to minimize the possibility of adverse impacts on both water quantity and water quality.

SOILS AND GROUNDWATER

Grand Traverse County, including Garfield, is underlain by sedimentary rocks that consist mostly of shale, limestone, and sandstone. Glacial deposits, the result of continental glaciation ending about 10,000 years ago, consist of gravel, sand, silt, and clay. These deposits completely cover the bedrock surface and are hundreds of feet thick at places.

Most groundwater is contained and flows in the glacial deposits that overlie the bedrock. Groundwater generally flows toward Grand Traverse Bay or to streams that are tributary to the Bay. Groundwater provides many Garfield residents with an important source for domestic water supplies. Remaining residents are supplied by the Traverse City municipal water system which pumps water from the East Arm of Grand Traverse Bay.

The following maps depict farmland soil in Garfield Township. Information on farmland soil is available from the Natural Resources Conservation Service (NRCS), an agency of the United States Department of Agriculture (USDA). The USDA considers soil to be “prime farmland” if it is the best suited for agricultural production based on factors such as permeability, slopes, resistance to erosion, lack of flooding, and others. Other soil may be classified as “farmland of local importance” if suited for agricultural activities that work well in the local ecosystem, and “prime farmland if drained” if the soil is not currently suited for agricultural production but may be made so if drained.

The State of Michigan has several programs to help preserve farmland and open space. The PA 116 program or Farmland Development Rights Agreements allows for a landowner to enter voluntarily into an agreement with the State to place a temporary restriction on the land and to preserve the land for agriculture in exchange for certain tax benefits and exemptions for various special assessments. Looking through State and Township records, there appear to be two properties in the Township that have participated in this program: the Gallagher farm on North Long Lake Road and the Edgcomb farm on Hammond Road.

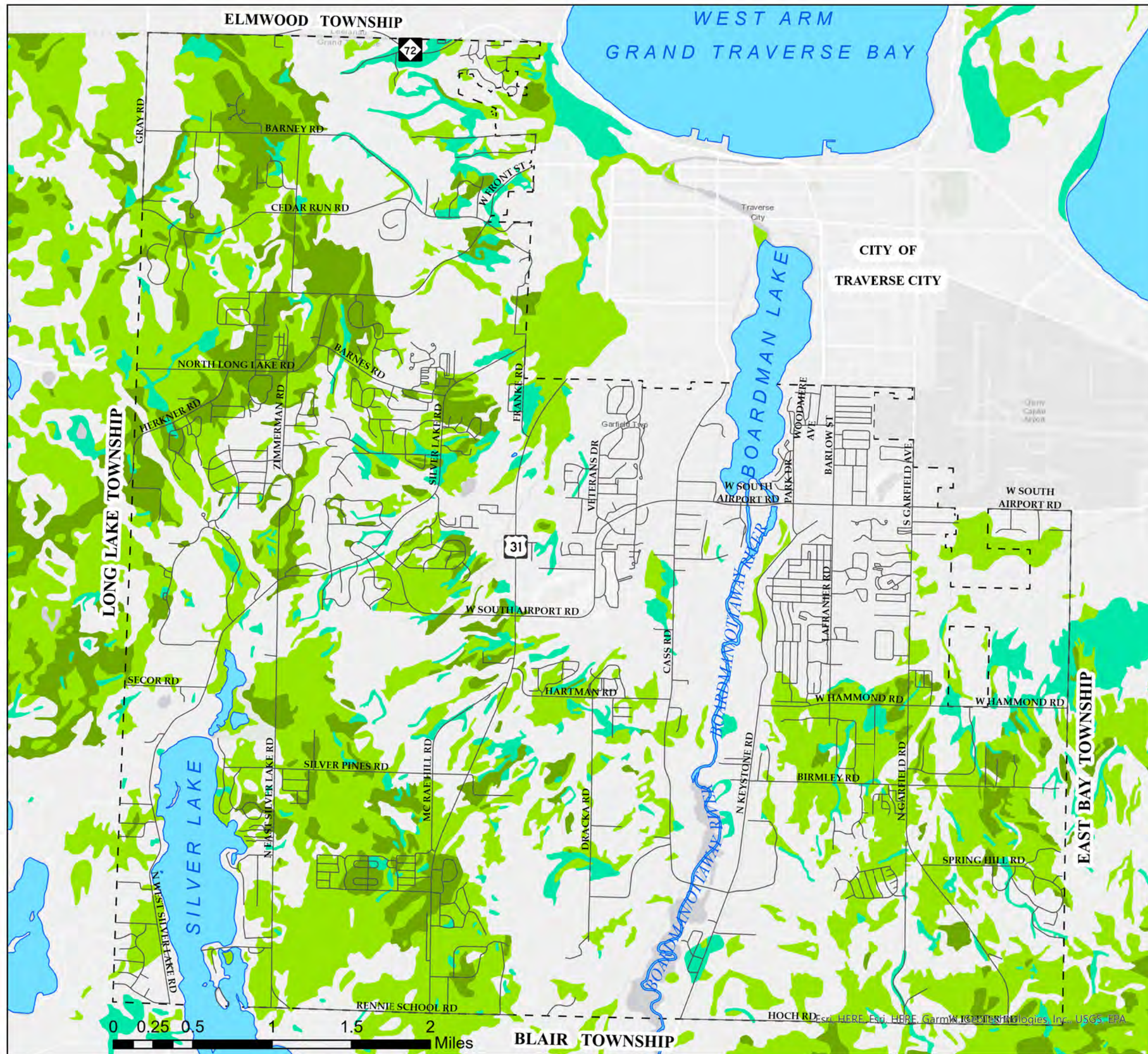
Farmland Soils

Prime Farmland has the soil quality, growing season, and moisture supply needed to produce economically sustained high yields of crops when treated and managed according to acceptable farming methods, including water management.

Farmland of Local Importance is land that is locally important for crop production, but not categorized as prime farmland, unique farmland, or farmland of statewide importance.

Source: United States Department of Agriculture

Map 12 Farmland Soils in Garfield Township



Farmland Soils

Classification

- All areas are prime farmland
- Farmland of local importance
- Not prime farmland
- Prime farmland if drained

Information on farmland soils in the Township is available from the Natural Resources Conservation Service (NRCS), an agency of the United States Department of Agriculture (USDA). The USDA categorizes prime farmland as the soils best suited for agricultural production based on factors such as permeability, slopes, resistance to erosion, lack of flooding, and others. Local agencies can also designate farmland of local importance for areas that do not meet the criteria for classification as prime farmland.

Data Source: United States Department of Agriculture (Natural Resources Conservation Service)

Charter Township of Garfield

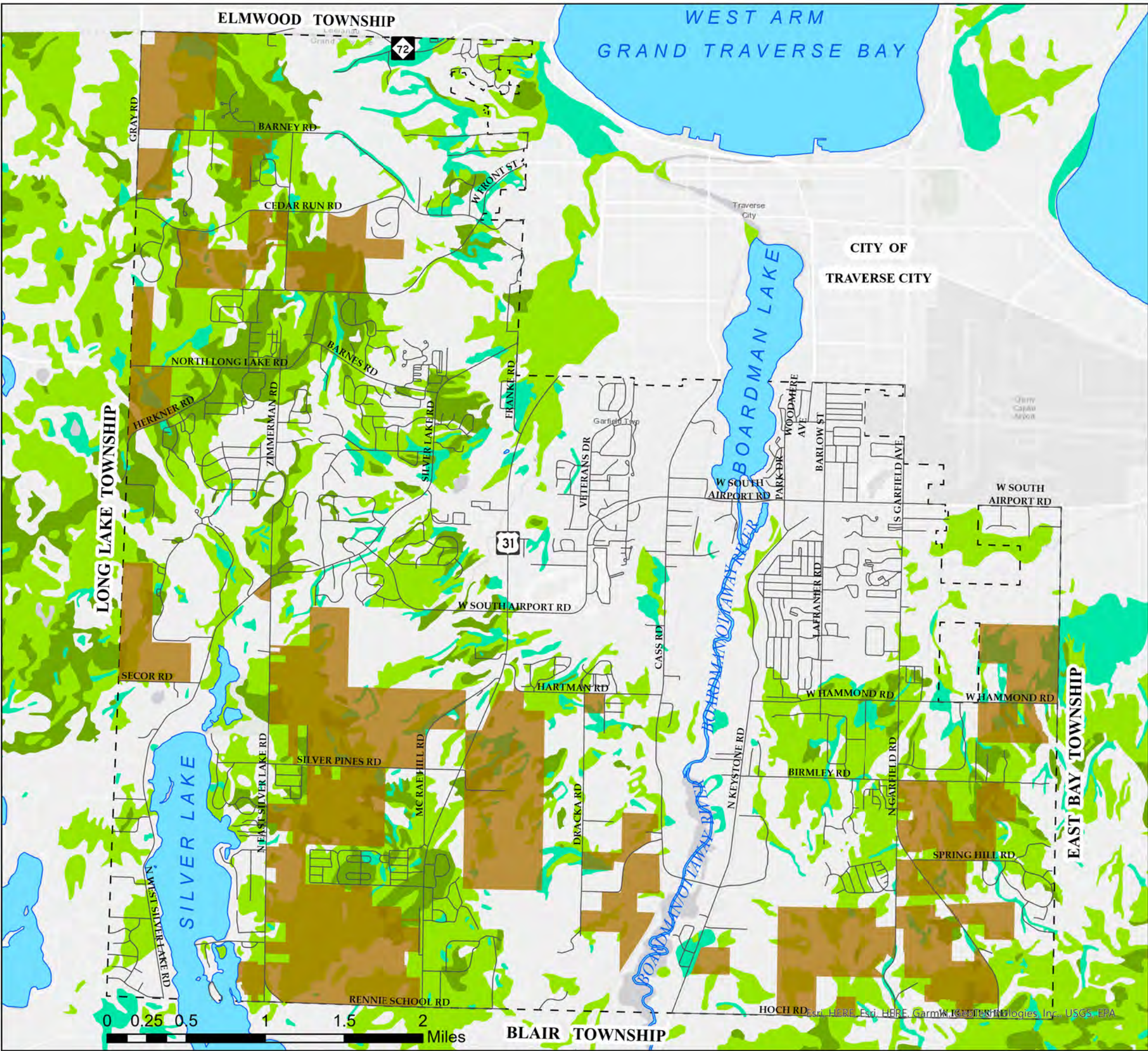
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Map 13 - Farmland Soils with Existing Farm and Agricultural Land



- Existing Land Use - Agricultural
- ### Farmland Soils Classification
- All areas are prime farmland
 - Farmland of local importance
 - Not prime farmland
 - Prime farmland if drained

Information on farmland soils in the Township is available from the Natural Resources Conservation Service (NRCS), an agency of the United States Department of Agriculture (USDA). The USDA categorizes prime farmland as the soils best suited for agricultural production based on factors such as permeability, slopes, resistance to erosion, lack of flooding, and others. Local agencies can also designate farmland of local importance for areas that do not meet the criteria for classification as prime farmland.

This map shows the soil classifications along with existing agricultural land in the Township, as estimated by the existing land use inventory used within this Master Plan.

Data Sources: United States Department of Agriculture (Natural Resources Conservation Service) and the Charter Township of Garfield

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BLAIR TOWNSHIP

Map 13 - Farmland Soils with Existing Farm and Agricultural Land

NATURAL HAZARDS

A hazard is an event or physical condition that has potential to cause fatalities, injuries, property damage, infrastructure damage, and agricultural loss, damage to the environment, interruption of business, or other types of harm or loss. Prepared by Grand Traverse County on behalf of Garfield and other local communities, the purpose of the Grand Traverse County Natural Hazard Mitigation Plan is to permanently eliminate or reduce long-term risks to people and property from natural hazards so that county assets such as transportation, infrastructure, commerce, and tourism can be sustained and strengthened.

The Plan focuses on natural hazards such as drought, wildfires, flooding, shoreline erosion, thunderstorms and high winds, hail, and extreme winter weather, and was created to protect the health, safety, and economic interests of the residents and businesses by reducing the impacts of natural hazards through planning, awareness, and implementation.

Developed by the Federal Emergency Management Agency (FEMA), the National Risk Index for Natural Hazards is a dataset to help illustrate the United States communities most at risk for 18 natural hazards. It was designed and built by FEMA in close collaboration with various stakeholders and partners in academia; local, state, and federal government; and private industry.

The Risk Index for Grand Traverse County is a score of 39.39. The Risk Index rating is very low for Grand Traverse County when compared to the rest of the United States. Risk Index scores are calculated using an equation that combines scores for expected annual loss due to natural hazards, social vulnerability, and community resilience:

Expected Annual Loss × Social Vulnerability ÷ Community Resilience = Risk Index

Risk index components are rated as follows: very low for Expected Annual Loss, very low for Social Vulnerability, and very high for Community Resilience. Risk Index scores are presented as a composite score for all 18 hazard types, as well as individual scores for each hazard type:

Hazard Type	Risk Index	Score
Avalanche	Not Applicable	--
Coastal Flooding	Very Low	35.0
Cold Wave	Relatively Moderate	79.5
Drought*	No Rating	00.0
Earthquake	Very Low	19.7
Hail	Relatively Moderate	83.6
Heat Wave	Relatively Low	62.9
Hurricane	Very Low	23.1
Ice Storm	Very Low	25.8
Landslide	Relatively Moderate	81.2
Lightning	Relatively Moderate	88.7
Riverine Flooding	Very Low	22.9
Strong Wind	Relatively Moderate	77.1
Tornado	Relatively Low	46.5
Tsunami	Insufficient Data	--
Volcanic Activity	Not Applicable	--
Wildfire	Very Low	53.4
Winter Weather	Relatively High	92.9
<i>*Note: Risk Index is based on Agricultural (crop only) impacts</i>		

Source: Federal Emergency Management Agency

The National Risk Index data is also available at the Census Tract level.

Map 14 - FEMA National Risk Index by Census Tract

Legend

National Risk Index by Census Tract

National Risk Index Rating

- Relatively Low
- Very Low

The National Risk Index was developed by the United States Federal Emergency Management Agency (FEMA) to help describe the risks faced by communities from 18 different natural hazards including droughts, heat waves, ice storms, tornados, wildfires, and winter weather. The Risk Index is determined by three factors:

- * Expected Annual Loss - average annual economic loss in dollars resulting from natural hazards
- * Social Vulnerability - susceptibility of social groups to the adverse impacts of natural hazards
- * Community Resilience - ability of a community to prepare for, adapt to, withstand, and recover from natural hazards

Grand Traverse County has a Risk Index of 39.39, considered "Very Low" in relation to the rest of the US. Some census tracts in the County, including some with land in Garfield, have a "Relatively Low" index. These are primarily due to a higher Social Vulnerability score than the rest of the county.

Data Source: Federal Emergency Management Agency

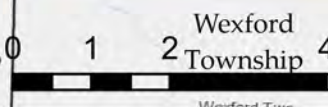
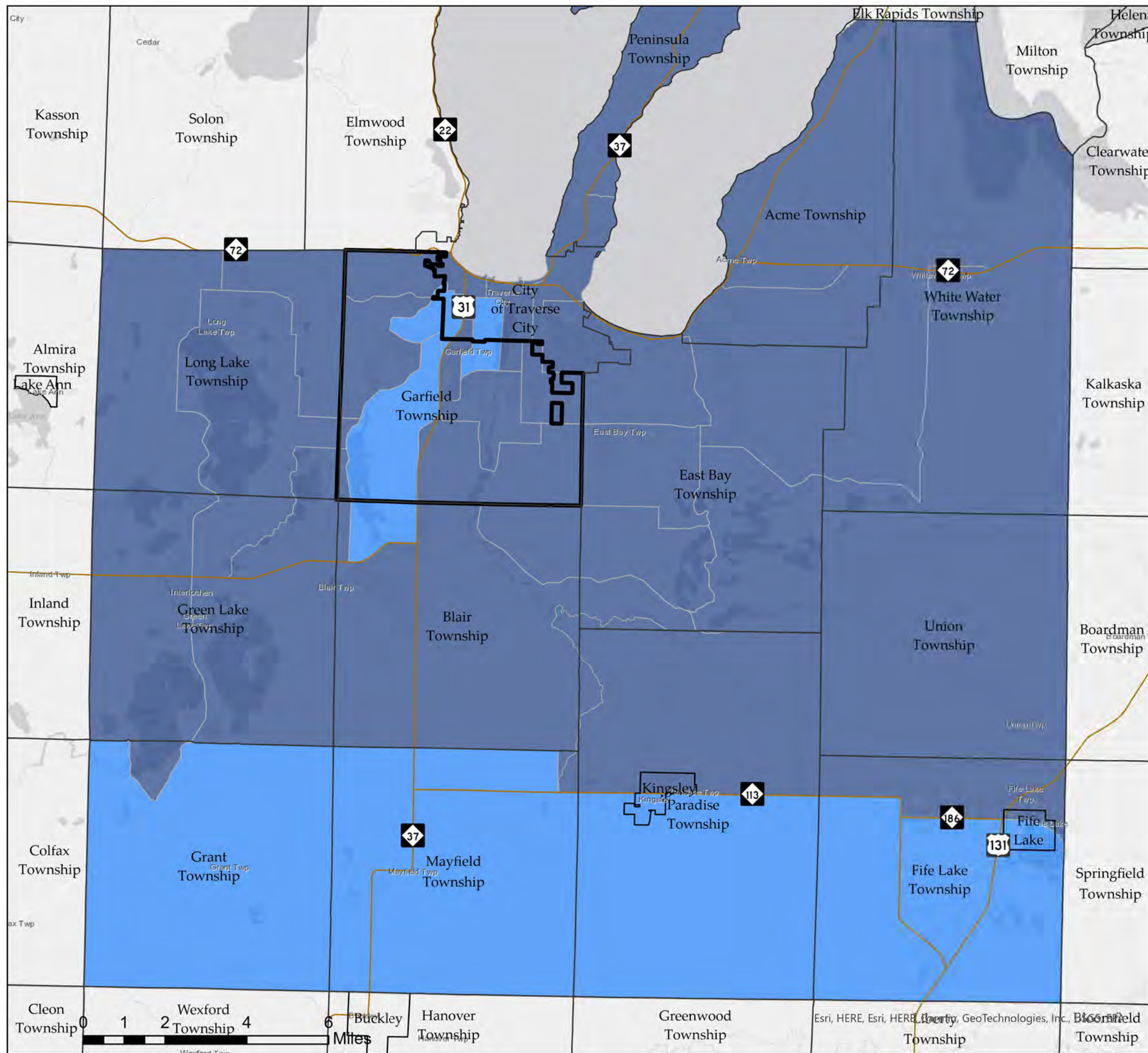
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LAND USE

This section provides an overview of current development in Garfield including existing and emergent land use patterns. This information offers a foundation for projecting future development and land use needs.

EXISTING LAND USE

Once a rural farming community, Garfield has experienced significant growth since the 1970s as development expanded outward from Traverse City. Garfield now includes a variety of land uses, including commercial areas, industrial corridors and centers, some remaining agriculture, and residential housing ranging from low to moderately high density. Garfield is experiencing steady growth, investment, and reinvestment in all aspects of commercial, industrial, and residential development.

Arterial roadways include US 31/M-37, 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. Two rail lines cross Garfield from north to south on each side of the Boardman-Ottaway River valley and access the Township's industrial corridors. Cherry Capital Regional Airport serves Garfield and is located just outside the Township boundaries.

Much of the commercial development in Garfield includes planned developments such as Grand Traverse Crossings, Grand Traverse Mall, Cherryland Center, and Buffalo Ridge Center. Garfield has one of northern Michigan's highest commercial tax bases. Significant opportunities to redevelop aging commercial corridors exist, such as along US 31, which has seen a lot of recent infill redevelopment, and South Airport Road. Garfield has approved brownfield redevelopment plans for Copper Ridge and the former Kmart at Cherryland Center to assist in redevelopment efforts.

Garfield likely has northern Michigan's highest concentration of industrial activity. These land uses are dispersed across the east and south areas of Garfield, including Cass Road, Barlow Street, and Park Drive. Other industrial areas include Hammond Commerce and Industrial Centre, Garfield-Heidbreder Industrial Park, and Blue Star Estates. The Township has granted Industrial Facilities Tax (IFT) abatements to help these businesses grow.

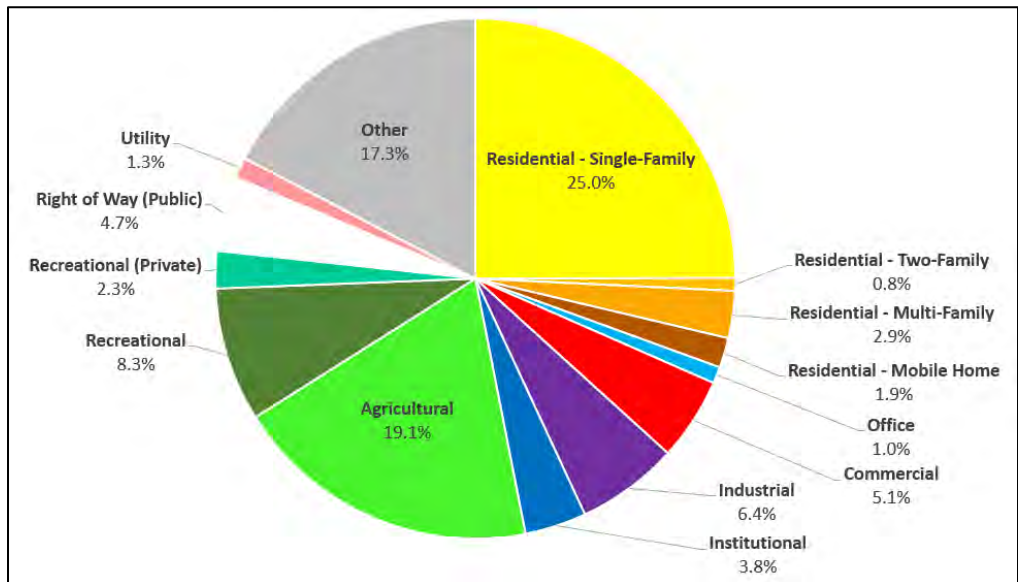
Residential land uses are widely distributed across Garfield. Traditional single-family platted developments are generally located on the west side of town, which is also where a public middle school and high school are located. Various developments including residential uses were approved as a planned unit development (PUD). Following the economic downturn of the late 2000s, many of these developments stalled. In recent years, building activity has returned to some of these projects, primarily within the residential portions of those developments.

Garfield has several mobile home parks, including King’s Court, Town and Country, and Meadow Lane. Large apartment complexes include Ridge45 (LaFranier Road), Liv Arbors and Chelsea Park (Hartman Road), Lake Pointe Village (Park Drive / along the shores of Boardman Lake), and Harbour Ridge and Boardman Lake Apartments (Veterans Drive). Throughout the years, Garfield has adapted to recognize and permit a variety of housing types in response to the changing needs of the population.

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, including McManus orchards along Garfield Road, Gallagher farm on North Long Lake Road, the Edgcomb farm and market on Hammond Road, and the Robbins farm on Cass Road. Additionally, Garfield is home to the Oleson buffalo herd. Farming is widely prevalent throughout the Traverse City region with an existing and growing number of value-added agriculturally based businesses.

Office uses are found on Cedar Run Road, Silver Lake Road, South Airport Road, and Veterans Drive. Over the last 15 years, Garfield has developed a system of public parks concentrated on both the recreational benefits and natural resource protection value of these lands. Privately owned recreational land in Garfield includes three golf courses: Traverse City Country Club, The Crown, and Bay Meadows.

Garfield conducted an existing land use inventory in 2022 as represented by the following chart. Along with the categories described above, this inventory accounted for utility corridors, publicly owned rights-of-way (not including private roads or road easements), and an “Other” category that includes approved projects that have yet to be built, and land with no buildings or which does not appear to be actively farmed.



Summary of Existing Land Use Categories (Source: Charter Township of Garfield)

BARLOW GARFIELD NEIGHBORHOOD & CHERRYLAND CENTER

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.



1964 aerial image showing part of Barlow Garfield neighborhood (Source: Charter Township of Garfield)

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, as 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 Youngkers and Sears in 2018.

Completed in 2020, the Barlow Garfield Neighborhood Plan is Garfield’s strategy to help guide future land use, development, and redevelopment for the east side of the township. The Plan is intended to generate a vision and build a sense of place. While under separate cover, the strategic plan and development guidelines in the Plan remain intact, are to be applied to land use decision-making in the neighborhood and complement the goals and objectives of this Master Plan.

SURROUNDING ZONING & LAND USE

Garfield abuts the City of Traverse City to the north and east, Elmwood Township to the north, Long Lake Township to the west, Blair Township to the south, and East Bay Township to the east. The following is a brief discussion of how neighboring planned land use and existing zoning relate to planned land uses and existing zoning in Garfield.

THE CITY OF TRAVERSE CITY

City zoning is generally consistent with zoning in Garfield with a significant area of land along the boundary being zoned for residential uses. Corridors between the City and Garfield also provide a stronger connection of uses between the two entities, including the following specific locations:

- Cedar Run Road/West Front Street – Due to proximity to the Munson Medical Center, the corridors of West Front Street and Cedar Run Road have developed as an area mainly comprised of medical clinics and offices. One exception to this area is the Concrete Service, an existing industrial use covering about ten acres of land in Garfield. With the medical-related uses and the Oleson planned unit development, there is opportunity to improve this area as a neighborhood hub by providing walkable infrastructure and moderate to high-density residential uses.
- North US 31 South – This long-time highway corridor provides some of the larger commercial uses in the urbanizing area. Development and redevelopment of this corridor impacts Kids Creek which flows through this area. Opportunities for this corridor include improving and expanding pedestrian infrastructure while continuing efforts to buffer Kids Creek from the built environment.
- Veterans Drive – With land uses limited to residential and office, this corridor has less intense activity and traffic than some of the more developed commercial corridors. Extending walkways into Garfield from the City would provide safe connections for pedestrians.
- Woodmere Avenue/Barlow Street – Residential, commercial, and industrial create a varied mix of uses for the Woodmere/Barlow area. Building on this eclectic array of uses provides opportunity for creative development while being near destinations like the Cherry Capital Airport, downtown Traverse City, and the Boardman Lake Loop Trail.

Finally, a portion of Garfield is part of the Grand Traverse Commons, which includes the former Traverse City State Hospital historic site (see below). 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 its own master plan and development regulations.

CHARTER TOWNSHIP OF EAST BAY

Future land use plans and zoning are generally consistent between Garfield and East Bay Township. Garfield and East Bay Township have collaborated on corridor discussions and plans for Hammond Road as a major east-west road. As traffic on South Airport Road is expected to increase, continued coordination is recommended as multi-family residential housing develops in the East Bay Township portion, multi-family residential and industrial uses are planned in Garfield, and the Airport has plans for additional commercial development on the north side of South Airport Road.

BLAIR TOWNSHIP

Blair Township has planned for similar future land use types along the northern edge of their Township as the uses planned at the southern edge of Garfield, including the commercial uses along US 31 in the area near Chums Corners. However, residential land uses planned in Blair Township are at a higher density than the more rural low density residential and agricultural land uses planned along the southern border of Garfield.

CHARTER TOWNSHIP OF LONG LAKE

Planning is consistent between Long Lake Township and Garfield in identifying low-density residential development along the south three-fourths of the shared boundary. In Long Lake Township, moderate density residential is planned along the northern quarter of the boundary with Garfield. In the same area, Garfield is currently planning for agricultural/rural land uses.

CHARTER TOWNSHIP OF ELMWOOD

The future land uses and zoning in Elmwood are relatively consistent along the M-72 corridor which forms the north edge of Garfield. Adjacent future land uses between the two townships are generally low-density residential.

GRAND TRAVERSE BAND OF OTTAWA AND CHIPPEWA INDIANS

The Grand Traverse Band of Ottawa and Chippewa Indians (Ojibwe: Gichiwiikwedong Odaawaag miina ojibweg) is a federally recognized Native American tribe located in northwest Michigan. It is one of three federally recognized tribes of Odawa peoples in Michigan. The territory of the Grand Traverse Band of Ottawa and Chippewa Indians is the Grand Traverse Indian Reservation, of which the majority lies in Leelanau County. A 63.43-acre parcel located off Herkner Road in Garfield is held in trust by the United States of America for the Band. "Trust lands" are those lands

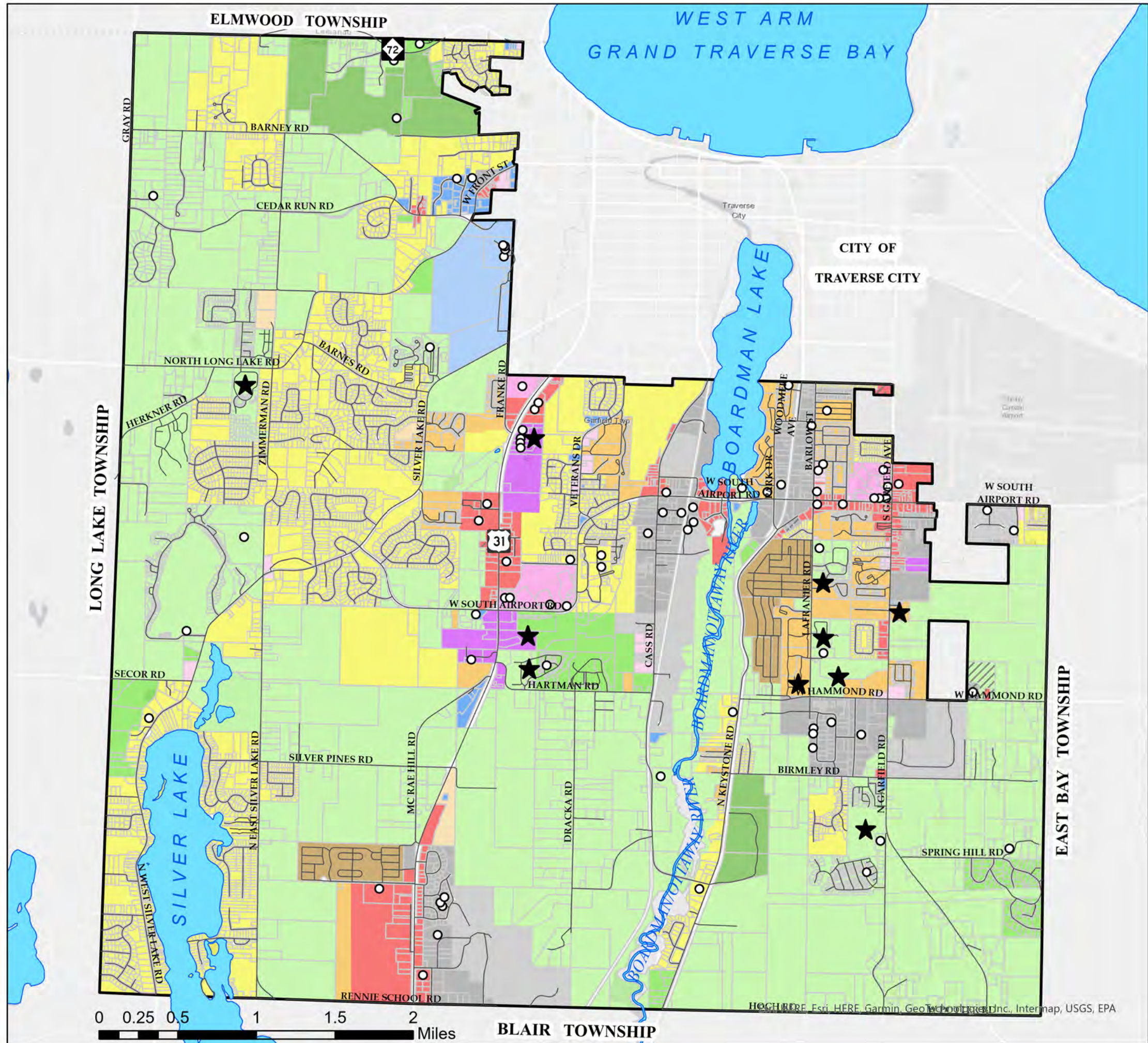
where the title is held in trust by the United States for the benefit of American Indian tribes or for the benefit of individual American Indians. Activities of a federally recognized Native American (Indian) tribal government within trust land are not subject to local zoning.

RECENT DEVELOPMENT ACTIVITY (2018-2022)

Land use development activity for the last five years in Garfield consists of the development approvals granted by the Planning Commission, Township Board, or through administrative review. Recent development activity is represented on the following map, with starred activity representing notably large developments include the following:

- Apartments: Chelsea Park West, Marengo 31, Ridge45 Phase IV, and Fox Run
- Senior living complexes: French Manor, Meadow Valley, Village at LaFranier Woods
- Fairfield Inn/Tru Hotel
- BATA/TCHC mixed use development
- Ashland Park residential development

Map 15 - Recent Development Activity (2018-2022)



Intensity

- ★ Large Developments*
- Other Developments

Zoning

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

* Including Meadow Valley, Fairfield Inn / Tru Hotel, Marengo 31, Chelsea Park West, French Manor, Village at LaFranier Woods, Ridge45 Phase IV, Fox Run, BATA / TCHC, and Ashland Park

Data Source: Charter Township of Garfield

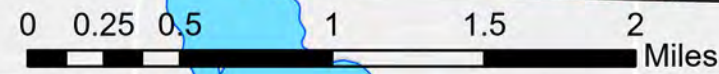
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ANTICIPATED RESIDENTIAL DEVELOPMENT

In preparation for the Master Plan update process, Staff and the Planning Commission conducted an analysis on anticipated residential development in Garfield Township. This analysis is based on data including recently approved projects, Zoning Ordinance standards, population projections, and the current Master Plan and other Township policies. Performing this analysis shows a hypothetical “build-out” of the Township based on these existing trends. The following assumptions were made:

- Current population: ~20,000
- Average household size: ~2.26 (2019 ACS)
- Percent occupied units: ~93.5% (2019 ACS)
- Assume ~80% of land available for development (~20% needed for roads, natural features)
- Assume ~0.35-0.5 acres approximate lot size based on current Future Land Use designation
- Assume ~10 units per acre for multiple family




Based on this analysis, the following projections were observed:

- Orange – Housing units approved but not yet built (e.g., Village at LaFranier Woods, Meadow Valley). Potential additional population: 4,000+
- Yellow – No current development, but areas zoned for residential development. Potential additional population: 1,000+
- Green – No current development, but areas planned for residential development. Potential additional population: 3,000+
- Total – Without changing any current policies, the potential future population for the Township population is 28,000+

This analysis provided background information for the Master Plan update process, especially the updated Future Land Use Map.

Map 16 - Anticipated Future Residential Development Areas

Legend

-  Housing Units Approved but Not Yet Built
-  No Current Development, but Areas Zoned for Residential
-  No Current Development, but Areas Planned for Residential

This map illustrates an analysis of the potential residential development areas in Garfield Township. Garfield currently has a population of about 20,000. The analysis used the current population, data for estimated average household size and percent occupied units, and estimated values for density of development to forecast the potential future population of Garfield Township based on current policies.

The analysis found that a near future population of 28,000 is possible without any changes to the existing Township Master Plan or the Zoning Ordinance. About 4,000 people could be added to the population from developments that have been approved but not yet constructed. About 1,000 people could be added in other areas currently zoned for residential, and another 3,000 could potentially be added in areas currently planned for residential.

Data Source: Charter Township of Garfield

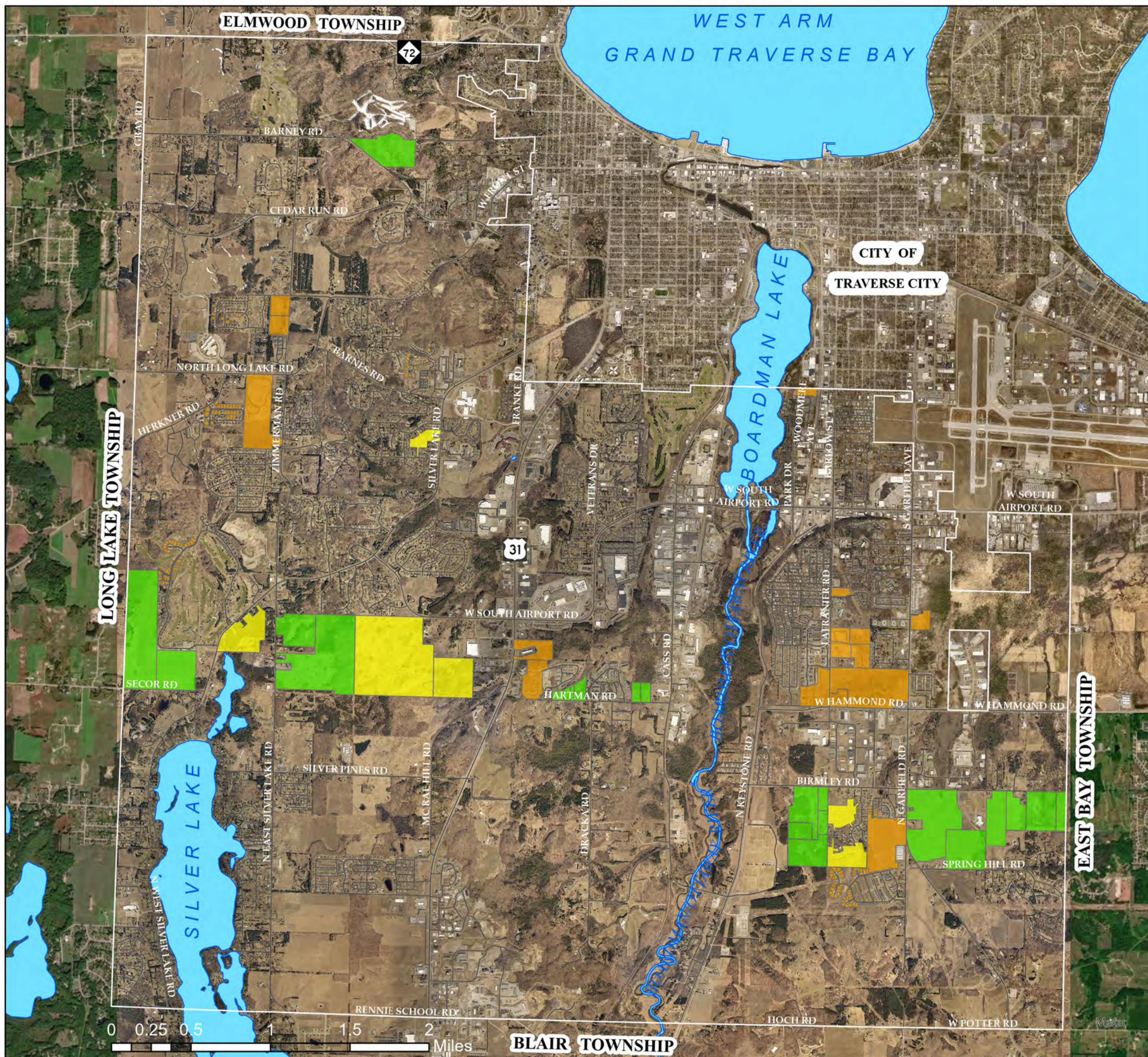
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GRAND TRAVERSE COMMONS

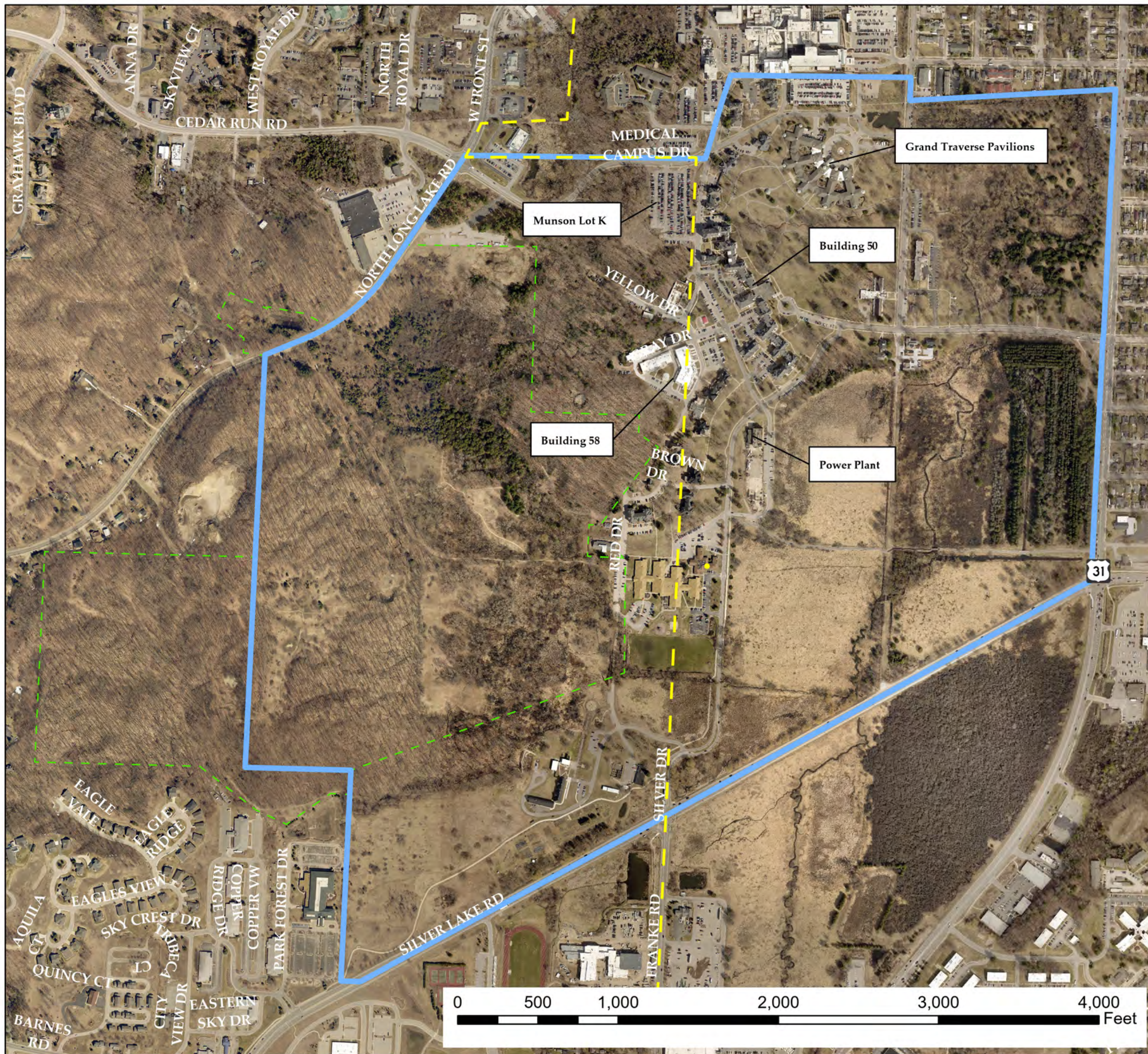
The Grand Traverse Commons is an area of land on which the Northern Michigan Asylum was built between 1883 and 1885. The land, purchased in 1881, encompassed about 400 acres consisting of mostly forest land and expanded over decades to over 700 acres. In the two years that it took to build the main hospital (later called the Traverse City State Hospital) and the many years since, this location has played an important role in the development of the Traverse City urbanizing area. The presence of the hospital influenced what was a small community in northern Michigan at the turn of the twentieth century by developing local industries, employing hundreds of workers, and admitting new “patient-residents.”

The main hospital building, known as Building 50, was built as a Kirkbride Plan structure. The Kirkbride Plan, adopted with architectural variations by asylums across the country, set out more than a blueprint for buildings. The Plan also outlined a philosophy of patient care, including activities for patients, stressing the value of nature and outdoor experiences for patients. The emphasis was on healthy environments of fresh air and extensive grounds with natural light where patients could be active in their treatments. Building 50, a beautiful Victorian-Italianate style hospital sitting in parklike acreage, embodied this philosophy and the driving philosophy of its first superintendent, James Decker Munson that “Beauty is Therapy.” In the years following the main hospital’s opening, multiple subsidiary cottages for housing patients were also built.




The State Hospital formally closed in 1989. A massive community undertaking that began in 1991, successfully halted the destruction of the remaining wings of the Kirkbride structure (Building 50) and many other surrounding buildings. From that time, community engagement has sought reuses for the acres of woodlands, multiple structures and spaces that once formed the campus of the State Hospital. A contract among the Minervini Group, Traverse City, and Garfield Township began a redevelopment of the Hospital buildings for residences and business. The working farmstead, an integral part of the State Hospital, is now the site of the Historic Barns Park and Community Garden under the aegis of the Charter Township of Garfield and City of Traverse City Recreational Authority.

Today, the Commons consists of the Village at Grand Traverse Commons, the Grand Traverse Pavilions, the Commons Natural Area, and Northwest Education Services (formerly Traverse Bay Area Intermediate School District). The revival of buildings, the arboretum, former farmland, and wooded trails that comprise the Historic Commons provide opportunities for individuals and groups to study the history and to identify the economic, cultural, educational, and scientific values of this site to the greater Traverse City region. The Commons is jointly planned and zoned under the authority of the City of Traverse City and Charter Township of Garfield Joint Planning Commission, with its own master plan and development regulations.

Map 17 Grand Traverse Commons Area



Legend

-  Grand Traverse Commons Boundary
-  Garfield Township - City of Traverse City Border
-  Grand Traverse Commons Natural Area - Parkland Boundary

The Grand Traverse Commons is a historic area located on the former Traverse City State Hospital site and is shared between the City of Traverse City and Garfield Township. It includes the Village at Grand Traverse Commons in the former State Hospital buildings, and the Grand Traverse Commons Natural Area, a Garfield Township park.

Data Source: Charter Township of Garfield

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COMMUNITY INFRASTRUCTURE

Community facilities and infrastructure provide essential services and amenities that support quality of life in Garfield.

MUNICIPAL WATER SYSTEM

Garfield has its own municipal water system. The system is separated into four service districts consisting of three water storage tanks, eight booster stations, twelve pressure reducing valve stations and a network of water distribution lines. Currently there are 2,950 customers (9,800 residential equivalent units or REUs) that are connected to the system. This infrastructure provides the domestic and fire water supply and pressures to the entire service area. The Township Engineer and Grand Traverse County Department of Public Works administer the municipal water system.

SUPPLY

The sole water source is supplied by the City of Traverse City through a bulk water agreement regulated by the two governmental entities, allotting for a maximum daily use of five million gallons daily (MGD) to Garfield. Supply is treated surface water with chlorine and fluoride addition.

STORAGE

Storage includes a total of three storage tanks: One below ground tank with 2.25 M gallon storage; one elevated tank with 300,000 gallons of storage; and one above ground storage tank with 1.1 M gallon storage.

DISTRIBUTION

Most of the system piping is composed of ductile iron, PVC, or polyethylene typically ranging in size from 6-inch to 20-inch. The distributions system is comprised of about 73 miles of distribution pipe.

SANITARY SEWER SYSTEM

Garfield has its own sanitary sewer system. The system is separated into eight service districts consisting of twelve pump stations and a network of collection and transmission lines. Currently there are 3,300 customers (9,800 REUs) that are connected to the system.

COLLECTION

The sanitary sewer collection system is comprised of about 72 miles of gravity collection piping ranging from 6-inch to 24-inch diameter. The collection system empties into a total of twelve pumping stations and about 5.5 miles of dedicated

pressurized force main to transport waste to the wastewater treatment facility in the City of Traverse City.

TREATMENT

Sole treatment source is provided by the City of Traverse City through a bulk sewer agreement regulated by the two governmental entities as monitored through four master meters.

STORMWATER SYSTEMS

Garfield 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.

COUNTY DRAINS

Within Garfield, the Grand Traverse County Drain Commissioner manages the Cass Road Drainage District which extends from Cass Road southwest to Silver Pines Road and manages a high-water outflow dam at the southern end of Silver Lake that regulates water levels.

GAS & ELECTRIC

Much of Garfield is served by natural gas from DTE Energy but many outlying areas rely on propane for a heating source. Traverse City Light & Power, Cherryland Electric, or Consumers Energy provide electricity, depending upon location.

BROADBAND

Broadband commonly refers to high-speed Internet access that is always on and faster than the traditional dial-up access, including digital subscriber line (DSL), cable, fiber-optic, wireless, satellite, and broadband over powerlines. Cable is broadband internet provided by a cable television company over a mixed coaxial and fiber-optic network. Alternatively, fiber-optic broadband service uses transparent glass fibers to carry data across distances. In partnership and at the direction of the Michigan Public Service Commission (MPSC), Connected Nation Michigan conducts assessments of the broadband landscape in the state of Michigan. Based on the most recent assessment in September 2021, all of Garfield is served by cable internet service. The closest fiber-optic service in Grand Traverse County is in downtown Traverse City.

TOWNSHIP FACILITY

The Township Hall at 3848 Veterans Drive was built in 2004 on a 2.37-acre parcel. The 16,852 square-foot building provides offices and meeting rooms for Township operations.

PARKS & RECREATION

Garfield owns and maintains a system of seven parks: Boardman Valley Nature Preserve, Grand Traverse Commons Natural Area, Hughes Drive Nature Reserve, Kids Creek Park, Miller Creek Nature Reserve, River East Recreation Area, and Silver Lake Recreation Area. Together, these areas provide nearly 600 acres of parkland for active and passive recreation. Prior to the 1993 acquisition of Grand Traverse Commons Natural Area, the Township owned no parkland.

The elected Township Board oversees the Township parks system with assistance from the Parks and Recreation Commission and Township Staff. The Parks and Recreation Commission, a body appointed by the Township Board, studies park issues and makes recommendations to the Township Board for their consideration. Two Township Park Stewards on staff working under the Township Supervisor perform the day-to-day management and maintenance of Township parks, and the Planning Department also provides staff support for parks. Garfield maintains a Parks and Recreation Master Plan which describes physical features, existing recreational facilities, and the desired actions to improve and maintain park facilities.

Multiple outside organizations also maintain parkland within the Township, including:

- Joint Recreational Authority (Charter Township of Garfield and City of Traverse City Recreational Authority)
- Grand Traverse County
- City of Traverse City
- State of Michigan
- Grand Traverse Regional Land Conservancy

Though not owned by the Township, the resources owned by these entities provide important recreational amenities. Altogether, over 1,500 acres of public land is available for enjoyment. Many of these parks also serve a key function in the existing and planned non-motorized transportation network. The following information highlights park facilities located in Garfield owned by outside organizations.

JOINT RECREATIONAL AUTHORITY

The Joint Recreational Authority is a partnership between the citizens of Garfield Township and Traverse City, creating an entity to allow for the management of park properties. Provisions within Michigan's Recreational Authorities Act (MCL 123.1131

et seq.) provided for the creation of the Authority. In 2004, voters in both Garfield Township and Traverse City approved ballot measures for the Authority to purchase and operate three properties as public parks including two located in Garfield: Historic Barns Park and Hickory Meadows.

GRAND TRAVERSE COUNTY

Grand Traverse County owns several parks which serve the region including three in Garfield: Keystone Soccer Complex, Medalie Park, and the Natural Education Reserve.

CITY OF TRAVERSE CITY

Owned and operated by the City of Traverse City, the 122-acre Hickory Hills Ski Area is located at the west end of Randolph Road in Garfield, just west of Hickory Meadows. Hickory Hills is known for skiing, but also offers disc golf and other recreational opportunities. Recent improvements include a lodge offering rentals for events.

STATE OF MICHIGAN

The State of Michigan Department of Natural Resources (MDNR) maintains a boat launch at Silver Lake with access via East Silver Lake Road. This is the only publicly accessible boat launch within Garfield Township.

GRAND TRAVERSE REGIONAL LAND CONSERVANCY

The Grand Traverse Regional Land Conservancy owns and manages the Mitchell Creek Nature Sanctuary on Townline Road. The site primarily contains wetland areas and does not have any formal trails or trailheads, though passive recreation is allowed on the site.

Map 18 Existing Parks and Recreation Facilities

Legend

All Parks within Garfield Township

Owner

- Owned by Township
- Owned by Other Entity

Park Facility Inventory

Facility Type

-  Golf Course
-  Library
-  Municipal Facility
-  School
-  School Sports Facility

This map shows all of the parks located within Garfield Township, including those owned and operated by Garfield Township (shown in dark green), and those owned and operated by other entities (shown in light green).

Data Source: Charter Township of Garfield

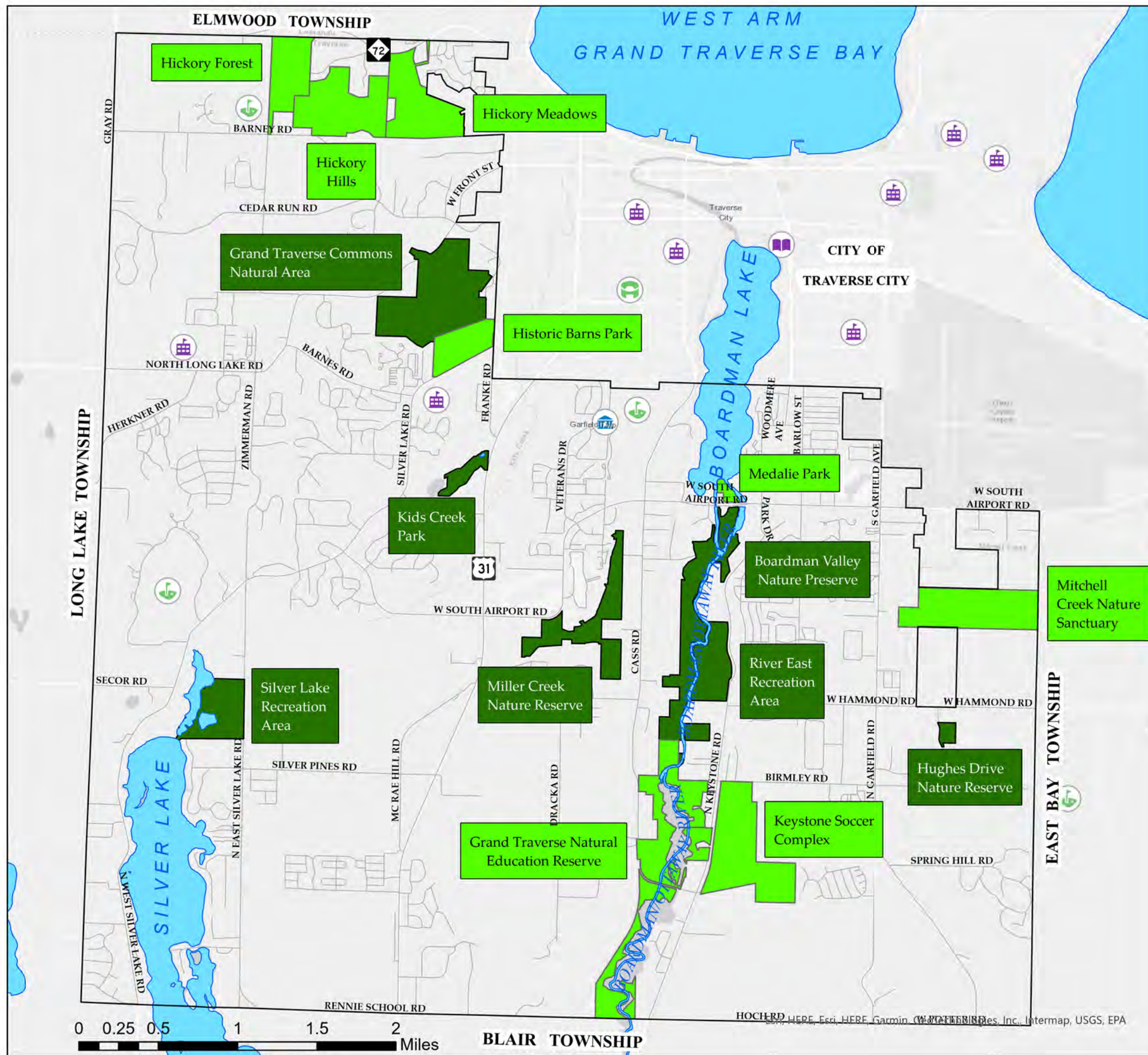
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0 0.25 0.5 1 1.5 2 Miles

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HERE Esri, HERE, Garmin, DeLorme, Intermap, USGS, EPA

SCHOOLS

The Grand Traverse area is home to Northwestern Michigan College (NMC), 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 which grant baccalaureate, graduate, and doctoral degrees. NMC operates two facilities in Garfield: University Center on Dendrin Drive on a parcel adjacent to Boardman Lake, and J.H. Rogers Observatory on Birmley Road.

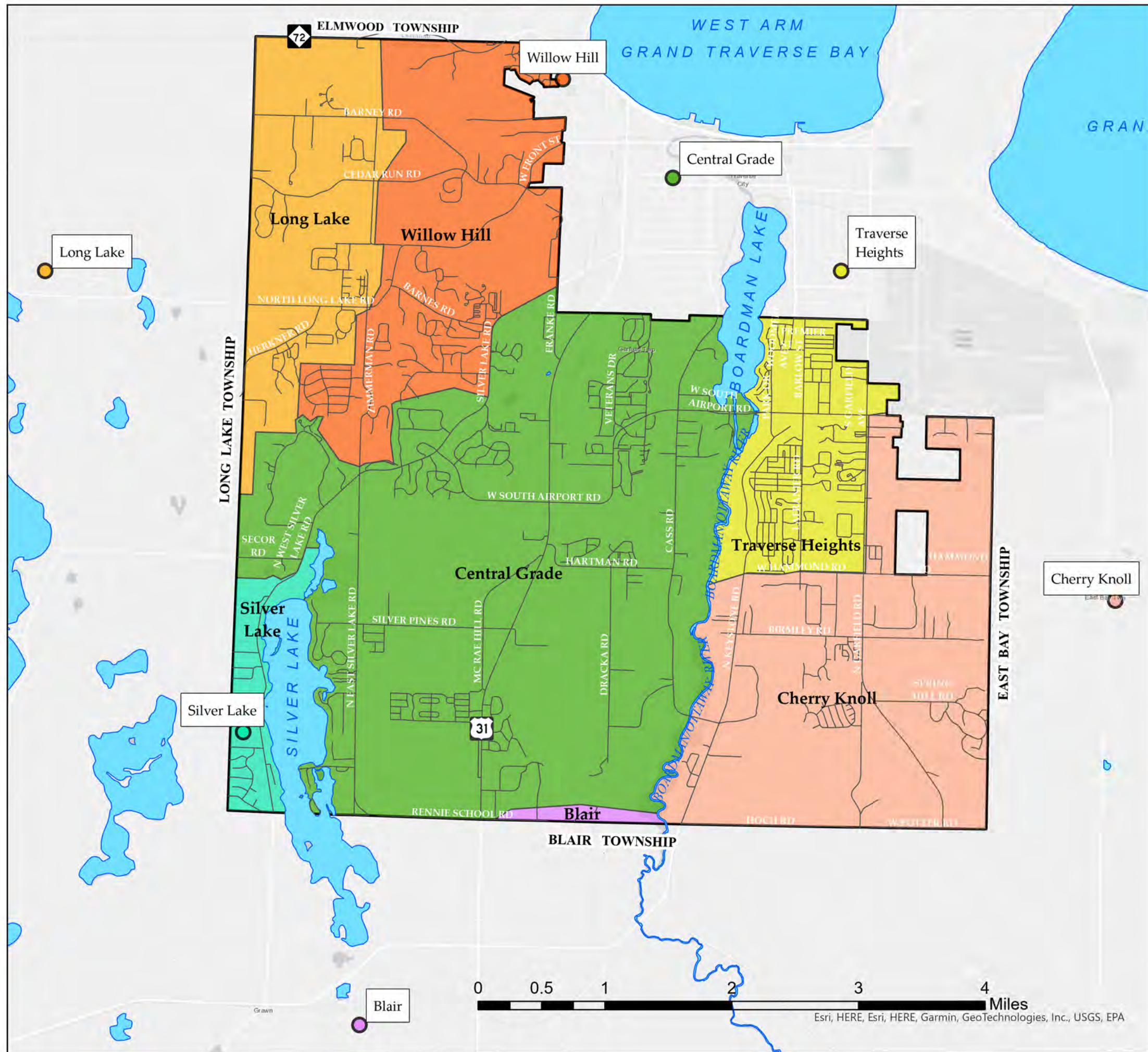
Northwest Education Services (North Ed) is an Intermediate School District (ISD) located in Garfield Township which operates a Career Tech Center on Parsons Drive in the City of Traverse City as a secondary career and technical education center and the Creekside School on Red Drive in the Township as a K-12 center-based program for students with emotional impairment or severe behavioral concern.

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 School, Silver Lake Elementary School and TCAPS Montessori School are all located in Garfield. TCAPS enrollment is approximately 8,900 students.

TCAPS students west of US 31 are zoned to West Senior High School and West Middle School, and TCAPS students east of US 31 are zoned to Central High School and East Middle School. Elementary students in Garfield are zoned to seven different schools: Blair, Central Grade School, Cherry Knoll, Long Lake, Silver Lake, Traverse Heights, and Willow Hill. Open enrollment allows students to attend a school different from their home school, including TCAPS Montessori School.

Additional schools in Garfield include The Greenspire School, a publicly funded Montessori school, The Children's House, a privately funded Montessori school, and Traverse City Christian School, a private parochial school. Other schools serving the region include the Grand Traverse Area Catholic Schools (GTACS), which operates one high school, one middle school, and one elementary school; and Grand Traverse Academy, a K-12 public charter school in East Bay Township.

Map 19 - Schools: TCAPS Elementary District Boundaries



Elementary Schools

District

- Blair Elementary School
- Central Grade School
- Cherry Knoll Elementary School
- Long Lake Elementary School
- Silver Lake Elementary School
- Traverse Heights Elementary School
- Willow Hill Elementary School

Elementary school students in Garfield Township are zoned to seven different schools. One of these schools is located in Garfield Township; the others are located in surrounding communities, as follows:

- Located in Garfield Township: Silver Lake Elementary
- Located in City of Traverse City: Central Grade School, Traverse Heights Elementary, & Willow Hill Elementary
- Located in East Bay Township: Cherry Knoll Elementary
- Located in Long Lake Township: Long Lake Elementary
- Located in Blair Township: Blair Elementary

Data Sources: Charter Township of Garfield and Traverse City Area Public Schools

Charter Township of Garfield

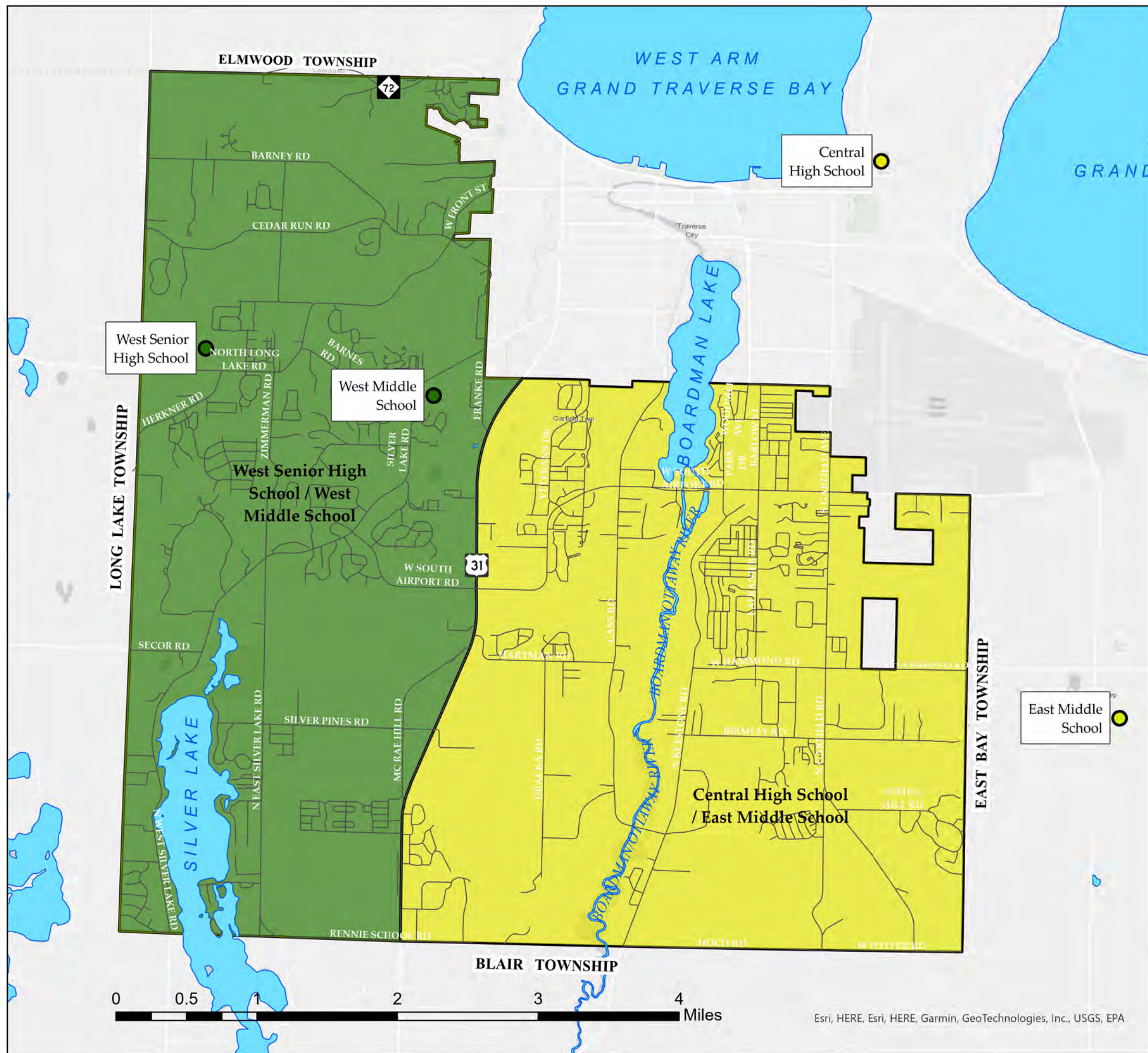
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Map 20 - Schools: TCAPS High School and Middle School District Boundaries



High Schools and Middle Schools District

- Central High School / East Middle School
- West Senior High School / West Middle School

For middle school and high school students within Garfield Township, those west of US 31 are zoned to West Middle School and West Senior High School. The students east of US 31 are zoned to Central High School and East Middle School.

Both West Middle School and West Senior High School are located in Garfield Township. Central High School is in the City of Traverse City, and East Middle School is located in East Bay Township.

Data Sources: Charter Township of Garfield and Traverse City Area Public Schools

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EMERGENCY SERVICES & FACILITIES

The Grand Traverse Metro Emergency Services Authority (Metro Fire) provides services to Garfield, the Charter Township of East Bay, and Acme Township. The Authority consists of the three former Township fire departments which were consolidated in 1980. The Authority maintains over 30 pieces of apparatus out of five stations. These include engines, tankers, ladder truck, heavy rescues, wildfire trucks, water supply trucks, air supply vehicles, medical units (squads), chief command vehicles, fire investigator vehicles, rescue boats, rescue sleds, ATVs, and a public education vehicle. The Authority has station captains that oversee 30+ fire service personnel (full time and part time) working out of five stations. The Authority operates two of its five stations within Garfield, including Station 11 on Veterans Drive and Station 12 on East Silver Lake Road, adjacent to Silver Lake Recreation Area.

Call volume in 2012 was just under 4,260. By 2018, call volume increased to 4,912. In 2020, the Authority responded to 5,010 calls despite a dramatic decrease in calls due to COVID-19. In 2022, the Authority received its highest call volume at 6,170 incidents.

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

As part of the road patrol division, the Sheriff's Office contracts with several townships, including Garfield, to provide Community Police Officer (CPO) positions. In addition to performing the regular duties of road patrol, these officers work closely with their township officials to provide proactive, community-oriented programs and projects such as crime prevention, home safety, fraud protection, active shooter awareness and more. CPOs work closely with schools in their townships and attend meetings of various business associations. They also work flexible schedules to address issues occurring within their townships. Garfield has five Community Police Officers.

Ambulatory services are provided via Mobile Medical Response (MMR), which provides ground transport for critically ill and injured patients. Mobile Medical Response is a private, non-profit 501(c)(3) organization established in 1994 that serves seventeen counties in mid and northern Michigan. In 2020, MMR started a partnership with Munson Healthcare thereby introducing service in Garfield.

With a high proportion of the County's population, Garfield consistently experiences the highest call volumes for emergency assistance. According to Munetrix, crime incidents dropped from 3,031 incidents in 2009 to 2,168 incidents in 2019. Traffic crash statistics have generally increased from 789 accidents in 2009 to 904 accidents in 2019.

TRANSPORTATION

Transportation affects the movement of people, shapes community character, and influences development patterns. The transportation system includes roadways, pedestrian and bike infrastructure, public transit, rail, and air.

STREETS & HIGHWAYS

The roadway system in Garfield Township includes a network of public and private streets. The Michigan Department of Transportation (MDOT) administers the US 31/M-37 and M-72 highways. The Grand Traverse County Road Commission (GTCRC) administers all other public roads within Garfield. Many private streets serving residential neighborhoods are owned and maintained by condominium owner associations. The major public roads create corridors with associated commercial and industrial development.

Roads by National Functional Classification (NFC) Designation				
Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local
US 31 / M-37	Barnes Rd Birmley Rd Cass Rd (portion) West Front St Garfield Rd (portion) Keystone Rd (portion) M-72 North Long Lake Rd Silver Lake Rd South Airport Rd West Silver Lake Rd	Barlow St Cass Rd (portion) Cedar Run Rd Garfield Rd (portion) Gray Rd Keystone Rd (portion) Park Dr Premier St Secor Rd East Silver Lake Rd Veterans Dr Woodmere Ave	LaFranier Rd Zimmerman Rd	Barney Rd Boone Rd Broad Rd Dracka Rd Emerson Rd Franke Rd Harris Rd Herkner Rd Hoch Rd Rennie School Rd Silver Pines Rd Spring Hill Rd Townline Rd


Source: Michigan Department of Transportation

TRAFFIC COUNTS

The Michigan Department of Transportation (MDOT) collects traffic count data for its roads, also known as trunklines, as well as several non-trunkline federal aid highways. MDOT uses the term trunkline to describe all the roads owned and/or maintained by the State including Interstates, U.S. Routes, and State Highways with an M- prefix, 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.

Map 21 - Roads: National Functional Classification (NFC)

Legend

 Township Boundary

National Functional Classification Category

-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local
-  Private Roads

The National Functional Classification (NFC) system is used by the Michigan Department of Transportation (MDOT) to categorize roads in Michigan and to determine which roads are eligible for federal funding. The seven (7) classifications are ordered from those with high traffic volumes that serve regional traffic, to those with lower volumes that serve local traffic. Examples in Garfield Township are as follows:

1. Interstate (none in Garfield Township)
2. Other Freeway (none in Garfield Township)
3. Other Principal Arterial (US 31)
4. Minor Arterial (e.g., S. Airport, Hammond, Silver Lake)
5. Major Collector (e.g., Cedar Run, Barlow, Woodmere)
6. Minor Collector (e.g., LaFranier, Zimmerman)
7. Local (all other public streets)

Data Source: Michigan Department of Transportation

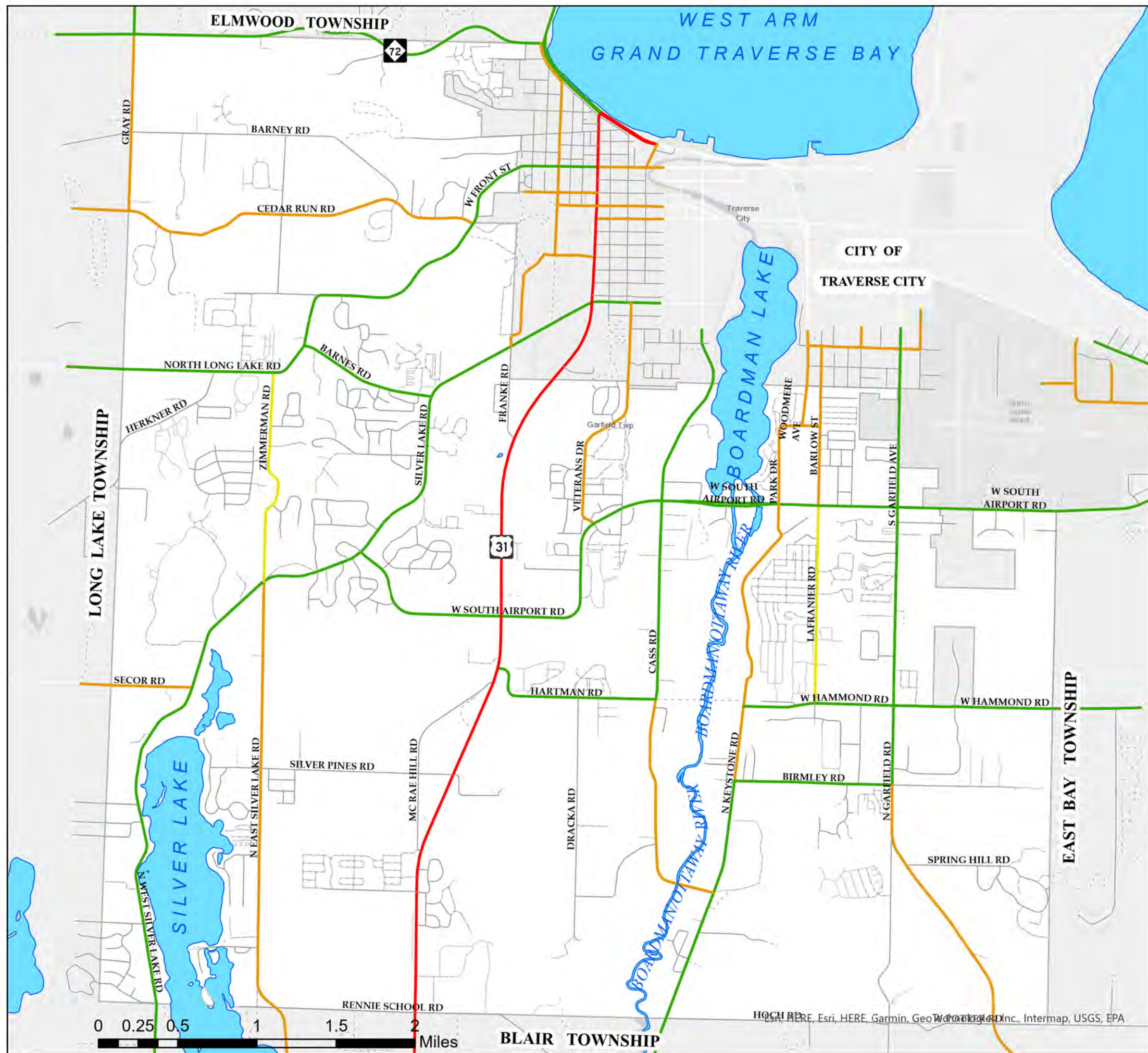
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Map 22 Traffic Counts

Legend

2022 Annual Average Daily Traffic (AADT) Volumes

- Under 5,000
- 5,001 - 10,000
- 10,001 - 20,000
- More than 20,000

Annual average daily traffic (AADT) is used to provide an estimate of the traffic volume on a roadway. The Michigan Department of Transportation (MDOT) collects traffic count data for its roads, also known as trunklines: Interstates, US Routes, and State Highways with an M- prefix. MDOT also collects traffic count data for several non-trunkline roads and highways which are eligible for some federal funding.

The roads in Garfield with the highest AADT in 2022 were US 31 and South Airport Road between Garfield Road and US 31. Other roads with high traffic volumes include Garfield Road, Hammond Road, Silver Lake Road, West Front Street, Keystone Road, and Cass Road.

Data Sources: Michigan Department of Transportation and Grand Traverse County Road Commission

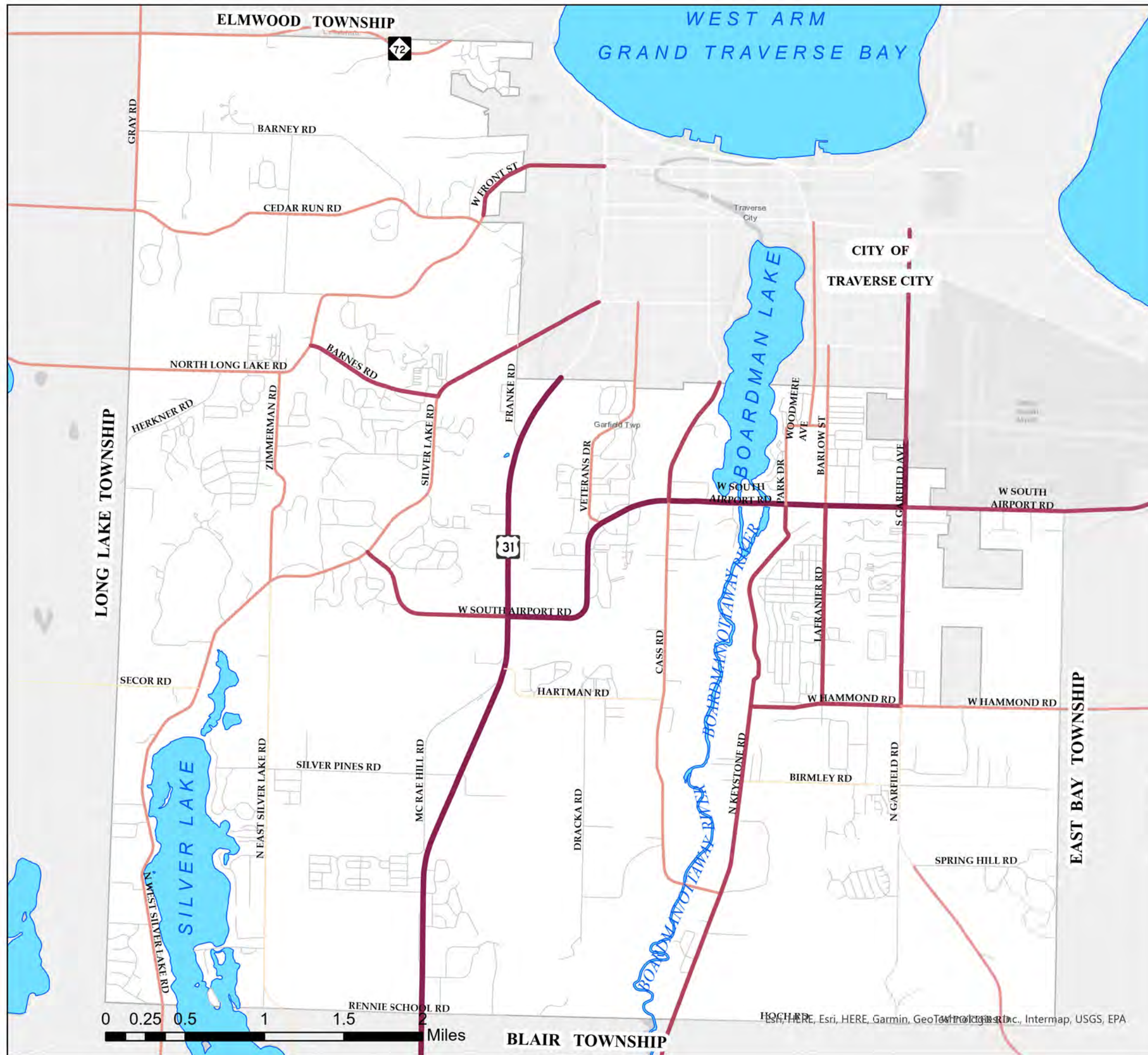
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0 0.25 0.5 1 1.5 2 Miles

Esri, HERE, Garmin, GeoTechnology, Inc., Intermap, USGS, EPA

EAST-WEST CORRIDOR STUDY

The GTCRC completed the East-West Corridor Study in 2019. The following excerpts are from the “Recommended Solutions” in the Report.

SHORT TERM SOLUTIONS (1-5 YEARS)

Access Management Plan – An access management program for County roadways should be developed in partnership with the local communities. First, an access management plan for S. Airport Road should be developed. This would include the establishment of a corridor-wide framework for access management improvements as part of any redesign or reconstruction efforts. The Access Management Plan should provide a strategy to implement access management through a combination of traffic engineering measures, local land use regulations, and close coordination among transportation and land use decision makers.

Traffic Signal Optimization – To improve efficiency on the most congested corridors in the Study Area, the existing traffic signals should be optimized. The most congested section of roadway under GTCRC jurisdiction is along S. Airport Road between Logan’s Landing and Garfield Road. The signals here should be retimed, and the signal lengths, offsets, and green splits should be optimized for the current level of traffic volume and current patterns.

Intersection Improvements – These improvements could include additional turn lanes, improved signal timing, pedestrian crossing infrastructure, or the construction of roundabouts. The major crash and operational issues exist on the S. Airport, Beitner, Keystone, and Hammond Road Corridors and the following intersections should be targeted:

- S. Airport Road at Garfield Road
- S. Airport Road at Barlow Street/LaFranier Road
- Garfield Road at Hammond Road
- Hammond Road at 3 Mile Road
- S. Airport Road at Park Drive
- Cass Road at Keystone Road
- Beitner Road at Keystone Road/W. River Drive

LONG TERM SOLUTIONS (5-10 YEARS)

Roadway Widening/Redesign

- S. Airport Road between Barlow Street/ LaFranier Road and Garfield Road: Redesign to a 4-lane narrow median boulevard and include a roundabout at Barlow Street/LaFranier Road

- S. Airport Road between Logan’s Landing and Barlow Road/LaFranier Road: Redesign to a 4-lane narrow median boulevard and include a roundabout at Park Drive
- Keystone between Hammond Road and Cass Road: Widen to five lanes

FUTURE POTENTIAL SOLUTIONS (10-25 YEARS)

Hammond Road Crossing – Including improvements to Hammond Road and 3 Mile Road

Cass Road Crossing – Including improvements to Hammond Road and 3 Mile Road, and tying into the widened Keystone Road (from the Long-Term Solutions)

OTHER CONSIDERATIONS

As the Traverse City Region continues to grow, there are management strategies that can help maximize the return on investments in the transportation system. These approaches, described below, include considerations of the full transportation impact with land use changes, site design, access management, and assertive promotion of alternatives to driving such as walking, bicycling and transit. In addition, over the next 30 years, there will be changes in travel demands related to the emergence of technology, ride hailing and more vehicle automation. Those factors emphasize the need for the phasing of the solutions and flexibility to adjust to actual changes in the conditions.

Land Use – There is a direct relationship between land use and how well the transportation system operates. The linear development pattern and separation of uses, like those along South Airport Road, intensifies the potential for peak hour congestion. To avoid a repeat, the county and townships should apply ways to reduce the traffic levels associated with new development. This includes more of a mixture or clustering of land use types, such as residential near commercial so some trips do not need a vehicle, requirements for internal connections between developments (instead of isolated access), and convenient options to walk or bicycle.

Coordination with BATA to consider options for park and ride, and easy access to transit service should be built into any development scenario. Developers should be required to assess their full long term traffic impact and demonstrate how they can reduce that impact by applying some of these tactics.

Some of these considerations can be incorporated into an Access Management plan and access standards for commercial corridors applied in unison by the Township (through zoning) and the county/MDOT (through access permitting). The Road Commission and local communities should work together in the coming years to coordinate improvements and find efficiencies in areas outside of the physical road network.

This will also require continuous education of officials, the development community, and especially the developer's design professionals, to understand the benefits of access management and the safety and congestion consequences of not applying it.

Multi-Modal Transportation – To optimize the return on investments to the roadways, the East-West Corridor Study promotes system-wide improvements to encourage nonmotorized and transit travel as well. The Study assumed that bicycle, pedestrian, and transit improvements would be a part of each of the Practical Solutions. Some concepts are included in the Study, such as shared pathways along the roadways and convenient pedestrian crossings. Traffic design speeds, intersections and signals or roundabouts, should support safe non-motorized travel, especially in areas that are, or are expected to be, developed.

These facilities should be prioritized in areas where there already is a demand for multi-modal transportation, i.e., where residents are currently walking, biking, and riding transit. Areas of new development that are expected to produce a high number of walking, bike, and transit trips should be prioritized as well. In some cases, the Road Commission does not have authority to construct these facilities but should coordinate with staff from the local communities and agencies responsible for implementation. The most efficient way to improve conditions for vehicles and multi-modal users is to construct improvements in conjunction with each other.

Improving conditions for bicyclists, pedestrians, and transit users encourages people to use alternate modes of transportation and takes some of the vehicular load off the existing roadway network. These improvements will be most successful if they are implemented in concert with land use changes that encourage walking and biking as a viable form of transportation. The following actions should be considered alongside the solutions presented in this Study:

- Design sites so there are sidewalk connections from building entrances to the public system along the roads. If through a parking lot, make sure there are islands and crosswalks to prioritize safety and visibility for pedestrians.
- Require bike parking to be placed near building entrances or at another convenient spot, preferably with accommodation for bike parking indoors.
- Coordinate with BATA and major developments to provide convenient transit stops with good pedestrian connections and amenities to encourage transit use.
- Look for park-and-ride lot opportunities within the road right-of-way.
- Add interesting design elements, amenities, or destinations to encourage walking and bicycling trips, such as street trees, wayfinding signs, health information such as the numbers of steps on a route, mini-parks, and links to restaurants or shopping.

BOARDMAN RIVER CROSSING FOCUSED PEL STUDY

The GTCRC completed a focused Planning and Environmental Linkages (PEL) study of a potential Boardman River roadway crossing. The purpose of the Focused PEL was to assess technical aspects and environmental constraints, listen to people in the Traverse City region, and determine the feasibility of adding a road crossing over the Boardman River.

The overall goal of the Focused PEL is to evaluate in greater detail if additional roadway capacity is needed to serve the east-west travel demands of Grand Traverse County and, if so, in which of the five alternative corridors identified in the East-West Corridor Transportation Study makes the most sense to implement.

Locations considered included using the existing Cass Road bridge, the location of the former Sabin Dam, a connection between Hartman and Hammond Roads along with a no-build option. The Hartman-Hammond crossing alternative was selected for the following reasons:

- Locally accepted alternative with support by Federal Highway Administration (FHWA), Michigan Department of Transportation (MDOT), Environmental Protection Agency (EPA), Department of Natural Resources (DNR), and park areas known as Section 4(f) agencies.
- Results in the greatest percentage of reduced traffic volumes on South Airport Road and is the best overall traffic network improvement, including reducing traffic by 37 percent on South Airport Road by 2045 compared to a no-build scenario.
- Contains the smallest acreage of wetland impacts and has the lowest number of residential displacements.
- Offers the possibility of a new US 31 route that alleviates traffic pressures on Grandview Parkway and Front Street in the City of Traverse City.

The Study included a conceptual design for the estimated 2,000-foot-long bridge. The next step in the process is a National Environmental Policy Act (NEPA) review after which property acquisition and engineering could occur ahead of construction.

CORRIDORS

Garfield can impact the development and redevelopment of road corridors through land use regulation and plan review, but the vision for these corridors may require changes to the roadway itself. The following descriptions are intended to illustrate desired roadway changes within the key corridors:

US 31 – MCCRAE HILL ROAD TO TOWNSHIP/CITY LINE

This roadway is currently five lanes. The considerable width of the right-of-way (200 to 225 feet in some places) provides opportunities for cross-access drives and medians.

These features would allow for traffic flow through the area while managing access to businesses along the corridor. The McCrae Hill area could include a median which creates a landscaped thoroughfare or parkway. This corridor would include bike paths.

HARTMAN/HAMMOND ROADS – TOWNLINER ROAD TO US 31

Hammond is currently five lanes while Hartman is currently two lanes. This corridor is expected to be an essential high-volume roadway. As the Hartman-Hammond Bridge is completed, Hartman will most likely be improved and expanded. It has the potential to be developed as a parkway that interfaces with US-31. Areas along the parkway could be preserved as open space and/or parkland. This corridor would include bike paths.

VETERANS DRIVE – SOUTH AIRPORT ROAD TO TOWNSHIP/CITY LINE

This roadway is currently two lanes. Generally, this roadway would remain in its current configuration. However, the addition of formal curb and gutter with sidewalks provide a more appropriate, walkable form for a mixed-use corridor of office, multi-family residential, and single-family residential uses.

NORTH LONG LAKE ROAD – HERKNER ROAD TO HARRIS ROAD

This roadway is now three lanes between Herkner Road and Zimmerman Road and reduced to two lanes between Zimmerman Road and Harris Road. Near-term change to the roadway is not anticipated. However, as this area develops for residential uses, walkable elements, including bike paths and pedestrian crossings, will provide an essential connection between homes, schools, and commercial uses planned for Brookside Commons.

CASS ROAD – HARTMAN ROAD TO TOWNSHIP/CITY LINE

This roadway is generally two lanes but does widen at the intersection with South Airport Road. This roadway provides important access to industrial uses. Cass Road, from Cass-Hartman Court north to City Limits, is an all-season road (no seasonal weight restrictions). In the future, it may be beneficial to convert Cass Road, from Cass-Hartman to Keystone, and Hartman Road each to an all-season designation to support further development and redevelopment of the corridor for industrial uses.

TRAVERSE TRANSPORTATION COORDINATING INITIATIVE (TTCI)

The Traverse Transportation Coordinating Initiative (TTCI) provides coordinated leadership and direction for the development and conduct of the continuing, cooperative and comprehensive transportation planning process for the Traverse City urbanizing area. Formerly known as TC-TALUS, TTCI led in the development of the

Grand Vision, a citizen-driven vision for a six-county area which includes a strong transportation emphasis.

With the recent designation of the Traverse City Garfield Urban Area, TTCI has transformed into a metropolitan planning organization (MPO). An MPO is a federally mandated and federally funded transportation policy-making organization that is made up of representatives from local government and governmental transportation authorities. An MPO is established to ensure regional cooperation in transportation planning.

NON-MOTORIZED FACILITIES

Garfield has an extensive system of non-motorized facilities including multi-use trails and paved pathways, sidewalks and internal walkways, and nature trails. This system totals approximately 44 miles of non-motorized infrastructure in Garfield including about 13 miles of sidewalks and internal walkways, 11 miles of multi-use / paved trails, and 20 miles of nature trails.

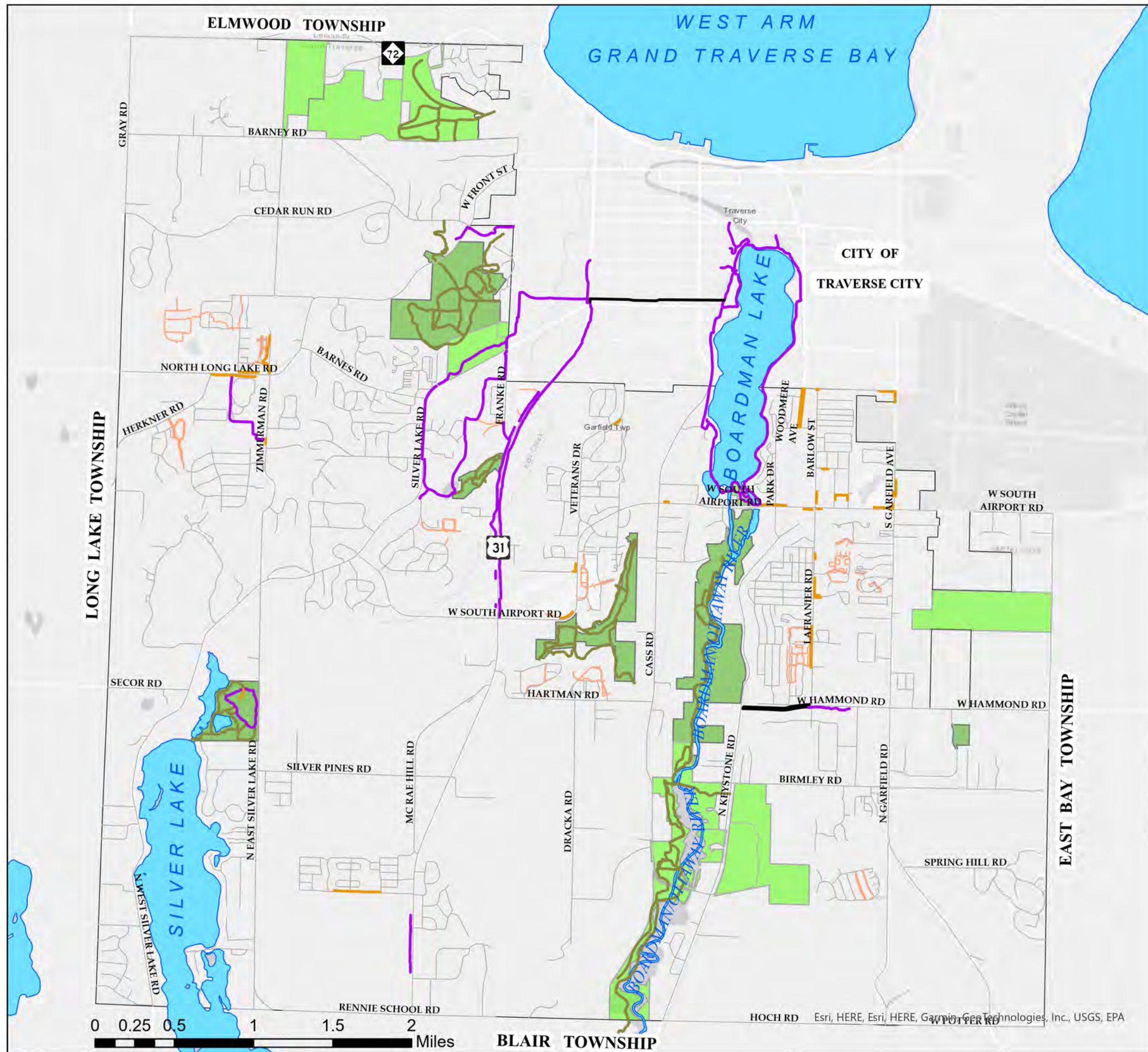
Garfield uses several strategies and resources to advance non-motorized facilities in the Township. Garfield has applied for and received funding from grant programs including the Michigan Natural Resources Trust Fund (MNRTF) for non-motorized facility improvements. Aside from nature trails within Township parkland, Garfield received an MNRTF grant in 2012 for the first phase of the Buffalo Ridge Trail.

The Township collaborates with community groups to advance shared interests that benefit the people of Garfield. TART Trails, Inc. is a community organization which works to advance non-motorized transportation and recreation in the region through trail planning, securing easements, construction, and maintenance of regional trails. TART and the Township were two partners on the Boardman Lake Loop Trail project, for which the Township Board voted to donate \$800,000 to establish a maintenance endowment fund.

Garfield also requires non-motorized facility improvements with new development and redevelopment of parcels in the Township, in accordance with the Non-Motorized Plan and map. This requirement is included in the development standards (Article 5) of the Garfield Township Zoning Ordinance.

The Master Plan includes the Non-Motorized Plan and Map as part of the Master Street Plan. The Non-Motorized Plan describes the support for the non-motorized system in Garfield, the Township's Complete Streets resolution, and implementation strategies and tools to advance non-motorized facilities.

Map 23 - Existing Non-Motorized Network in Garfield



Legend

Type

- Internal Walkway
- Path
- Paved Shoulder
- Sidewalk
- Nature Trails

All Parks within Garfield Township

Owner

- Owned by Township
- Owned by Other Entity

The regional non-motorized network includes trail facilities maintained as part of the TART Trails system. Sidewalks and trails include connections to the TART system, internal sidewalks within developments, and other facilities. The nature trails are primarily rustic trails within parks.

Data Sources: Charter Township of Garfield, Traverse Area Traverse Area Recreation and Transportation Trails, Inc, and Grand Traverse Conservation District

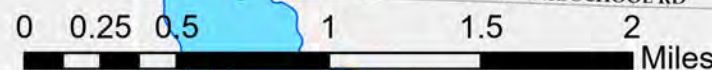
Charter Township of Garfield

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NOT A LEGAL SURVEY

This map is based on digital databases prepared by the Charter Township of Garfield. The Township does not provide any warranty, either express or implied, or accept any responsibility for any errors, omissions, or that the information contained in the map or the digital databases is currently or positionally accurate. Always contact a surveyor to be sure of where your property lines are located.



TRANSIT

The Bay Area Transportation Authority (BATA) provides public transit service for the region, including fixed-route buses for local service and commuter bus routes to nearby communities. The following routes provide service in Garfield:

- Bayline – offers free rides between the US 31 Meijer and Woodland Creek in East Bay Township and services the Grand Traverse Commons, Munson Medical Center, Hall Street Transfer Station, Downtown Traverse City, East Front Street, Munson Avenue, and the East Bay Beach District. There is a park-and-ride lot on part of the Meijer site in the City of Traverse City, providing the option of shuttle service to downtown.
- City Loop Route 1 – offers a fixed-route bus service between Grand Traverse Mall and Downtown Traverse City and services Grand Traverse Crossings, Veterans Drive, the Hillview Apartments, Fourteenth Street, and Union Street.
- City Loop Route 2 – offers a fixed-route service between Goodwill Inn and Downtown Traverse City and services LaFranier Road, Barlow Street, and Eighth Street.
- City Loop Route 7 – offers a fixed-route bus service between Meijer and Oak Terrace on Garfield Road and connects to the Bayline and City Loop Routes 1 and 2.
- Village Loops – Route 12 (Traverse City to Interlochen) and Route 13 (Traverse City to Kingsley) go through Garfield.

The BATA headquarters are in Garfield at the corner of Cass and South Airport Roads. BATA is constructing its new headquarters at the corner of LaFranier and Hammond Roads.

RAILROAD

The Great Lakes Central Railroad, an American Class II regional railroad and headquartered in Owosso, Michigan, operates a railroad that consists of two corridors bisecting Garfield in a north-south direction—one each on the east and west sides of the Boardman-Ottaway River. The Michigan Department of Transportation (MDOT) owns the rail corridors and tracks. Trains currently provide freight service, but not passenger service. Rail activity in Garfield is very low. Beacon Recycling on Cass Road in Garfield is identified as a customer of Great Lakes Central Railroad.

AIRPORT

Cherry Capital Regional Airport, a public-use facility adjacent to the northeast corner of the Township, serves the Grand Traverse region with both passenger and cargo service, and is home to the United States Coast Guard Air Station Traverse City. Airport zoning for the runway approaches is in place, which manages building heights. The Airport 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.

II. COMMUNITY ENGAGEMENT

INTRODUCTION

In 2022, the Charter Township of Garfield (Garfield) initiated a process to update its Master Plan. As part of the process to update the Plan, Garfield started the first phase by conducting community engagement activities, including a community-wide survey; interviews with stakeholders; and a review of previous survey and data resources. This input helped formulate goals, objectives, and implementation actions as part of the Plan.

2022 COMMUNITY SURVEY

The community survey was prepared and conducted by in August 2022 to support development of the master plan. Utilizing the qualified voter file from the Township Clerk, a random sample of survey recipients was created to be evenly distributed among the Township's seven voting precincts. Precinct boundaries are drawn geographically to subdivide the Township's population relatively evenly, so this method this was a way to ensure that the surveys were evenly generated across the Township, and not by chance based on the overall voting populace.

To begin, the Township Clerk provided the Planning Department with Microsoft Excel spreadsheets which included the name and address for each Qualified Voter within each of the Township's seven precincts. Using the Random Number generator tool in Microsoft Excel, each voter was assigned a random number. 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 household address. After all duplicates were removed, the mailing list was sorted by the Recipient # 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 4,200 qualified voters in an even distribution across the Township.

The Township's population was 19,499 in 2020. To generate a margin of error which was low enough to be confident that the entire population would have answered similarly, 4,200 persons were randomly selected to receive survey. With 875 survey responses, there was a return rate of 20.83%.

Margin of error is a statistic expressing the amount of random sampling error in the results of a survey. The larger the margin of error, the less confidence one should have

that a survey result would reflect the result of a census of the entire population. An acceptable margin of error used by most survey researchers typically falls between 4% and 8% at the 95% confidence level. This return rate resulted in a margin of error of 3%.

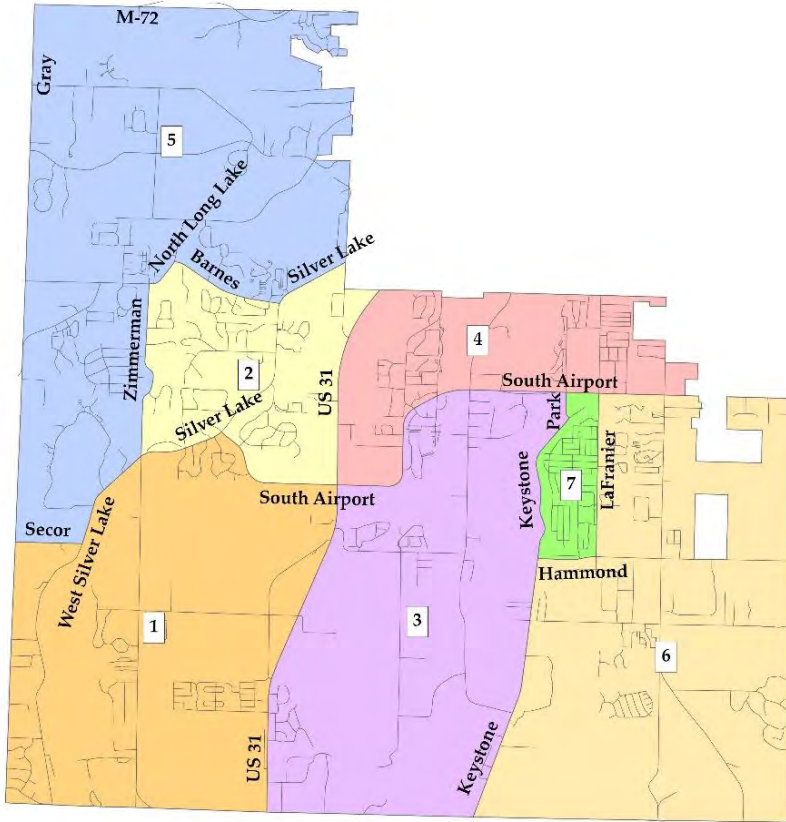
The survey was mailed to all 4,200 recipients utilizing Maple River Direct. A postage-paid return envelope was provided with the questionnaire. Another option for recipients was to respond to the survey online by utilizing SurveyMonkey. Survey responses were tracked by a survey code number to ensure that no recipient responded more than once.

KEY FINDINGS

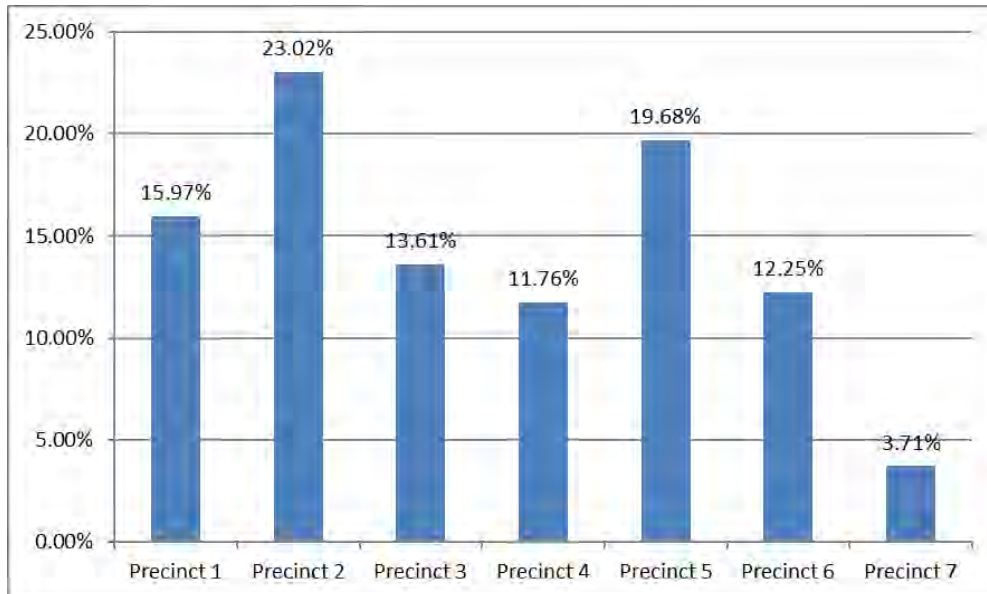
The following key findings were observed in the survey responses:

- A feeling of safety and security and relationship to nature are the top reasons for the quality of life for residents.
- Protect the natural environment, housing choices and affordability, and quality and quantity of parks and open spaces are the areas that Garfield should focus upon.
- A slight majority of responses say Garfield is developing about right, but residents are increasingly feeling that Garfield is developing too quickly.
- Nearly 90% of residents support incentivizing redevelopment of outdated commercial and industrial areas.
- Protecting agriculture and rural areas remains a very high priority.
- Nearly two-thirds of residents support more pathways.
- Over 75% of residents want improvement of commercial corridors.
- While residents don't necessarily desire a park closer to their home, nearly two-thirds of residents support the purchase of more parkland.
- Residents are split on winery tasting rooms, but strongly oppose marijuana dispensaries.
- Opposition to short term rentals is supported by nearly two-thirds of residents.
- There is general support for accessory dwelling units (i.e., granny flats).
- There is strong support against tall buildings and changing the name of Garfield.

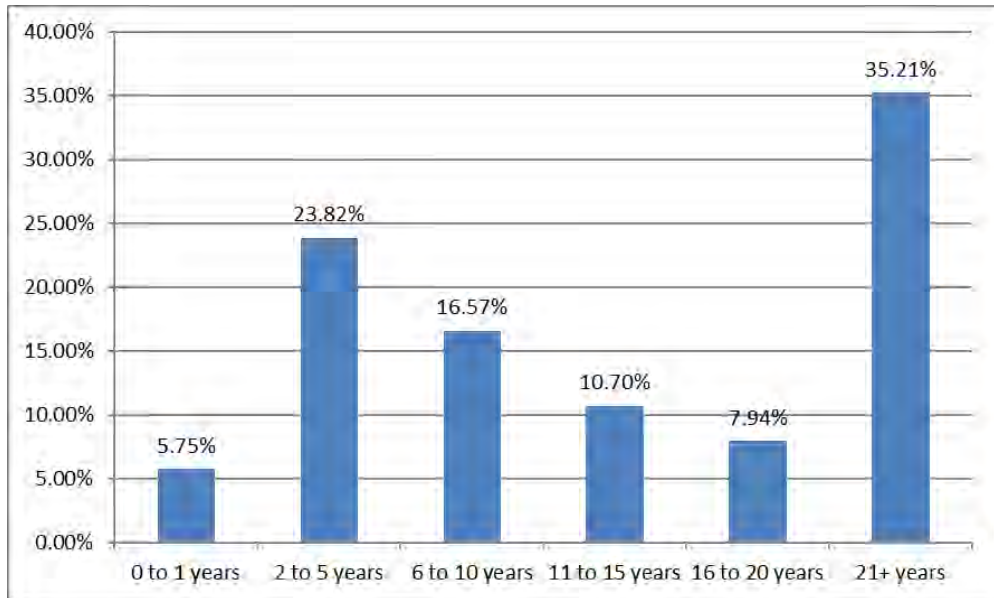
VOTER PRECINCT MAP



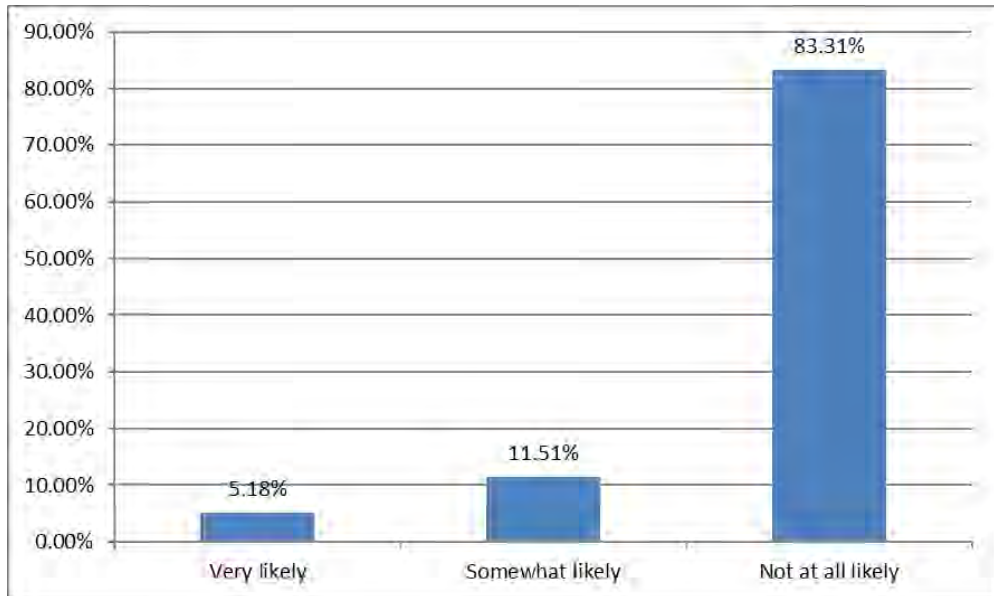
RESPONSES BY VOTER PRECINCT



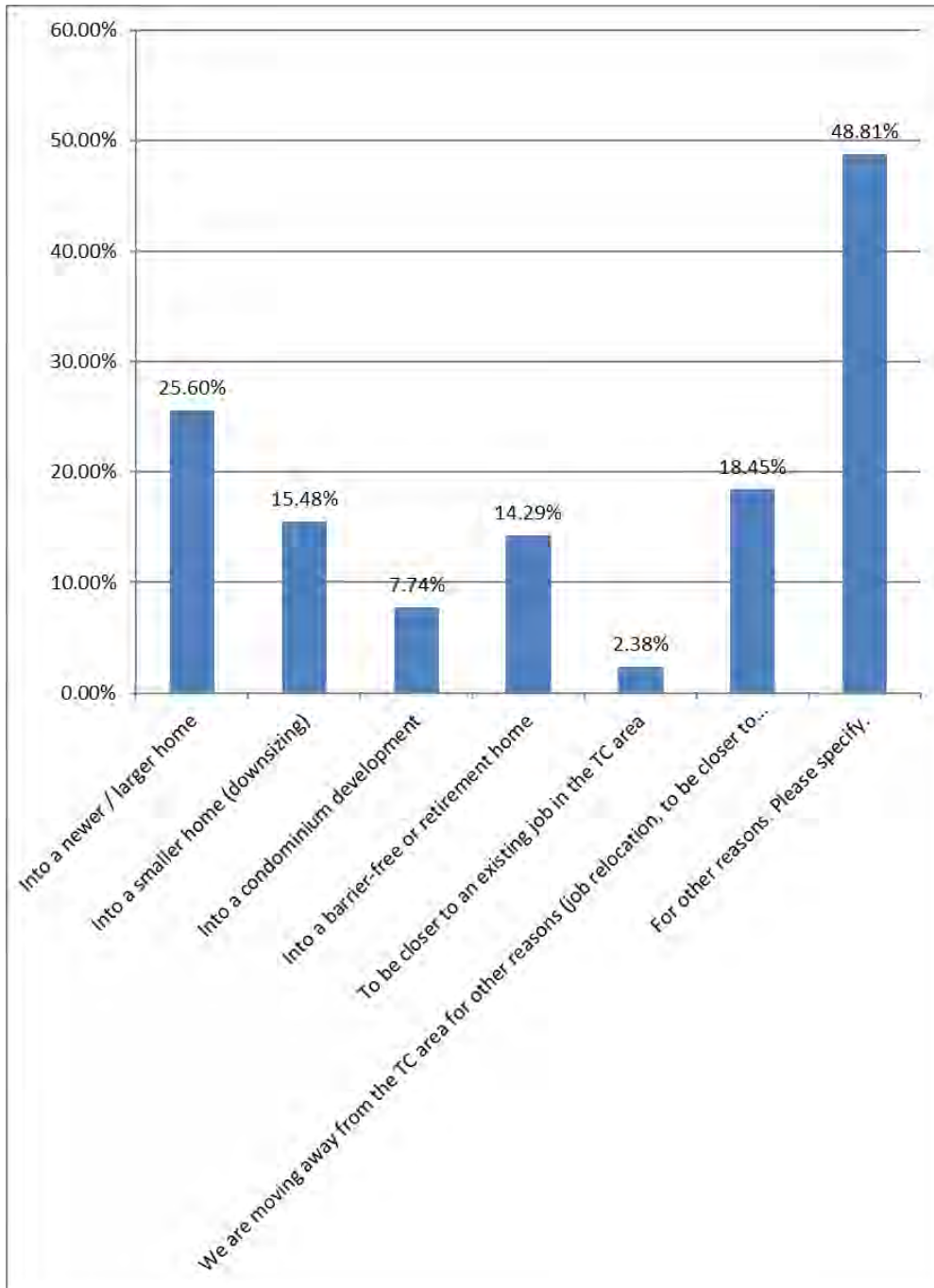
LENGTH OF RESIDENCE



HOW LIKELY TO MOVE WITHIN NEXT YEAR



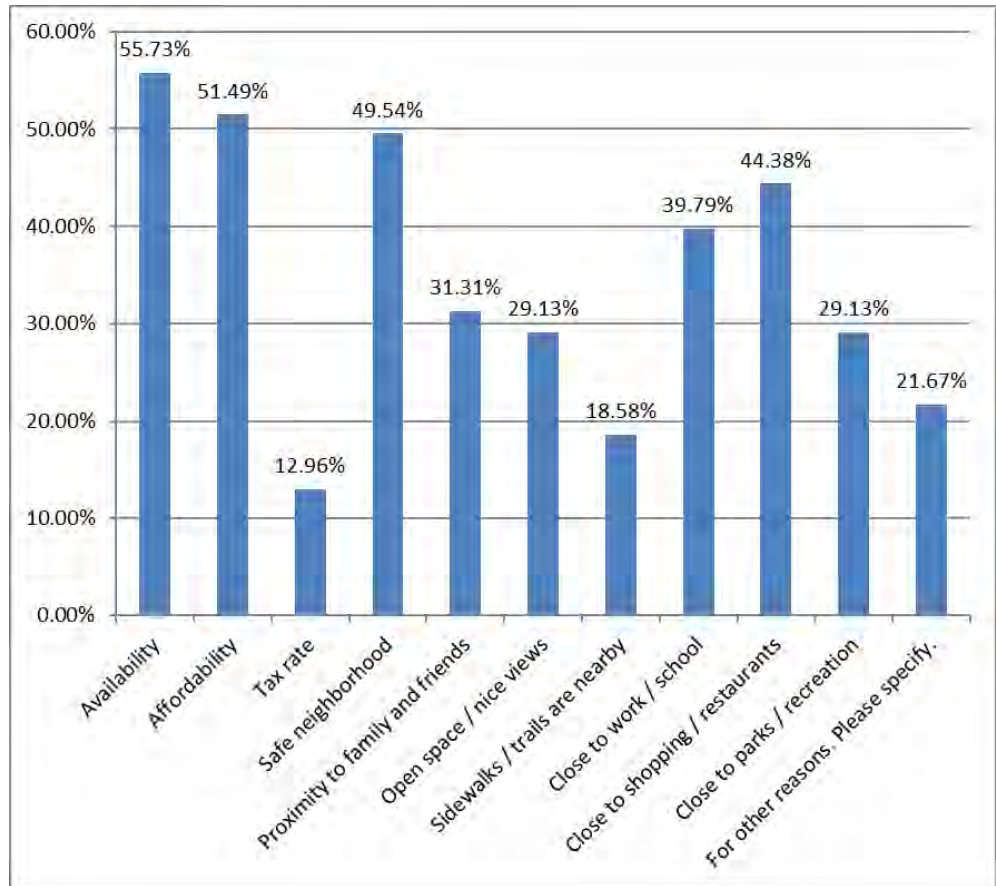
IF LIKELY TO MOVE, WHY ARE YOU MOVING?



"For other reasons. Please specify" - Top three responses:

1. Seeking more affordable housing
2. Downsizing
3. Work related move

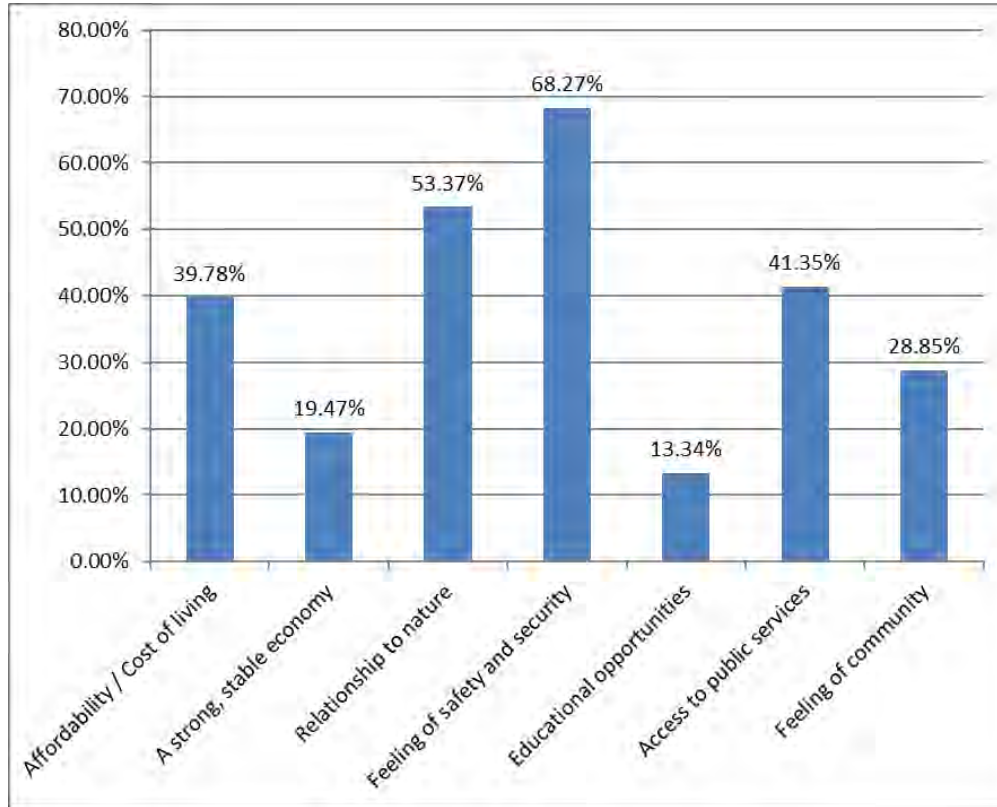
WHY DID YOU CHOOSE WHERE YOU LIVE TODAY?



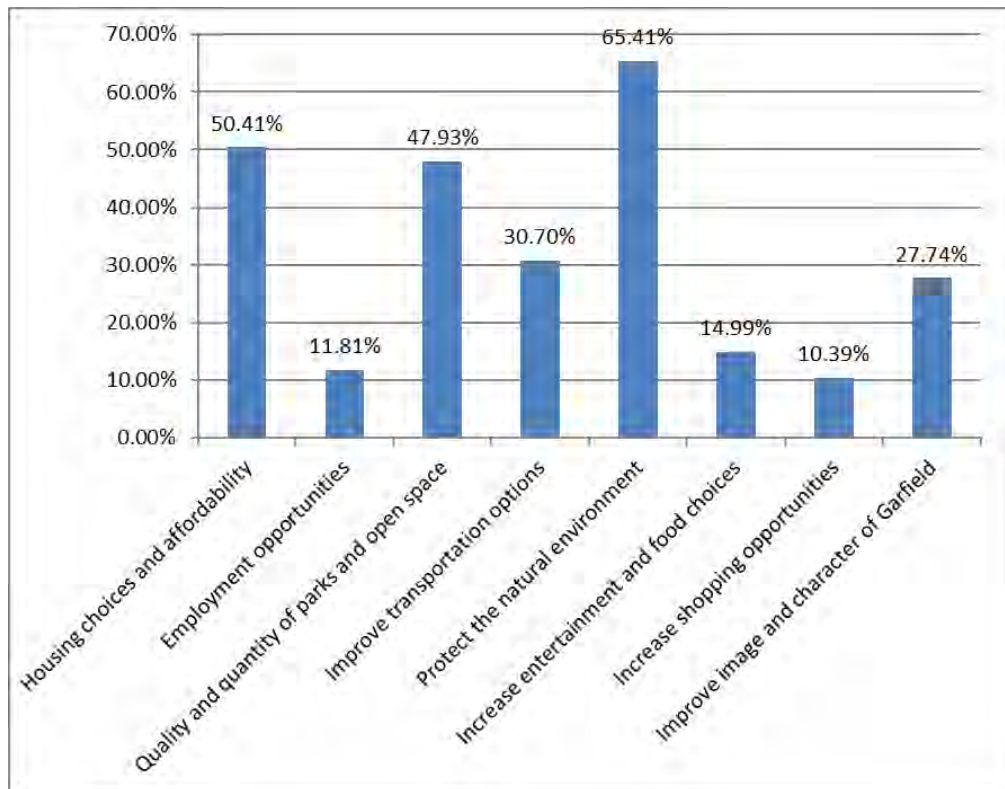
"For other reasons. Please specify" - Top three responses:

1. Proximity to City, urban services, etc.
2. Closer to amenities, lakefront
3. Family reasons (inherited home, etc.)

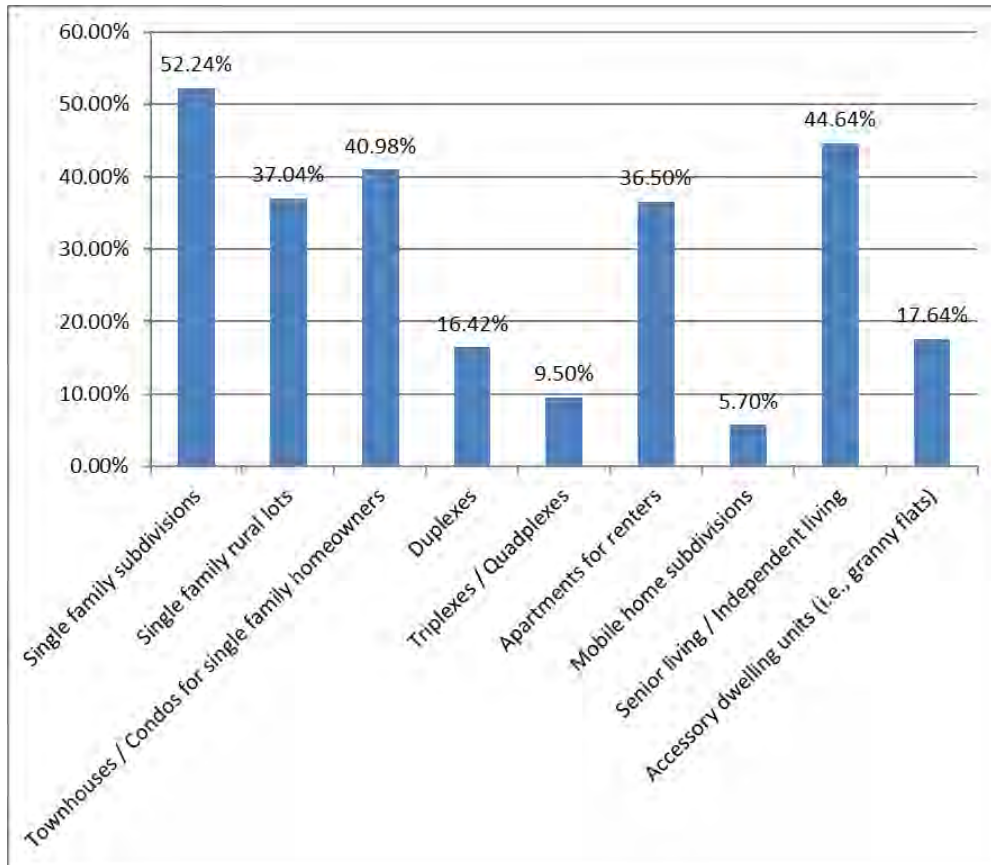
MOST SATISFIED ITEMS RELATED TO QUALITY OF LIFE IN GARFIELD



FOR THE FUTURE, I WOULD LIKE GARFIELD TO FOCUS ON...



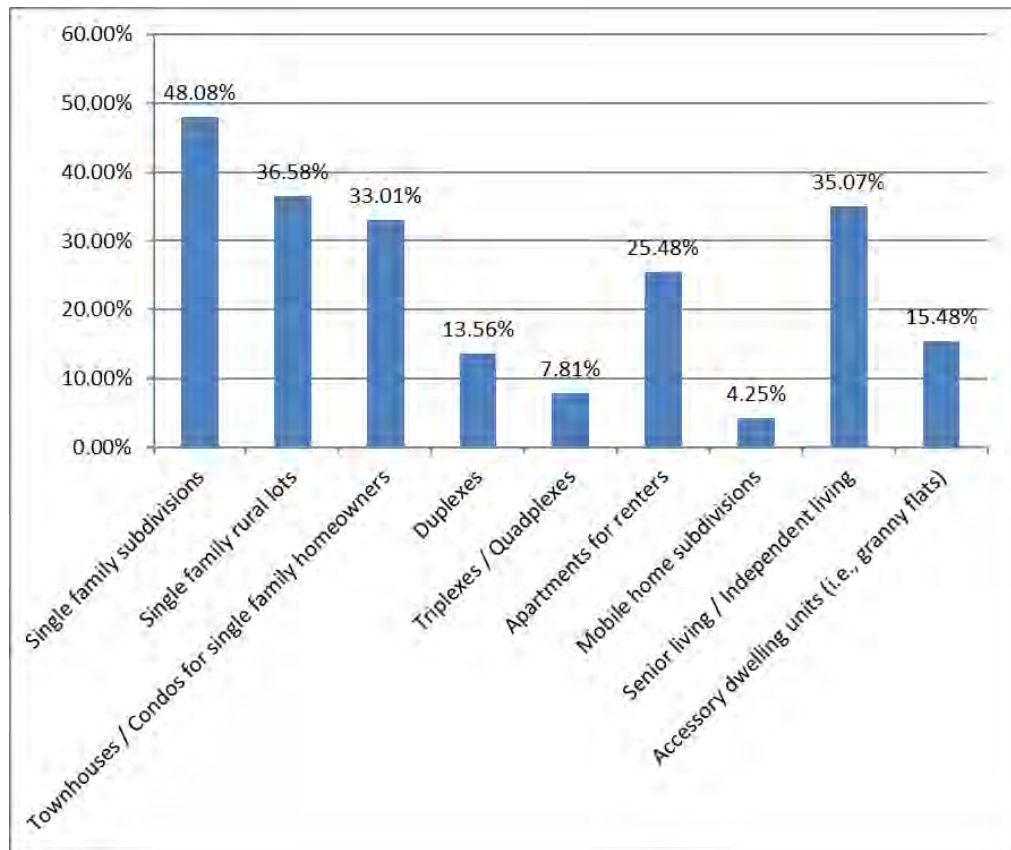
TYPE OF HOUSING GARFIELD SHOULD HAVE MORE OF



TYPE OF HOUSING GARFIELD SHOULD HAVE MORE OF (BY PRECINCT)

Answer Choices	Responses	Pct 1	Pct 2	Pct 3	Pct 4	Pct 5	Pct 6	Pct 7
Single family subdivisions	52.24% 385	51.85%	45.91%	50.56%	40.51%	63.70%	60.47%	44.44%
Single family rural lots	37.04% 273	43.52%	29.56%	33.71%	22.78%	45.93%	46.51%	22.22%
Townhouses / Condos for single family homeowners	40.98% 302	32.41%	40.88%	47.19%	41.77%	42.96%	45.35%	48.15%
Duplexes	16.42% 121	14.81%	11.95%	20.22%	24.05%	14.81%	15.12%	22.22%
Triplexes / Quadplexes	9.50% 70	7.41%	6.29%	8.99%	12.66%	9.63%	13.95%	11.11%
Apartments for renters	36.50% 269	27.78%	33.33%	43.82%	50.63%	28.89%	41.86%	44.44%
Mobile home subdivisions	5.70% 42	12.04%	1.89%	4.49%	8.86%	3.70%	3.49%	11.11%
Senior living / Independent living	44.64% 329	48.15%	47.17%	41.57%	56.96%	33.33%	41.86%	48.15%
Accessory dwelling units (i.e., granny flats)	17.64% 130	21.30%	18.24%	15.73%	22.78%	14.81%	16.28%	22.22%
	Answered	737	108	159	89	79	135	86
	Skipped	138						

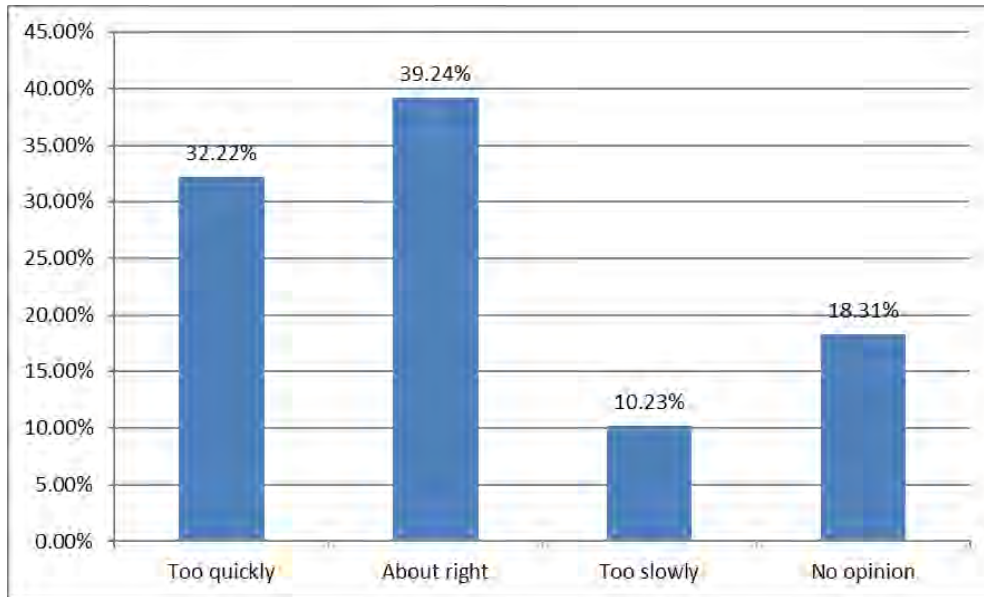
TYPE OF HOUSING SHOULD BE ENCOURAGED WHERE I LIVE



TYPE OF HOUSING SHOULD BE ENCOURAGED WHERE I LIVE (BY PRECINCT)

Answer Choices	Responses	Pct 1	Pct 2	Pct 3	Pct 4	Pct 5	Pct 6	Pct 7	
Single family subdivisions	48.08% 351	45.45%	52.53%	35.56%	35.00%	58.02%	54.65%	40.74%	
Single family rural lots	36.58% 267	44.55%	30.38%	30.00%	15.00%	51.91%	45.35%	22.22%	
Townhouses / Condos for single family homeowners	33.01% 241	23.64%	32.28%	35.56%	40.00%	33.59%	37.21%	40.74%	
Duplexes	13.56% 99	12.73%	12.66%	15.56%	18.75%	14.50%	10.47%	11.11%	
Triplexes / Quadplexes	7.81% 57	4.55%	6.96%	10.00%	8.75%	9.16%	8.14%	3.70%	
Apartments for renters	25.48% 186	22.73%	24.05%	37.78%	35.00%	14.50%	23.26%	48.15%	
Mobile home subdivisions	4.25% 31	9.09%	1.90%	2.22%	7.50%	3.05%	1.16%	14.81%	
Senior living / Independent living	35.07% 256	36.36%	39.87%	28.89%	42.50%	22.90%	30.23%	51.85%	
Accessory dwelling units (i.e., granny flats)	15.48% 113	17.27%	13.29%	13.33%	17.50%	14.50%	17.44%	22.22%	
	Answered	730	110	159	90	80	131	86	27
	Skipped	145							

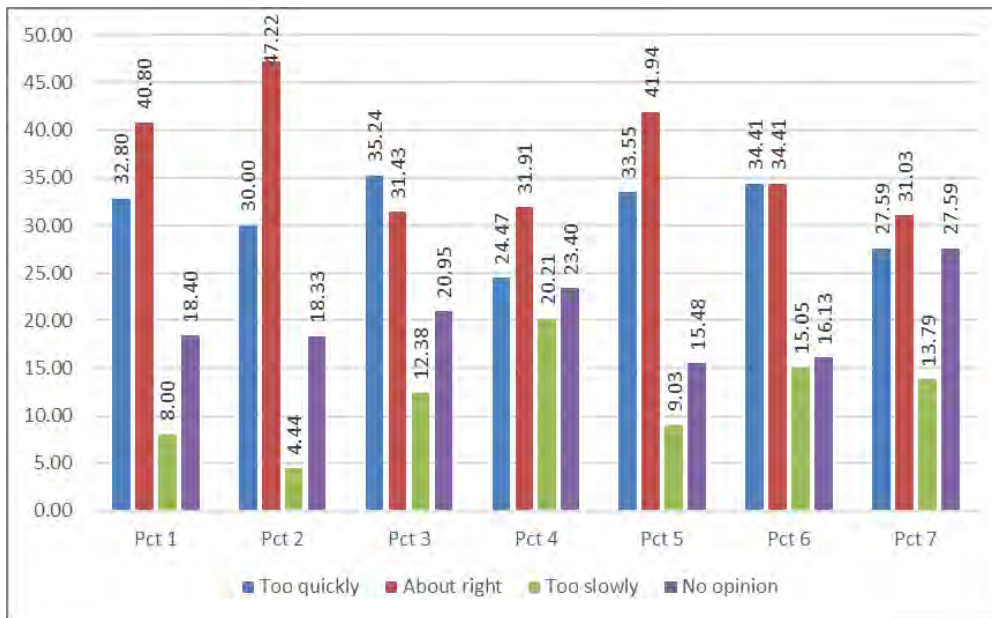
GARFIELD IS DEVELOPING...



In 2015, responses were as follows:

- Too quickly 25.47%
- About right 51.58%
- Too slowly 5.55%
- No opinion 14.88%

GARFIELD IS DEVELOPING... (BY PRECINCT)



VIEWS ON A VARIETY OF TOPICS

	Strongly agree	Agree	Disagree	Strongly disagree	Total
Garfield should incentivize redevelopment of outdated commercial and industrial areas.	30.81%	56.32%	10.47%	2.41%	831
Outer edges of Garfield should stay mostly residential and agricultural in character.	39.51%	53.61%	5.94%	0.93%	858
Large, new housing development should include a variety of housing types (i.e., single family homes, duplexes, apartments, etc.).	19.28%	50.42%	20.00%	10.30%	835
Efforts should be made to retain agricultural land in Garfield.	44.33%	46.32%	7.60%	1.75%	855
I want more paved bicycle paths and sidewalks in the area where I live.	28.19%	34.58%	26.99%	10.24%	830
Garfield should fund the construction of bike paths and sidewalks in the form of a millage, grants, general fund, or other funding sources.	22.22%	40.34%	23.55%	13.89%	828
Garfield should fund the improvement of commercial corridors, such as South Airport Road, through limiting signs, building sidewalks, reducing driveways, adding trees, etc.	29.12%	46.90%	19.93%	4.06%	838
Garfield should direct dense, multi-family residential development to places which are closer to Traverse City.	15.92%	48.85%	29.04%	6.20%	823
I wish there was a park closer to my home.	10.62%	32.74%	49.18%	7.46%	791
Garfield should purchase more parkland.	15.87%	47.86%	30.40%	5.86%	819
Garfield should permit winery tasting rooms.	10.71%	36.19%	34.40%	18.69%	840
Garfield should permit marijuana dispensaries.	10.94%	22.82%	26.00%	40.24%	850
Garfield should permit short term rentals.	9.07%	26.27%	32.51%	32.16%	849
Garfield should permit accessory dwelling units (i.e., granny flats)	13.30%	47.28%	25.03%	14.39%	827
Garfield should permit buildings taller than four stories.	8.10%	18.43%	35.45%	38.03%	852
A new state law allows townships to change their names. Garfield should change its name.	2.74%	6.31%	42.62%	48.33%	840
					872
					3

I wish there was a park closer to home.							
Answer Choices	Pct 1	Pct 2	Pct 3	Pct 4	Pct 5	Pct 6	Pct 7
Strongly Agree	8.83%	5.63%	13.00%	12.64%	9.87%	14.89%	22.22%
Agree	28.57%	23.13%	32.00%	40.23%	30.92%	45.74%	40.74%
Disagree	57.14%	63.13%	45.00%	40.23%	50.00%	34.04%	37.04%
Strongly Disagree	5.36%	8.13%	10.00%	6.90%	9.21%	5.32%	0.00%
Total	110	160	100	87	152	94	27

Garfield should purchase more parkland.							
Answer Choices	Pct 1	Pct 2	Pct 3	Pct 4	Pct 5	Pct 6	Pct 7
Strongly Agree	18.03%	14.62%	13.59%	16.85%	17.88%	12.90%	25.00%
Agree	45.08%	48.54%	43.69%	48.31%	48.34%	33.68%	50.00%
Disagree	32.79%	31.58%	35.92%	26.97%	27.15%	30.53%	21.43%
Strongly Disagree	4.10%	5.26%	6.80%	7.87%	6.62%	23.16%	3.57%
Total	122	171	103	89	151	95	28

COMMENTS

Survey respondents were able to provide any comments as part of their survey. Out of 268 comments made in the “Other Comments” section, the following themes were identified based on five (5) or more comments made:

- Traffic and poor road conditions (49)
- Pathways, sidewalks, and pathway maintenance (43)
- More affordable housing including rental and home ownership opportunities (42)
- More parks and park amenities (20)
- No short-term rentals (19)
- Too much unattractive development (16)
- Support short-term rentals (10)
- Protect rural areas, natural environment, Silver Lake (10)
- More senior living and services (9)
- Supportive of changing Township name if it is reflective of area (8)
- No, against Hartman Hammond Bridge (6)
- Yes, for the Hartman Hammond Bridge (6)
- Complimentary of Township leadership and operations (5)

Number in parentheses is number of times the comment was made.

STAKEHOLDER INTERVIEWS

Community partners are other governmental entities or local non-profit organizations that have a focus on activity, facilities, and land use within Garfield.

TART TRAILS, INC.

Tart Trails, Inc. is a non-profit organization with a regional trail system that works in concert with local units of government, including Garfield. Discussions with Tart Trails, Inc. focused on the following items:

- Connecting the Grand Traverse Commons Natural Area to regional trails including Boardman Lake Loop, Buffalo Ridge Trail, and the Hickory parklands (Hickory Hills, Hickory Forest, and Hickory Meadows).
- Review of the 2023-2027 Parks and Recreation Master Plan and update of the Township’s Non-Motorized Plan included discussions on the following trail segments:
 - Miller Creek Nature Reserve to the Boardman Valley Nature Preserve
 - Traverse City West Middle School to the Traverse City West High School (aka Wyatt – Westchester)
 - Mall Trail to Miller Creek Nature Reserve
 - Miller Creek Nature Reserve to the Boardman Lake Loop Trail
 - Kids Creek Park to the Silver Lake Recreation Area (aka Buffalo Ridge Phase 3)
 - Mall Trail to the Silver Lake Recreation Area (future development site)
 - Boardman Lake Loop Trail to Barlow Street
 - Conversion of railroad line to trail (from Traverse City to Interlochen)
- Remaining discussions centered on long-term maintenance of pathways, connecting wayfinding systems between Township parks and the Tart Trails system, and constructing road crossings for pathways in coordination with state and county road agencies.

GRAND TRAVERSE COUNTY ROAD COMMISSION

The Grand Traverse County Road Commission (GTCRC) operates, maintains, and improves the public roads and streets within Garfield. Garfield works with GTCRC to improve local streets and to assist in efforts to improve roads. Staff reviewed key projects with GTCRC located in Garfield:

- Hartman/Hammond Connection and Boardman River Crossing. GTCRC is currently conducting an environmental review process for the proposed Boardman River Crossing in accordance with the National Environmental Policy Act (NEPA). The project includes determining an alternate location for the intersection of Hartman Road and US 31. The Hartman/Hammond connection could extend in the future to East Silver Lake Road.

- Roundabouts. Future roundabout options were reviewed for the following intersections:
 - Garfield and Potter/Hoch Roads
 - Garfield and Hammond Roads
 - Hammond and Townline Roads
 - Secor and West Silver Lake Roads

- South Airport Road / Logan’s Landing. Conversations for this area have focused on utilizing federal funds to provide a new river crossing, restore river alignment, eliminate culverts, and restore floodplain.

- Developments and Road Improvements. Additional discussions covered various development locations and potential road improvements:
 - Cherryland Center
 - Ridge45 apartment complex
 - Birmley Hills subdivision expansion
 - Townline Road, Franke Road, Barney Road, Cedar Run Road, and Veterans Drive improvements
 - South Airport Road and Silver Lake Road intersection improvement

NEIGHBORING LOCAL UNITS OF GOVERNMENT

Neighboring local units of government make land use and development decisions that impact Garfield. Communication and coordination between units of government helps the Township attain its goals with a positive interaction with its neighbors. Staff met with planners from adjacent communities and studied their plans. The following comments layout highlights of this analysis.

CITY OF TRAVERSE CITY

In many ways, Garfield is an extension of the city land use pattern. However, significant natural features, such as Boardman Lake and wetlands, along with topography fragment the pattern. The result places pressure on connecting street corridors. Discussions focused on specific corridors that tie the City and Garfield together:

- Front and Cedar. From the city, West Front Street traverses into Garfield and becomes North Long Lake Road at the intersection of Cedar Run Road and Medical Campus Drive. Initially, Front Street is a westward extension of the downtown core. As it moves west past Division Street, a mix of commercial with residential emerges. The zoning is commercial, but the district allows for residential uses. As Front Street meets the city boundary, it becomes solely residential zoning. Moving into Garfield, this corridor would work well for a mix of office and residential, specifically multi-family residential units. The

focus here is building on the significant presence of the Munson Medical Center and its ancillary uses. The multi-family residential affords opportunity for healthcare workers to live within walking distance of their place of work.

- Silver Lake and US 31. Silver Lake Road, as it exits the city, is expected to remain a mix of residential, office, and institutional uses while US-31/Division will remain general commercial.
- Veterans. This year, the city will be making improvements to its portion of Veterans Drive by narrowing motorized lanes and making the bike lanes official. The Road Commission will be coordinating its resurfacing of Veterans Drive this year with the city. With its lower traffic volumes and mix of residential and office uses, this corridor provides an ideal opportunity to connect with the city with non-motorized infrastructure improvements (i.e., bike lanes, sidewalks).
- Cass. This corridor is to remain an industrial/commercial focus with the Township. No changes are anticipated within the city.
- Woodmere/Barlow. These parallel corridors are historically industrial in nature. More recently, residential uses have emerged, such as Premier Place. Innovative production uses such as Cherry Capital Foods have also appeared. With proximity to the urban core and services, these corridors could be transformed into a wide mix of land uses ranging from multi-family residential to creative makerspaces. The proximity to the airport will most likely have an impact on uses planned for this area.
- Garfield. Historically, Garfield Avenue was one of the first commercial corridors established outside downtown. The effort by the Township is to maintain this area as a viable, active commercial area, particularly due to proximity to the airport and the urban core. There is concern about construction of sidewalks along Garfield Avenue in the airport area as there has been resistance by the Airport to permit them.
- Hickory Hills. Discussion about the Hickory Hills ski area focused on the future need for alternative access (e.g., Barney Road).

ELMWOOD CHARTER TOWNSHIP & LONG LAKE CHARTER TOWNSHIP

This discussion was combined with both townships since M-72 is a common corridor of interest for all three townships, particularly the M-72/Grey (Bugai) Road intersection. The land use planning policies for this area are different for the other two townships. Long Lake has a more development approach, including multi-family residential and possibly commercial at the intersection, while Elmwood is maintaining a more agricultural/rural landscape.

LONG LAKE CHARTER TOWNSHIP

- The northeast corner of Long Lake (Section 1) is planned for the highest density in the township. There is noticeable development activity, including the following:
 - Edge 72, a new multi-family development, is underway near the intersection of M-72 and Gray Road.
 - Jacob's Farm on M-72, west of Gray Road, is becoming increasingly popular with tourist/recreation focused land uses beyond agriculture.
 - Blarney Castle Oil purchased property at the southwest corner of M-72 and Gray Road. Development plans are currently uncertain.
 - Additional residential developments are also planned in this area of Long Lake.

- Municipal water service will becoming available soon in this area of Long Lake with the agreement by Garfield to provide water service. Water service is needed for residential areas suffering from high nitrites in well water. The water service will also support new development.

- Beyond land use development, there are opportunities for non-motorized trail connections between Long Lake and Garfield, including along Barney Road, utility line corridors, and North Long Lake Road.

ELMWOOD CHARTER TOWNSHIP

- The north side of the M-72 corridor in Elmwood is designated and zoned as agricultural / rural land.

- Elmwood recently completed an updated Parks and Recreation Master Plan. There is land along the M-72 corridor that is designated as a future resort with residents interested in seeing it be a park.

EAST BAY CHARTER TOWNSHIP

There have been recent discussions between Garfield and East Bay regarding land use coordination, including a joint study of Planning, Zoning & Development Consistency on the Hammond Road Corridor in 2021 and review of the East Bay Township Master Plan by the Planning Commission in 2022.

- Hammond. While East Bay has higher density uses such as multi-family residential and industrial planned east of Townline Road, Garfield has low intensity uses, mainly agricultural, planned west of Townline Road. This planned land use pattern in Garfield is primarily due to the prevalence of wetlands and an active farm operation. While not appearing as a congruent land use pattern, the break of intensity allows for a less congested flow of traffic on Hammond Road. Furthermore, wetlands are also located in this area of East Bay. As development occurs in East Bay, wetland delineations will be required that may reduce the actual amount of development.
- South Airport. This corridor has more consistent planned land uses with multi-family residential designated for both townships on the south side of South Airport Road. The north side of South Airport Road is owned by the Airport and includes the Airport and commercial uses.

BLAIR TOWNSHIP

The land uses planned along the boundary between Garfield and Blair are generally compatible. Higher intensity uses, including commercial and multi-family residential, are established, and planned along Rennie School Road. There is an opportunity to connect development along Rennie School Road with the possible motorized and non-motorized extension of Stadium Drive in Blair into Garfield onto the Oleson Foundation development parcel.

For areas from Rennie School Road east towards Garfield Road, low density residential and agriculture are planned. Residential is planned by both townships for the area around Silver Lake which is in both townships.

2023 PARK POP-UP EVENT

Staff conducted a Master Plan pop-up event at the Silver Lake Recreation Area on Saturday, July 15, 2023 from 10:00 a.m. to 1:00 p.m. The purpose of the event was threefold: gain feedback on specific development types and locations, increase awareness of the master plan, and obtain broader feedback from the community. The following comments from Township residents were made to Staff:

HOUSING

- Residents were worried accessory dwelling units becoming short term rentals. They preferred to keep the limitation of one dwelling unit per parcel of land. They also wanted to see limitations on short rentals maintained.
- Residents were supportive of affordable housing.
- Some residents asked if there are ADA requirements for apartments and whether some dwelling units must be accessible?

PROPERTY MAINTENANCE

- Some residents had concern about residential lots that had tall grass and/or weeds.

DEVELOPMENT

- Some residents preferred filling in empty buildings before constructing new buildings.

TRANSPORTATION

- Residents were split on the Boardman River Crossing – both supportive and opposed to a new bridge.
- Some residents would rather see expansion of transit instead of a new bridge.
- Some residents expressed concern about the concentration of emissions from the new BATA Transfer station.

ENERGY

- Some residents asked if the Township provides incentives for renewable energy, specifically solar panels. They indicated that the Township should investigate what resources may be available from U.S. Department of Energy and EPA.
- Some residents asked if a homeowner's association can refuse installation of roof top solar panels on a home.

PARK

- A recommendation was made for a shade canopy at the dog park.

OPEN HOUSE

The Planning Commission and staff hosted a Master Plan open house at the Garfield Township Hall on January 24, 2024. The purpose of the event was to provide an overview of the draft Master Plan to the community and to gauge public opinion and gather feedback. Staff provided a presentation that highlighted how community survey responses and preferences supported and directed goals and objectives in the draft Plan document.