

CHARTER TOWNSHIP OF GARFIELD  
PLANNING COMMISSION MEETING

Wednesday, January 23, 2019 - 7:00 pm  
Garfield Township Hall  
3848 Veterans Drive  
Traverse City, MI 49684  
Ph: (231) 941-1620

A G E N D A

Call Meeting to Order

Roll Call of Commission Members

1. Review and Approval of the Agenda - Conflict of Interest
2. Minutes -January 9, 2019
3. Correspondence  
Letters received at the January 9, 2019 meeting (receive and file)
4. Reports
  - a. Township Board
  - b. Planning Commissioners
  - c. Staff Report
5. Business to Come Before the Commission
  - a. PD 2019- 06 Annual Report
  - b. PD 2019- 08 Institutional Setbacks
  - c. PD 2019- 07 Noise Control
  - d. PD 2019- 10 Joint Meeting Discussion
  - e. PD 2019- 05 Redevelopment Ready Communities
  - f. Fox Run Update (Verbal)
  - g. Crossings Hotel Conceptual Review Update (Verbal)
6. Public Comment
7. Items for Next Agenda – February 13, 2019
  - a. Harris Hills Conceptual
  - b. Living Hope Church Conceptual
  - c. Fox Run PURD Final Approval
8. Adjournment

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

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**CHARTER TOWNSHIP OF GARFIELD  
PLANNING COMMISSION MEETING  
January 9, 2019**

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

**Roll Call of Commission Members:**

Present: Steve Duell, Joe McManus, Robert Fudge, Joe Robertson, Pat Cline, Chris DeGood, and John Racine

Staff Present: Erik Perdonik and John Sych

**1. Review and Approval of the Agenda – Conflict of Interest (7:00)**

*Duell moved and Robertson seconded to approve the agenda as presented.*

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

*Nays: None*

**2. Minutes (7:01)**

**a. December 12, 2018**

*DeGood moved and Robertson seconded to adopt the minutes of December 12, 2018 as amended noting that in item 6, the words “waivers of” will be added to Crain’s comment; the words “and it is being looked into by staff.” will replace the phrase “and is being remanded.”; and “a” will be inserted between “and” and “letter” in item #3.*

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

*Nays: None*

*Abstained: Fudge*

**3. Correspondence (7:04)**

Letter from Pastor Carey Waldie – (Receive and File)  
Email regarding flags.

**4. Reports (7:06)**

**Township Board Report**

Duell said the board reviewed the Metro issue and is forming an exploratory committee to look at all options. The board is not in favor of changing the formula and wants to have an affirmative vote from each township in all matters.

**Planning Commissioners**

None

5. **Business to Come Before the Commission**

a. **PD 2018-122 Hobby Lobby Wall Sign – Finding of Fact (7:08)**

The application requests approval of a single wall sign for the front of the new Hobby Lobby building located at 3675 Marketplace Circle within the Buffalo Ridge PUD. The applicant has proposed two options – a 148.2 square foot sign and a 99.7 square foot option. The ordinance allows for 100 square feet of signage in the Buffalo Ridge PUD. Last month, the Planning Commission directed staff to prepare Findings of Fact in support of the smaller signage option.

Commissioners reviewed the Findings and thought they were consistent with the board decision.

*DeGood moved and Fudge seconded THAT the Findings of Fact for application PUD-2014-02-D pertaining to signage Option 2 submitted by the applicant, as presented in Planning Department Report 2018-122 and being made a part of this motion, BE ADOPTED.*

*Yeas: DeGood, Fudge, Duell, McManus, Cline, Robertson, Racine  
Nays: None*

*DeGood moved and Fudge seconded THAT application PUD-2014-02-D pertaining to signage option 2 submitted by the applicant, BE DENIED based on the adopted Findings of Fact presented in Planning Department Report 2018-122.*

*Yeas: DeGood, Fudge, Duell, Robertson, Cline, McManus, Racine  
Nays: None*

b. **PD Report 2018-123 Fox Run Planned Unit Residential Development – Continued Discussion (7:10)**

Perdonik said that 84 units are proposed on approximately 4.25 acres with amenities such as three play areas, a dog park and a walking trail. The 3.75 acres of wetland will remain open space. A PURD was requested and this makes the proposed development subject to a two-stage approval process with the final engineering being approved by the Planning Commission. The preliminary approval is good for one year and the deadline for the applicant is approaching. At this time, the applicant has not submitted complete final engineered plans and the submission is incomplete. Developer Travis Clous addressed the commission and said that his final plans have been approved by an engineering firm and he did include new plans for the proposed walking path, but does not have final DEQ permits for the trail. Commissioners agreed that if there were no substantive changes in the plan, there was no need for a Public Hearing.

*McManus moved and Duell seconded to direct staff to complete the final review on the proposed Fox Run PURD, draft and restate Findings of Fact noting the changes between the two plans and to draft a motion indicating that any final review approval of the PURD is contingent upon obtaining permits and dealing with any other issues that should arise.*

*Yeas: McManus, Duell, Fudge, Cline, DeGood, Robertson, Racine  
Nays: None*

**c. Commissioner Gil Uithol Certificate of Appreciation (7:48)**

Commissioners discussed a Certificate of Appreciation and thought it was a good idea.

*Duell moved and Robertson supported to move forward with a Certification of Appreciation for Gil Uithol to recognize his service to the community.*

*Yeas: Duell, Robertson, McManus, Cline, DeGood, Fudge, Racine  
Nays: None*

**d. University of Michigan eCities Recognition (7:49)**

The University of Michigan collects data as it relates to Michigan communities in economic development and job growth. Garfield Township has been recognized for this distinction and is considered a four-star community.

**e. Selection of Officers**

**Robertson nominated Racine/Duell seconds**

*Duell moved and DeGood seconded to nominate the existing officers for another year – Robertson – Secretary; McManus – Vice-Chair and Racine, Chairperson.*

*Yeas: Duell, DeGood, Robertson, Fudge, Cline, McManus, Racine  
Nays: None*

**6. Public Comment (7:52)**

Carey Waldie commented that he sought professional help in his zoning matter and discussed setbacks for institutional uses. He brought forth some facts in support of his case and reviewed the history of institutional uses in the township.

Bob Erickson from City Church also agreed with Pastor Waldie regarding the zoning change.

Chris Hinnerman, from Journey Church, passed out a letter of support in support of the zoning change for institutions.

Jimmy Stanton commented the zoning issue and the public comments in support of the church.

7. **Items For Next Agenda – January 23, 2019 (8:03)**

Sych said that commissioners would review a draft of the annual report at the study session.

He would also like to have a discussion of a joint meeting between the Board and the Planning Commission and a discussion of Redevelopment Ready Communities.

DeGood asked about the process of an ordinance change for institutional uses.

8. **Adjournment**

*Duell moved to adjourn the meeting at 8:09pm.*

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

January 4, 2019

Garfield Township  
3848 Veterans Dr.  
Traverse City, MI 49684

I am writing regarding the zoning changes regarding setback on behalf of The Journey, a Wesleyan Church at 2825 S. Airport Rd. The setback changes create for us a couple serious hardships and I would ask that you reconsider the changes and return them to what is nearly the universal standards for communities like ours.

If the changes remain in place, should we need to comply at sometime in the future, we would have somewhere around 48 parking spaces that would need to be torn out. Since we would need to replace those spaces, we would then have to encroach upon the large lawns we now enjoy and make available to our community. There is a good chance that we would also lose the playground which we open to the neighborhood. We see ourselves as a community center, hosting an annual neighborhood block party, welcoming people to use our lawns and parking lot and often hosting community groups in our building free of charge.

If these zoning laws remain in place we will lose significant parts of our green space and the environmental impact of waste asphalt and replacement of the same should also be considered.

The other area of concern for us is the potential separation and sale of our current parsonage. The zoning laws say we must have 15,000 square feet of land for the house to be separated. We could not reach this standard given the new setback requirements.

Thank you for considering our concerns. I would be happy to address them more fully should you wish to discuss them further.

Sincerely,



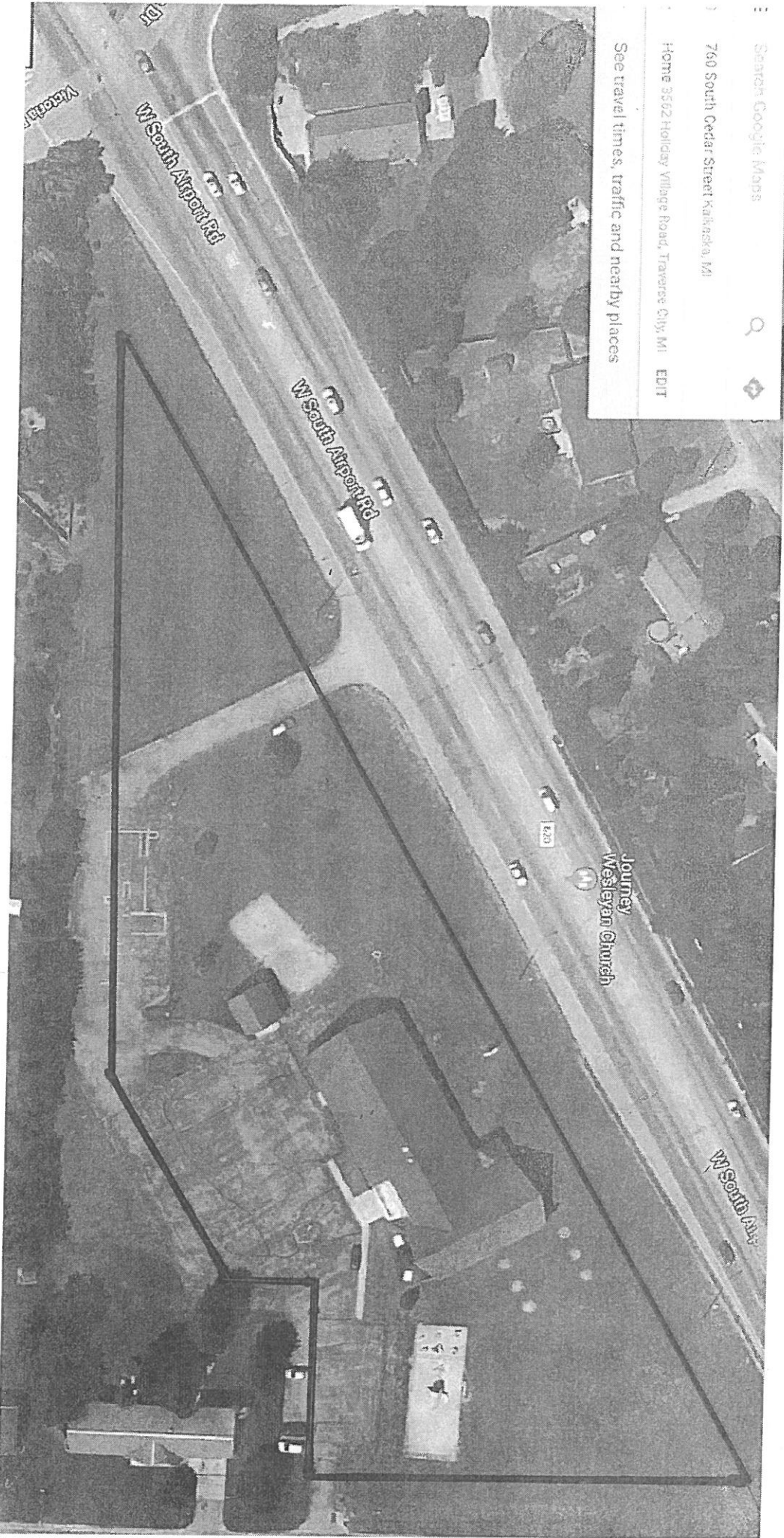
Chris Hinterman  
Sr. Pastor  
The Journey, a Wesleyan Church

Search Google Maps

760 South Cedar Street Kalamazoo, MI

Home 5502 Holiday Village Road, Traverse City, MI EDIT

See travel times, traffic and nearby places



1 m m = ~ 2'



P.O. Box 2234, Traverse City MI 49685

Garfield Township  
3848 Veterans Dr.  
Traverse City, MI 49684

I'm writing to share our concerns with the zoning changes relating to setbacks, and its affects on City Church, 1895 Keystone Rd.

As you are probably aware, City Church has only obtained our property within the last couple years. Before we purchased our property at 1895 Keystone Rd, we had requested a meeting with the zoning department to be sure there were no major issues that would prohibit construction or site improvements, as this would have been a factor in our purchase. We were informed in a meeting with Garfield Twp zoning dept, that we would not have an issue with site development.

We have now been in our new building two years and are facing our next expansion issue with parking. If the set back changes remain in place, it will directly affect our parking lot expansion and future building expansion...not to mention our existing playground and future playground for children (which is used regularly by the community and neighbors on a daily basis).

The news of this zoning law has come as a surprise since we were previously informed that there was nothing prohibiting future expansion or development. If this zoning law is left in place, it will affect every part of building, and put serious limitations on development and growth plans. In addition, it will directly affect the parts of the property that are used by community for recreation on a daily basis.

We were very excited to have our first community event on the Keystone location this fall. This was a free event for the community with several hundred in attendance. It was a wonderful time for families, children and community. Heard many families express thankfulness for making such a wonderful event for free. While we are looking forward to future events, with the current zoning laws it will directly affect our ability to offer such events.

Again, this is one reason we met with zoning before making such a purchase. It's not likely we would have purchased a piece of property that would potentially limit expansion to this degree.


Thank you for taking the time to review and consider our concerns.

Sincerely,



Jody Carsten  
Senior Pastor



|  |  |                                       |
|--|--|---------------------------------------|
|  <b>Charter Township of Garfield<br/>Planning Department Report No. 2019-06</b> |  |                                       |
| Prepared:  | January 7, 2019                        | Pages: 6                              |
| Meeting:   | January 23, 2019 Planning Commission   | Attachments: <input type="checkbox"/> |
| Subject:   | 2018 Planning Commission Annual Report |                                       |

**INTRODUCTION:**

This 2018 Charter Township of Garfield Planning Commission Annual Report was prepared pursuant to the requirements of Section 19(2) of the Michigan Planning Enabling Act (“MPEA”), which states:

A planning commission shall make an annual written report to the legislative body concerning its operations and the status of planning activities, including recommendations regarding actions by the legislative body related to planning and development.

This report is intended to serve as the Planning Commission’s report to the Township Board in accordance with the MPEA as quoted above, and it will also outline the activities of the Planning Department during 2018.

**BOARDS AND COMMISSIONS:**

The Planning Director and Deputy Planner serve on various committees and provide support services to several boards and commissions, including but not limited to:

- Garfield Township Board of Trustees (Staff)
- Garfield Township Planning Commission (Staff)
- Garfield Township Parks and Recreation Commission (Staff)
- Garfield Township Zoning Board of Appeals (Liaison)
- Joint Traverse City and Garfield Township Planning Commission (Staff)
- Joint Traverse City and Garfield Township Recreation Authority (as needed)
- Traverse Transportation Coordinating Initiative (“TTCI”) (Committee Member)
- Grand Traverse County Road Commission (Garfield Township Alternate Representative)

**ADMINISTRATION:**

The Planning Department was responsible for generating 125 Staff Reports in 2018 (compared to 133 in 2017 and 78 in 2016) for the various boards, commissions, and committees listed above. Day-to-day tasks also include dialogue with Garfield Township residents, the development community, other community stakeholders, and partner organizations; review of new and ongoing development applications for completeness and compliance with the Zoning Ordinance; monitoring development approvals as they proceed through the approval process; administering grants and parks and recreation activities; and site visits.

**PLANNING COMMISSION:**

The Planning Commission meets the second and fourth Wednesdays of each month and is responsible for reviewing development applications, preparing plans, and making recommendations to the Township Board on development applications and zoning amendments. This meeting schedule allows for the Planning Commission to hear, review, and decide on projects during the first meeting and to advance the interests of the community by holding a work session during the second meeting of the month. This

schedule will continue throughout 2019. Commissioner Gil Uithol was not reappointed to the Planning Commission for 2019 and has been replaced by Bob Fudge.

**2018 Master Plan:**

Following extensive deliberation at the Planning Commission level, particularly with regard to the classification of certain properties on the Future Land Use Map (“FLUM”), a new Master Plan for Garfield Township was adopted in August 2018 to replace the 2007 plan. This puts the Township on firmer legal ground as planning and zoning decisions must be consistent with an *up-to-date* master plan under state law. In addition, the new Plan better reflects the policy priorities of Garfield Township residents today as expressed through the extensive community survey that underlies the Plan. The Plan is a general guide and leaves ample room for more specific sub-area and/or corridor plans to bring the goals and objectives closer to implementation.

**CONCEPTUAL REVIEWS:**

Conceptual reviews were established in the 2015 Zoning Ordinance to allow for applicants to appear before the Planning Commission with little more than a concept for development. This process is intended to provide an applicant with valuable feedback to gauge the Planning Commission’s interest in a potential project before a full application is submitted. This process has been utilized by several applicants as they are able to discuss a potential project without having to first enlist surveying, planning, and/or engineering services to complete an application. The following projects were conceptually reviewed by the Planning Commission in 2018:

1. Aspen Pines Multi-Family Residential Project – Special Use Permit (“SUP”)
2. Brickways Multi-Family Residential Project – SUP
3. Grand Traverse Crossing Hotel Project – Planned Unit Development (“PUD”)/SUP Amendment
4. Rainbow Child Care Center Project – PUD/SUP Amendment
5. Miller Creek Drive Crematorium Project – SUP

**ADMINISTRATIVE REVIEWS:**

In some specific cases, the Director of Planning can administratively approve projects provided that they meet all requirements of the Zoning Ordinance. This procedure significantly improves efficiency in the review of minor requests. The Planning Department requires that any Administrative Amendment be justified via written findings and provided to the Planning Commission. The following applications were administratively reviewed in 2018:

**1. Traditions at Ashland Park Density Reduction (PUD-2001-01-E)**

The subject property is located within the Traditions portion of the Ashland Park PUD and will be accessed via Rusch Road and Brimley Road when all proposed infrastructure is in place. The request was to amend the Ashland Park PUD to build single-family homes near the southeast corner of the PUD rather than the duplex units which were approved for that area.

Following research into the application and prior PUD approval and associated amendments, it was found that the applicant could move forward via an Administrative Amendment to the PUD, as the application proposes a reduction in density for units 168-172. Section 423.G(4)(a) of the Zoning Ordinance provides that the Director of Planning may authorize an Administrative Amendment to a PUD provided that specific criteria can be met. In this case, each of the criteria was met and the application was approved.

**2. The Crown Phase III (SUP-1991-10-M)**

The subject property is located within the northwest portion of The Crown PUD and will be accessed via West Crown Drive when all proposed infrastructure is in place. The request was to amend The Crown PUD to add Phase III to the development.

Following research into the application and prior PUD approval and associated amendments, it was found that the applicant could move forward via an Administrative Amendment to the PUD, as Phase III was conceptually approved previously via Major Amendment to the PUD. Section 423.G(4)(a) of the Zoning Ordinance provides that the Director of Planning may authorize an Administrative Amendment to a PUD provided that specific criteria can be met. In this case, each of the criteria was met and the application was approved with conditions.

**DEVELOPMENT REVIEWS:**

The Planning Commission reviewed and approved numerous projects in 2018, which included Site Plan Reviews, Planned Unit Developments, Special Use Permits, and zoning Text and Map Amendments. A brief summary of those reviews is as follows:

**PURD-2017-01 Fox Run Multi-Family Residential Project (Ongoing)**

The approximately 8-acre subject property, which is zoned R-3 Multi-Family Residential, is located at the southeast corner of Garfield Rd and Garfield Woods Drive. The request is to construct 84 two-bedroom apartment units on the approximately 4.25 acres of developable property and leave the remaining 3.75 acres of low, wet area as open space, which results in a density of approximately 10 units per acre. The project was given *preliminary* approval by the Planning Commission in February 2018, and discussion is ongoing with regard to the placement of a proposed walking trail and other recreational amenities as of the drafting of this report.

**SUP-2015-01-C Ridge 45 Multi-Family Residential Project Phases 3 and 4 (Approved)**

The approximately 7.9 acre subject property, which is zoned R-3 Multi-Family Residential, is located immediately south of the approved third phase of the Ridge 45 apartment complex, approximately a quarter mile north of the northwest intersection of Lafranier Road and Lloyd Lane. The request was for a Major Amendment to the SUP for Ridge 45 to add Phase 4 to the development (96 units), bringing the total number of units within the complex to 400. The Planning Commission approved the request with conditions in February 2018 and construction is ongoing.

**SUP-2017-04 Hickory Hills Ski Area Improvements (Approved)**

The subject property is the Hickory Hills Ski Area, which is owned by the City of Traverse City but located on Garfield Township property at the westernmost end of Randolph Street. The request was for a SUP to make planned improvements to the Ski Area including additional parking and an improved lodge. The master planning process for the improvements was partially funded by Garfield Township. The Planning Commission approved the request with conditions in February 2018 and many of the new amenities are seeing use for the first time this January 2019.

**SUP-2018-01 Silverwood Drive Child Care Operation (12 or Fewer Children) (Approved)**

The subject property is a single-family lot on Silverwood Drive near the intersection of Walden Circle, which was previously operating for some time as a state licensed Child Care Family Home (Capacity 1-6). The request was for a SUP to expand to a Child Care, Small Group Home (12 or less). The Planning Commission approved the request with conditions in March 2018.

**PUD-2014-02-C Buffalo Ridge Center PUD Master Plan (Approved)**

The subject property is the Buffalo Ridge Center shopping mall, which is subject to a PUD approved in 2014. The request was for approval of a master plan for the Center that would incorporate a Hobby Lobby store within the PUD, as well as new sidewalk connections and other improvements. The Planning Commission approved the request with conditions in April 2018 and construction is ongoing with the store expected to open within the next month or so.

**SUP-2017-03 Pine Grove Homes Modular Homes Sales Project (Approved—Expired)**

The approximately 3.2-acre subject property, which is zoned C-G General Commercial, is located at the northwest intersection of N US-31 South and Meadow Lane Drive, immediately east of the Meadow Lane Mobile Home Park. The request was for a SUP to sell modular, manufactured, and mobile homes on the property. The Planning Commission approved the request with conditions in April 2018; however, the applicant ultimately did not record the Report and Decision Order within the required 90 day timeframe. Therefore, the SUP approval is expired.

**SPR-2018-01 LaFranier Trust Service Drive (Approved)**

The approximately 40-acre subject property is located along LaFranier Road approximately a quarter mile north of the northeast intersection of LaFranier and Hammond Roads. The request was for site plan approval to construct a service drive from LaFranier to allow for the division of a parcel at the northwest corner of the 40 acres. The Planning Commission approved the request with conditions in July 2018, but the applicant has not yet recorded the Report and Decision Order and has expressed the intent to Staff to reapply at such time that the new access management ordinance is adopted.

**SUP-2018-04 Aspen Pines Multi-Family Residential Project (Approved)**

The approximately 0.77-acre subject property, which is zoned R-3 Multi-Family Residential, is located just east of the intersection of Barlow and Floresta Streets. The request was for a SUP to construct 8 one-bedroom apartment units with 8 associated detached garages on the property. The Planning Commission approved the request with conditions in September 2018 and construction is ongoing.

**SUP-2018-05 Grand Traverse Oral Surgery Dental Surgery Clinic Project (Approved)**

The approximately 11.32-acre subject property, which is zoned I-G General Mixed Use Industrial Business, is located at the southwest intersection of N Garfield and W Hammond Roads. The request was for a SUP to construct a 15,000-square foot dental clinic with a 40' x 100' planned future expansion on the property. The Planning Commission approved the request with conditions in December 2018 and construction is ongoing.

**ZONING ORDINANCE AMENDMENTS:**

**Map Amendments:**

**Z-2017-04 Hammond Road Downzoning (Approved)**

The approximately 20-acre subject property is located immediately north of W Hammond Road, approximately a quarter mile west of Townline Road. The request was to withdraw from the conditional rezoning agreement previously in place on the property making the originally A – Agricultural property conditionally C-G General Commercial, and instead conditionally rezoning the property to A – Agricultural with conditions intended to prevent development of the property. The Planning Commission approved the request in January 2018 and Township Board approval was granted in March 2018.

**Z-2017-06 Brickways and Church of Christ Property Rezoning (Approved)**

The approximately 12-acre subject property is located at the northeast intersection of South Airport Road and Rennie Street. The request was to rezone the property from R-1 One-Family Residential to R-3 Multi-Family Residential without restrictions. The Planning Commission approved the request in March 2018 and Township Board approval was granted in May 2018. As noted previously in this report, the applicant later brought a proposal before the Planning Commission for conceptual review of an apartment complex on the property. No application for a SUP to construct the apartments has been submitted as of the drafting of this report.

**Z-2018-02 Living Hope Church Property Rezoning (Withdrawn)**

The approximately 3.20-acre subject property is located at the northwest intersection of W South Airport Road and Day Drive. The request was to rezone the property from R-1 One-Family Residential to C-O Office Commercial without restrictions. The Planning Commission held a public hearing on the request in May 2018 during which significant public comment was received and the applicant chose to withdraw the request shortly thereafter.

**Z-2018-01 Banton Trust Airport Road Property Rezoning (Approved)**

The approximately 3.14-acre subject property is located immediately south of W South Airport Road adjoining the Sam's Club service drive entrance along its east property line. The request was to rezone the property from A – Agricultural to R-3 Multi-Family Residential without restrictions. The Planning Commission approved the request in October 2018 and Township Board approval was granted in December 2018.

**Text Amendments:**

**Z-2018-03 Amended Section 322 C-P Planned Shopping Center (Approved)**

Recognizing the changing retail environment, this amendment was initiated by the Planning Commission with the intent of modernizing the C-P Planned Shopping Center zoning district to help attract redevelopment. After considerable Planning Commission deliberation and Staff revision, a new Sec. 322 emerged to replace the previous section in its entirety which permits all permitted uses by right, reduces setbacks considerably to allow for outlot construction, and permits drive-thru uses which were previously prohibited, among other changes. The Planning Commission recommended approval of the amendment in May 2018 and the Township Board voted to follow that recommendation in July 2018.

**Z-2018-04 Amended Section 313 R-1 One-Family Residential (Approved)**

This amendment was initiated by the Planning Commission when it came to light that Institutional Uses were not permitted in the R-1 One-Family Residential zoning district in the 2015 Zoning Ordinance, whereas they had been prior to 2015. The amendment simply added Institutional Uses to the uses permitted via SUP in Sec. 313 in keeping with other districts in the Ordinance, and corrected duplicate text for golf courses. The Planning Commission recommended approval of the amendment in July 2018 and the Township Board voted to follow that recommendation in September 2018.

**Z-2017-05 Cherryland Center U-Haul Project (Denied)**

The request was for two related amendments to permit "Retail and Self-Storage Facility and Truck and Trailer Share" by right in the C-P Planned Shopping Center, which would have facilitated the redevelopment of the vacant K-Mart at the Cherryland Center into a U-Haul facility. The Planning Commission recommended denial of the request in August 2018 and the Township Board voted to follow that recommendation in November 2018.

**Z-2018-02 Living Hope Church Institutional Setback Request (Withdrawn)**

The request was to amend Section 753.A(2) to reduce the 30-foot setback for Institutional structures and parking areas adjoining residential areas to 10 feet, and the setback from right-of-ways from 40 to 10 feet to accommodate a significant expansion of the Living Hope Church at the northwest intersection of South Airport Road and Day Drive. The request was introduced to the Planning Commission in December 2018 and the applicant chose to withdraw the request shortly thereafter prior to a public hearing being scheduled.

**Z-2018-06 New Section 512 Service Drives (Ongoing)**

Recognizing the need for effective access management, this amendment was initiated by the Planning Commission. After considerable Planning Commission deliberation and Staff revision, a new Sec. 512

emerged to replace the previous section in its entirety which is sensitive to natural features and allows greater flexibility in design, among other changes. The Planning Commission recommended approval of the amendment in December 2018, it was introduced to the Township Board on January 8, 2019, and a public hearing was scheduled for the February 12, 2018 Board meeting.

**JOINT TRAVERSE CITY AND GARFIELD TOWNSHIP PLANNING COMMISSION:**

The Joint Planning Commission is comprised of City and Township residents appointed from their respective Planning Commissions and one member jointly appointed by both municipalities. The Joint Commission has not been significantly active since the adoption of the new Zoning Ordinance in May 2017 for the Grand Traverse Commons property. In 2018, Linda Koebert was appointed to the Commission. In addition, the Commission decided to go to a quarterly meeting schedule, with meetings to be held at 5:15 PM on the third Wednesday of the month.


**STAFF COMMENTS:**

2019 is poised to be an exciting year as we have welcomed a new Planning Director, John Sych, to replace longtime Planning Director, Rob Larrea in late December 2018. We are thankful for the strong foundation Rob put in place for the Township and wish him the best in his new position. Erik Perdonik, Deputy Planner, served as the Acting Planning Director in the interim and will return to the Deputy position to support John for the time being. Finally, we are thankful to Gil Uithol for his service to the Planning Commission and welcome Bob Fudge to the Commission.

**RECOMMENDATION/ACTION REQUESTED:**

Following review, if the Planning Commission is prepared to accept the 2018 Annual Report and forward it to the Township Board in accordance with the MPEA, the following motion is suggested:

THAT the 2018 Planning Commission Annual Report, Planning Department Report 2019-06, BE ACCEPTED and FORWARDED to the Township Board as required by Section 19(2) of the Michigan Planning Enabling Act.

|  |                                       |                                       |
|--|---------------------------------------|---------------------------------------|
|  <b>Charter Township of Garfield</b><br><b>Planning Department Report No. 2019-08</b> |                                       |                                       |
| Prepared:  | January 16, 2019                      | Pages: 2                              |
| Meeting:   | January 23, 2019 Planning Commission  | Attachments: <input type="checkbox"/> |
| Subject:   | Institutional Use Setbacks Discussion |                                       |

**STAFF COMMENT:**

The supplemental setbacks for Institutional Uses in Section 753 of the Zoning Ordinance have been a constant topic of discussion at Planning Commission meetings since August 2018 when Commissioner’s recommended amending the Ordinance to permit Institutional Uses in the R-1 One-Family Residential district in precisely the same manner as they are permitted in the more intensive R-2 and R-3 districts.

Article 7, Sec. 753.A(2) presently reads:

Buildings and parking areas shall be set back at least forty (40) feet from all street right-of-way lines and thirty (30) feet from any property line in a residential or agricultural district.

The Ordinance defines Institutional Uses as

land uses which serve the community’s social, educational, and cultural needs, including but not necessarily limited to schools, libraries, places of worship, and governmental facilities but not health services.

It should be strongly emphasized that the definition above encompasses a wide range of potential uses and, therefore, any change in the supplemental setbacks for Institutional Uses would apply across that range of uses. In other words, if setbacks are reduced for one Institutional Use, then they are reduced for all Institutional Uses.

Moreover, if, for example, a distinction were created within Sec. 753 which treats one Institutional Use separately of the other uses encompassed by the definition for purposes of setbacks, the entire institutional classification scheme within the Ordinance unravels. New definitions for churches would have to be created and the definition of Institutional Use would have to be amended to exclude churches or be removed entirely. Every zoning district that includes Institutional Uses would also have to be amended. In sum, the implications of are extremely far-reaching and extend well beyond just Sec. 753.

With the adoption of a new zoning ordinance, nonconformities are almost inevitably created; however, the existence of such nonconformities, in itself, does not necessarily justify amending the Ordinance. The traditional indicator of the need for an amendment to the Ordinance is a large amount of Zoning Board of Appeals (“ZBA”) applications on a particular issue. In this case, we have not seen a single application to the ZBA for relief from the institutional setbacks. In individual cases, the ZBA is the proper body to grant relief from setback standards without making sweeping changes to the Ordinance that might have unforeseen consequences.

It is in this light that Staff will continue to monitor whether the 2015 Zoning Ordinance needs to be adjusted and will keep setback distances in mind among many other issues that may arise in the few years after the adoption of a new ordinance. Sec. 753 and the rest of the institutional zoning scheme was created for the 2015 Ordinance and does not exist in previous versions of the zoning ordinance, which does not in itself call its effectiveness into question.

This discussion has gone in many different directions, mostly prompted by a single applicant, and it might be useful to step back and look at these setbacks in relatively simple terms: First, it may be useful to simply envision a large, busy school or church parking lot just 10 feet from your own residential property line. Is 10 feet enough distance to help mitigate any impacts from the activities in that lot? It simply does not appear that it is. 30 feet is much simply more appropriate when we consider the potential impacts that could arise for neighboring property owners near a large-scale Institutional Use. The days of the one-room school houses and neighborhood chapels have passed and these much larger, more impactful structures and parking areas simply must be set back further.


Second, it might be a useful to envision a density spectrum, on which Traverse City is near the highest end and Peninsula Township near the lowest end. A 10 foot setback, for example, may be acceptable in the context of a historical land use pattern like the City's, but certainly not in the context of a pattern like Peninsula Township's. Arguably, Garfield Township sits somewhere toward the middle of such a spectrum and a 30 foot setback from residential areas is not at all unreasonable in the context of Garfield's historical and planned land use pattern, which is at least somewhat suburban in nature.

Finally, applicants with nonconforming setbacks have ample alternatives, the first of which is the ZBA, which is simply the least impactful and most procedurally efficient means of obtaining relief from a setback requirement. Once again, Staff is unaware of a single ZBA application on the issue of setbacks for Institutional Uses.

**STAFF RECOMMENDATION:**

In the absence of a pattern of ZBA applications and in light of all of the available evidence and perspective, it is Staff's position that Sec. 753 is appropriate as currently written. Nonetheless, Staff will continue to monitor whether the new Ordinance is causing issues that might warrant an amendment, including with regard to institutional setbacks.



|  |                                      |  |
|--|--------------------------------------|--|
|  <b>Charter Township of Garfield<br/>Planning Department Report No. 2019-07</b> |                                      |  |
| Prepared:  | January 15, 2019                     | Pages: 3   |
| Meeting:   | January 23, 2019 Planning Commission | Attachments: <input checked="" type="checkbox"/> |
| Subject:   | Car Wash Decibel Levels Discussion   |  |

**BACKGROUND AND PURPOSE OF REPORT:**

At the October 9, 2018 Township Board meeting, the Board had a brief discussion about whether the Township’s current noise regulation for noise generated from car washes is appropriate. The Board asked that Staff put together a report prior to having a more detailed discussion on the appropriateness of the regulation.

At the October 23, 2018 Township Board meeting, Staff presented a report and it was ultimately determined that the discussion regarding car wash noise levels is best suited for a 2019 Planning Commission Work Session. Therefore, the purpose of this report is to provide context for a discussion and a possible recommendation from the Planning Commission on the appropriateness of the current regulation and whether the Zoning Ordinance should be amended.

**STAFF COMMENT:**

*Existing Regulation and Possible Origin:*

Section 712.A(4) of the Garfield Township Zoning Ordinance states the following regarding noise generated by car washes (called “automobile laundries” in the Ordinance): **“Noise generated on site from any source shall not exceed 40 decibels measured at any property line.”** A brief search revealed that the 2012 through 2016 East Bay Township Zoning Ordinances contain exactly the same regulation, word for word. According to the Center for Hearing and Communication, 40 decibels is the decibel level of a quiet residential area or quiet office or library.

It appears that car washes are the only use in the Garfield Township Zoning Ordinance aside from wind energy conservation systems that has a specific decibel limit attached to it. Garfield Township’s Township-wide noise ordinance (Ordinance No. 47) appears to cover all other instances of noise regulation.

*Other Local Governments:*

Staff averaged the maximum decibel levels allowed for car washes for 18 communities and the resulting average is 53 decibels. Both the median and mode levels among the 18 communities are 50 decibels. These findings suggest that the current 40 decibel limit is very low in relative terms.

*Serra Automotive’s Noise Study:*

The Planning Commission approved a modified Conditional Rezoning Agreement for Serra Toyota at 940 Boon Street which allowed for the installation of a “wash bay” at the location, without noise generating mechanicals. The Planning Commission expressed concern that the noise of the blowers from an automated car wash might be a disturbance to the neighboring residential properties. However, the following two provisions are included in the agreement:

Any modification to the wash bay to include noise generating mechanicals shall first be reviewed and approved, following a public hearing, by the Planning Commission (Paragraph 2.f.i).

A noise study shall be performed prior to approval and following installation of the mechanicals, if approved, demonstrating that noise will not be detrimental to the surrounding neighborhoods (Paragraph 2.f.ii).

Basically, these provisions leave the door open for the applicant to add mechanicals to the wash bay provided that it can be demonstrated not to be a disturbance to the neighboring residences. In an attempt to get the addition of mechanicals approved by the Planning Commission, the applicant had their consultant conduct a noise study (*attached*) for the proposed car wash which found, in short, that:

- The noise levels produced by a mechanized car wash are in line with the ambient sound level currently experienced by adjacent neighborhoods.
- At the Garfield Township property line, the sound level will be 56-58 dBA, whereas steady traffic is at 55-65 dBA. Individual events, such as noise generated by airport operations, often exceed this level.
- In light of the above findings, it is the consultant's opinion that "there will be no detrimental acoustical impact to the adjacent residential neighborhoods of either Garfield Township or Traverse City from the operation of the proposed car wash, as the blowers will only be operated with the exit door closed."

With 56-58 decibels at the Garfield Township property line, the proposed car wash would violate the current 40 decibel limit in the Ordinance, even with the exit doors closed. Therefore, the relevant question is whether the Ordinance should be amended to remove the limit entirely, thereby allowing the Township-wide noise ordinance control the use, or to allow a higher decibel level than 40 decibels?

*Enforcement:*

At this time, the Township simply does not have the resources necessary to enforce the current 40-decibel limit for car washes and the trend in noise regulation has been to move away from hard decibel limits to regulations that allow flexibility in administration, like this Township's Ordinance No. 47, which replaced the old Township-wide noise ordinance that contained hard decibel levels with more flexible and easily enforceable standards.

*Zoning Ordinance vs. Police Power Ordinance:*

A zoning ordinance is a less common place for noise regulations as they are typically contained in a separate standalone "police power" ordinance like Ordinance No. 47. A zoning ordinance regulates "use of land." It might also regulate "activity," but if an ordinance has regulation of land use, then it must be adopted as, and called, a zoning ordinance. A police power ordinance, on the other hand, does not regulate the "use of land," rather; it regulates an "activity." Examples of "activity" include, among others, parking, health code, food safety, blight, noise, and junk. In these examples, the ordinances should not regulate where activities are located.

Zoning ordinances are limited when applied to activity in that the regulation can never be retroactive. Existing land uses and activities must be allowed to continue as "nonconforming" uses, buildings, or parcels of land. Police power ordinances, however, can be retroactive and everyone must comply when the regulation is adopted. This makes such regulations quickly and easily applied and enforced in responding to activities that may be of a nuisance nature.

**CONCLUSIONS AND RECOMMENDATIONS:**

In light of the discussion above, Staff would like to offer the following conclusions:

- The evidence suggests that the Township's 40-decibel limit for car washes is very low relative to a sample of other communities, with the average being 53 decibels and the median 50.
- Serra Automotive's proposed car wash would not only violate the current 40 decibel requirement, but would also generate noise in excess of the community average and median of 53 and 50 respectively, with 56-58 decibels at the residential Garfield Township property line projected by their own consultant.
- Requiring a hard decibel limit that currently cannot be enforced by Township Staff is impractical and communities are moving away from hard decibel limit regulations, including Garfield Township, as evidenced by the adoption of Ordinance No. 47.

In light of the conclusions above, Staff would like to offer the following recommendation:

- Because the 40-decibel limit is unreasonably low, currently unenforceable, and more appropriately in a police power ordinance, amend Sec. 712 to remove the 40-decibel limit for car washes entirely, thereby allowing Ordinance No. 47 to control the car wash use like with all other noise-producing uses except wind energy conservation systems.

The Planning Commission is empowered to initiate a Text Amendment to the Zoning Ordinance at any time. Please provide Staff with direction as to whether drafting an amendment or having further discussion on the issue is appropriate.

**Attachments:**

1. Section 712 of the Garfield Township Zoning Ordinance
2. Garfield Township Ordinance No. 47 (Noise Ordinance)
3. Packet provided by Serra Automotive dated June 28, 2018 containing full noise study findings

surrounding neighborhood.

- (4) Easily accessible open space areas to encourage outdoor interaction and opportunity shall be provided.

## **SECTION 712 AUTOMOBILE LAUNDRIES**

### **A. REGULATIONS AND CONDITIONS**

- (1) All such facilities shall be connected to a public water and sewer system.
- (2) All washing activities shall be carried out within a building.
- (3) No vacuum equipment shall be located closer than one hundred (100) feet to any property line which abuts a property zoned or used for residential purposes.
- (4) Noise generated on site from any source shall not exceed 40 decibels measured at any property line.

## **SECTION 714 BED AND BREAKFAST**

### **A. REGULATIONS AND CONDITIONS**

- (1) The minimum lot size shall be as pursuant to the District minimum for Single Family Dwellings.
- (2) Bed & Breakfast establishments shall not be allowed on lots or parcels, including legal non-conforming lots or parcels, which do not meet the established lot size, requirements for the district in which they are allowed.
- (3) No bed and breakfast establishment shall be located closer than one thousand three hundred sixty feet (1,360) from another bed and breakfast establishment within a residential or agricultural district.
- (4) One (1) parking space per rental sleeping room plus one (1) per owner occupant shall be provided.
- (5) One (1) non-illuminated wall sign identifying the establishment not to exceed three (3) square feet in area shall be allowed.
- (6) The establishment is located within a residence which is the principal dwelling unit on the property and shall be owner-occupied at all times.
- (7) The rental sleeping rooms shall have a minimum size of one hundred (100) square feet for each two (2) occupants with an additional thirty (30) square feet for each occupant to a maximum of four (4) occupants per room.
- (8) No more than eight (8) occupants shall be accommodated in any single residence at any one time in the A Agriculture District and R-3 Multiple Family Districts and five (5) occupants in all other permitted Districts.
- (9) Use or rental of snowmobiles, all-terrain vehicles or similar vehicles, boats and other marine equipment, in conjunction with the operation of the establishment shall be prohibited.
- (10) Special land use approval shall not be granted if the essential character of the lot or structure in terms of traffic generation or appearance will be changed substantially.
- (11) A site plan shall include a floor plan layout of the proposed structure drawn to a scale of not less than 1" = 16' that shows the specific layout of the proposed facility in accord with the provisions of this Zoning Ordinance.

## **SECTION 716 BOARDING RESIDENCES**

### **A. REGULATIONS AND CONDITIONS**

- (1) All residences shall meet all state and local health and safety codes.
- (2) No more than five (5) individuals shall be accommodated in any single residence.
- (3) Such uses shall be carried out in an inconspicuous manner so that the nature of activities related

## THE CHARTER TOWNSHIP OF GARFIELD

### ORDINANCE NO. 47 NOISE ORDINANCE

An Ordinance to prohibit, regulate and control excessive, unnecessary, unnatural, or unusually loud noises which disturb the peace, comfort, welfare and prosperity of the residents and general public within the Township; to provide for the enforcement hereof; and to prescribe penalties for the violation of this Ordinance.

#### THE CHARTER TOWNSHIP OF GARFIELD, GRAND TRAVERSE COUNTY, MICHIGAN ORDAINS:

##### **Section 1. Repealer**

Upon the effective date of this Ordinance, the prior Charter Township of Garfield Noise Ordinance, being Ordinance No. 44 is, at the same time, repealed.

##### **Section 2. Title**

This Ordinance shall be known and may be cited as the Noise Ordinance of the Charter Township of Garfield.

##### **Section 3. Prohibited Noise - General**

- A. It shall be unlawful for any person or entity to make, maintain, or continue, or cause to be made or continued, any excessive, unnecessary, unnatural, repeated, prolonged or unusually loud noise, or any noise which annoys or disturbs or injures or irritates or unreasonably impairs the comfort, repose, health, or peace of another, within the limits of the Charter Township of Garfield, all as more specifically defined herein.
- B. It shall be unlawful for the owner of any premises within the Charter Township of Garfield, and for the occupant or person in possession of any premises within the Charter Township of Garfield, whether individual, corporate, or otherwise, to knowingly make, allow to be made, or to permit to be made upon the premises so owned, occupied, or possessed, any excessive, unnecessary, unnatural, repeated, prolonged or unusually loud noise, or any noise which annoys or disturbs or injures or irritates or unreasonably impairs the comfort, repose, health, or peace of another, within the limits of the Charter Township of Garfield, all as more specifically defined herein.

##### **Section 4. Specific Noises Prohibited; Standards**

The following noises and acts are hereby determined (i) to be excessive, unnecessary, unnatural, or unusually loud and (ii) further have the effect of annoying, disturbing, injuring, or unreasonably impairing the comfort, repose, health, or peace of others in violation of this Ordinance:

- A. Horns and Other Signaling Devices: Other than when used as a danger warning, the sounding of any horn or signaling device on any automobile, motorcycle, boat, bus, truck, or other vehicle, or the use of any hand held or hand operated signal device which emits a loud or harsh sound, for an unnecessary and unreasonable period of time, or at an unnecessary and unreasonable time of the day or night.

- B. Sound Producing or Amplification Equipment. The using, operating, or permitting to be played, used, or operated, any radios, stereos, televisions, phonographs, musical instruments, loud speakers, amplifiers or other such devices for the production or reproduction or amplification of sound, in such a manner as to unreasonably or unnecessarily irritate, annoy, or disturb the peace, quiet, and comfort of neighboring inhabitants, or at any time at a volume unnecessary for convenient listening of the person or persons in the room, vehicle, or chamber in which such equipment or device is being operated, and who are voluntarily listeners thereto. The operation of any such radio, stereo, television, phonograph, musical instrument, loud speaker, amplifier or other such equipment or device between the hours of 10:00 p.m. and 6:00 a.m. in such a manner as to be plainly audible at a distance of fifty (50') feet from the building, structure, or vehicle in which it is located, or which is plainly audible in a dwelling unit other than that in which it is located, shall be *prima facie* evidence of a violation of this Section.
- C. Yelling, Shouting and Verbal Noise. Yelling, shouting, hooting, whistling, singing, or other verbal noise upon any premises, or upon the public streets, between the hours of 10:00 p.m. and 6:00 a.m., or at any other time or place, in such a manner so as to unreasonably annoy or disturb peace, natural quietude, comfort, or repose of persons in any office, or in any dwelling, hotel, or other type of residence, or of any persons in the vicinity. Where such sounds are plainly audible at a distance of fifty (50) feet from their point of origin, the detection thereof in such manner shall constitute *prima facie* evidence of a violation of this Ordinance.
- D. Animals, Birds or Pets. The keeping of any animal, bird, or pet which, by causing frequent or continuous noise, plainly audible at a distance of fifty (50') feet from its point of origin, shall be a *prima facie* evidence of a violation of this Section.
- E. Exhaust Noises. The discharge into the open air of the exhaust of any stationary internal combustion engine, or any other form of engine, whether in a boat, motor vehicle, motorcycle, off-road vehicle, snowmobile or tractor, except through a muffler or other device which effectively prevents or reduces loud or explosive noises. The provisions of this Section shall not apply to motor vehicles operated on a highway or public street and subject to the noise regulations of the State Motor Vehicle Code or comparable versions of the Uniform Traffic Code, and in such case, violations shall be enforced under the procedures set forth therein.
- F. Construction or Repairing of Buildings. The erection (including excavation), demolition, alteration or repair of any building or structure other than between the hours of 6:00 a.m. and 10:00 p.m. where such activity results in the creation of unusually loud noise or noise which annoys, disturbs, injures, or unreasonably impairs the comfort, repose, health, peace or safety of others except in case of urgent necessity in the interest of public health and safety, for the duration of such emergency.
- G. Business Operations and Other Premises Activities. The carrying on of any business operations, or any other activities upon any premises in such a manner so as to create any excessive, unnecessary, or unusually loud noise, which disturbs, injures, or unreasonably impairs the comfort,

repose, health, peace or safety of others.

- H. Pile Drivers and Other Heavy Equipment. The operation between the hours of 10:00 p.m. and 6:00 a.m. of any pile driver, pneumatic hammer, derrick, hoist hydraulic, or other form of heavy equipment, the use of which is attended by loud, or repeated or continuous noise.
- I. Handling of Refuse Containers. The loading/unloading or other handling of trash dumpsters or other refuse containers between the hours of 10:00 p.m. and 6:00 a.m. in such a manner as to create an unusually loud noise, or a noise which annoys, disturbs, injures or unreasonably impairs the comfort, repose, health, peace or safety of others.
- J. Snow Removal Equipment. The operation between the hours of 10:00 p.m. and 6:00 a.m., other than in cases of officially declared "snow emergencies" of any snow removal equipment (other than light trucks), the use of which is accompanied by loud, repeated and/or continuous noises, including, for example, but not in way of limitation, the operation of heavy equipment, the dropping or lowering of large "snow-pushers" therefrom, and/or the operation of equipment with back-up alarms.

#### **Section 5. Exceptions**

The noise prohibitions set out in the previous Sections shall not apply to or be enforced against the following:

- A. Noises of any police vehicle, ambulance, fire engine, or other public service or emergency vehicle while engaged in necessary emergency activities.
- B. Noises emitted from public or governmental safety signals, warning devices or emergency devices for the purpose of notifying individuals or the public at large as authorized by law.
- C. Noises usually created by or as a result of industrial, manufacturing, assembly, storage, processing, or electrical power plants, and similar uses when located in proper use areas.
- D. Noises usually created by, or generally associated with agricultural operations and agribusinesses, including the raising of farm animals, livestock, and the operation of farm equipment generally.
- E. Noises from lawn mowers, snow blowers, snow removal equipment, leaf blowers, or other garden or yard equipment between the hours of 6:00 a.m. and 10:00 p.m. daily.
- F. Noises from religious or educational institutions.
- G. Noises from licensed dog kennels located in proper use areas.
- H. Noises emitted from any aircraft operated in conformity with or pursuant to Federal Aviation Regulations and air traffic control instruction and used pursuant to and within the duly adopted Federal Aviation Regulations.
- I. All railroad operations meeting the maximum permissible noise levels

otherwise permitted by law.

- J. Noise emanating from the discharge of firearms providing that such discharge is otherwise authorized under Michigan law or local ordinance.

#### **Section 6. Application for Special Permit**

- A. Applications for a permit for relief from the noise level designated in this Ordinance on the basis of undue hardship may be made to the Township Board or its duly authorized representative. Any permit granted by the Township Board hereunder shall contain all conditions upon which said permit has been granted and shall specify a reasonable time that the permit shall be effective. The Township Board, or its duly authorized representative, may grant the relief applied for if it finds the following:
  - 1. That additional time is necessary for the applicant to alter or modify his/her activity or operation to comply with this Article; or
  - 2. The activity, operation, or noise source will be of temporary duration, and cannot be done in a manner that would comply with other subsections of this Section; and
  - 3. That no other reasonable alternative is available to the applicant.
- B. The Township Board may prescribe any conditions or requirements deemed necessary to minimize adverse effects upon the community or the surrounding neighborhood.
- C. Property owners who own property within 300 feet of the property where the noise for which the special permit is requested shall be notified by first-class mail.
- D. The fees shall be set by resolution of the Township Board.

#### **Section 7. Penalties**

A violation of this Ordinance shall be deemed to be a municipal civil infraction, and any person, firm, or entity found responsible therefore shall be subject to fine not to exceed \$500 for each offense. A violator of this Ordinance may be subject to additional sanctions, remedies, injunctions or judicial orders as authorized under Michigan law. Each day a violation of this Ordinance continues to exist constitutes a separate violation. Any person who refuses to abate a noise disturbance upon the demand of the Charter Township of Garfield Ordinance Enforcement Office, or a duly authorized township official or an officer of the Grand Traverse County Sheriff's Department, interferes with such officer or other authorized official's enforcement of the Ordinance, or retaliates against another who had made a complaint of a noise disturbance shall be guilty of a misdemeanor punishable by a maximum of ninety (90) days in jail and a fine of \$500.00, plus court costs.

#### **Section 8. Severability**

Each of the provisions of this Ordinance is severable, and if any provision is held invalid for any reason by a court of competent jurisdiction, the remaining



provisions shall remain in full force and effect.

**Section 9. Effective Date**

This Ordinance shall take effect thirty (30) days after it is published.

I hereby certify that the foregoing was duly adopted by the Township Board of the Garfield Charter Township, Grand Traverse County, Michigan, at its regular meeting on the 25th day of May, 2006 that of (7) Seven members of the Township Board were in attendance and (7) Seven voted for the adoption of the Ordinance.

---

**Kay Schumacher, Clerk**

LEE F. WILSON, Supervisor  
KAY SCHUMACHER, Clerk  
Garfield Township Board  
Introduced: May 11, 2006  
Adopted: May 25, 2006  
Prepared in the law offices of:  
Running, Wise & Ford, P.L.C.  
By: Kent E. Gerberding  
Township Attorneys  
Business Address:  
326 E. State Street, PO Box 686  
Traverse City, MI 49685-0686

Published: June 2, 2006

# THE NOISE CONSULTANCY, LLC

309 VAN NESTE ROAD  
FLEMINGTON, NEW JERSEY 08822



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SENT VIA EMAIL

June 28, 2018

Karrie A. Zeits  
Sondee, Racine & Doren, PLC  
310 W. Front Street, Suite 300  
Traverse City, Michigan 49684

Re: Acoustical Study and Impact Analysis  
Proposed Car Wash  
Serra Automotive – Toyota Project  
940 Boon Street  
Charter Township of Garfield, MI

Dear Ms. Zeits:

## Background

Serra Works of Traverse City, LLC, is proposing to construct an automotive car wash as part of Serra Toyota Traverse City in Garfield Township, Grand Traverse County, Michigan. The car wash will serve only those vehicles being sold and serviced by the Toyota dealership. The Noise Consultancy, LLC (see resume, Appendix F) has been engaged in this matter, and I have conducted an extensive acoustical study and impact analysis on-site in Garfield Township and Traverse City from Thursday May 31 through Saturday June 2.

## Executive Summary

Source sound level measurements were conducted of a car wash equipped with the same blowers and rollup door as will be installed at the proposed facility. Those measurements were conducted both in close proximity to the car wash as well at the same distance and orientation to the car wash as are the nearest residences in Garfield Township and Traverse City. As a result of this analysis, a modification has been made to the proposed operations/configuration of the proposed car wash, which will allow the blower cycle to complete prior to opening the exit door. Operated with the exit door closed, the sound level of the car wash will be 56-58 dBA (decibels, measured on the A-scale) at the closest residential property line in Garfield Township, and 45-46 dBA at the closest residential property line in Traverse City.

Ambient sound level measurements were conducted Thursday May 31 through Saturday June 2 in both Garfield Township and Traverse City on either side of Boon Street, at locations that represent the closest residences in both jurisdictions to the proposed car wash. These ambient sound level measurements demonstrated that Boon Street and Garfield Avenues are very active roads, and Traverse City's Cherry Capital Airport is the source of intermittent but intense (loud) noise events.

At the Garfield Township property line there are between 10-25 noise events every 10 minutes that range from 55-65 + dBA. At the Traverse City property line there are 10-25 noise events every 10 minutes that range from 65-75 + dBA, as that property line is closer to Boon Street, where vehicles pass often and fast. Other noise sources in the environment such as aircraft and sirens range from 70-90 dBA.

### **Executive Conclusion**

Serra Toyota is proposing to construct a relatively quiet car wash in a relatively noisy location, adjacent to two busy roads and an airport. The noise levels of the car wash with the proposed modification are well within the ambient sound level currently experienced by the surrounding neighborhoods.

At the Garfield Township property line, the sound level of the car wash will be 56-58 dBA, while steady traffic is in the range of 55-65 dBA, with individual events well above that level. At the Traverse City property line the sound level of the car wash will be 45-46 dBA, while steady traffic is in the range of 65-75 dBA.

It is my opinion that there will be no detrimental acoustical impact to the adjacent residential neighborhoods of either Garfield Township or Traverse City from the operation of the proposed car wash, as the blowers will only be operated with the exit door closed.

### **Applicable Standards**

In Garfield Township, the Conditional Rezoning Agreement (CRA) establishes the standard by which the noise emissions from the proposed automobile laundry's "wash bay" is to be evaluated. The CRA provides in relevant part as follows:

\*\*\* 2.f.

- i. Any modification to the "wash bay" to include noise generating mechanicals shall first be reviewed and approved, following a public hearing, by the Planning Commission.

- ii. A noise study shall be performed prior to approval and following installation of the mechanicals, if approved, **demonstrating that noise will not be detrimental to the surrounding neighborhoods.**
- iii. The automobile laundry shall not be open to the public. (Emphasis supplied).

It should be noted that Garfield Township Article 7 Supplemental Use Regulations establishes standards for certain uses. Section 712 Automobile Laundries states that “Noise generated on site from any source [associated with the car laundry] shall not exceed 40 decibels measured at any property line.” This limit is significantly over-restrictive, and without proper regulatory basis and background. It is well below the limit established by most jurisdictions for nighttime noise, much less daytime noise.

In fact, just across Boon Street, in Traverse City, the permissible limits in a residential area are 65 dBA from 7:00 AM to 10:00 PM and 60 dBA from 10:00 PM to 7:00 AM. (§652.04(h)). Garfield Township’s limit on Automobile Laundries is also unique, as in the entirety of Garfield Township’s Zoning Ordinance the only other potential sound source for which decibel limits are established are wind turbines (and the limit is 60 dBA (Section 780)), and they operate at night, when the car wash will not.

This study also demonstrates that the standard set forth in Section 712 is well below the pre-existing ambient sound level in the surrounding neighborhood.

### **Study Goals**

The goal of this acoustical study and impact analysis was to determine the current ambient sound levels across a range of weekday and weekend hours and evaluate whether the sound emissions of the proposed car wash would have detrimental impact on the surrounding residential neighborhoods. If it were determined that there would be impact, to develop and test mitigation measures that would remediate the acoustical impact.

### **Receptor Locations**

The closest residence in Garfield Township is directly to the west of the proposed car wash on Boon Street (see Measurement Location Map and Photos, Appendix B). The property line is approximately 129 feet from the exit of the car wash as detailed on the site plan dated 6/08/2017.

The closest residences in Traverse City are to the north and northwest of the proposed car wash across Boon Street. The property line is approximately 138 feet (to the “split rail fence”) from the exit of the car wash as detailed on the site plan dated 6/08/2017.

### Measurement Quality Control

Larson Davis Precision Acoustics Analyzer

Sound Level Meter - Model 831 (ANSI Type I)

Serial# 0002504

Preamplifier - Model PRM831

Serial# 019078

Microphone - Model 377B02

Serial# 115996

Laboratory Certified: PCB Piezotronics, March 12, 2018

(see Calibration Certificates, Appendix E)

Casella CEL-120/2 Acoustic Calibrator

Serial# 2661883

Laboratory Certified: Casella CEL, October 25, 2017

Kestrel 3000 Wind Meter

Serial# 2180869

Field Calibration Checks:

May 31, 2018 6:12 PM, 7:10

June 1, 2018 7:44 AM, 8:34, 10:35, 11:15, 1:20 PM, 2:32, 3:54,  
4:25

June 2, 2018 8:10 AM, 8:56, 9:51, 10:18

Weather:

May 31 6:12 PM 3.2 -7.4 MPH, 75.7°F, 69.8% RH

June 1 8:33 AM 1.2 - 3.9 MPH, 56.2°F, 78.4% RH

June 1 10:53 AM 0.0 - 3.3 MPH, 59.2°F, 72.7% RH

June 1 1:20 PM 2.9 - 6.3 MPH, 62.6°F, 58.7% RH

June 1 2:32 PM 4.8 - 8.5 MPH, 62.2°F, 57.4% RH

June 2 8:57 AM 0.0 - 1.8 MPH, 59.4°F, 58.8% RH

June 2 10:18 AM 1.6 - 3.9 MPH, 66.6°F, 41.2% RH

### Ambient Sound Level Measurement Locations

The primary sources of ambient sound for the residences adjacent to the proposed car wash are: Boon Street, Garfield Avenue and the operations of Traverse City’s Cherry Capital Airport. While flight operations from the airport are the source of the most intense sound events in the environment, those operations are significantly less frequent than the traffic on Boon Street, which is a busy street and cars pass the houses frequently, going fast. Thus, distance from Boon Street was a primary consideration in choosing ambient sampling locations. Vehicles on Garfield Avenue can occasionally be as loud as those on Boon Street, as can be General Aviation aircraft in and out of the airport which were very numerous on Saturday morning.

Ambient sound level measurements in Garfield Township (see Appendix B - Garfield Township Ambient Sound Level Time History Graphs) were conducted at a measured distance of 60.5 feet from the edge of the pavement of Boon Street, which was visually estimated in the field to be the approximate distance from the pavement to the front wall of the adjacent residence in Garfield Township. The goal was to conduct ambient sound level measurements at a location that accurately represents the sound level of vehicles on Boon Street and Garfield Avenue as received at that residence. Further analysis via Google Earth demonstrates that the adjacent house actually sits 50 feet from the pavement on Boon Street (see attached photos and satellite image). Thus, the reported ambient sound levels that were measured at 60.5 feet from Boon Street slightly understate the actual exposure levels for the residence that sits at 50 feet from the road. In other words, the noise experienced at the residence is actually louder than was measured.

Ambient sound level measurements in Traverse City (see Appendix C – Traverse City Ambient Sound Level Time History Graphs) were conducted across Boon Street at a split rail fence approximately 19 feet from the edge of the pavement. This location accurately represents the sound levels at the rear property lines (backyards) of the Traverse City properties at the end of the Arbutus Court cul-de-sac. The southern corner of the residences are approximately another 10 feet to the north. This location is closer to Boon Street than is the Garfield Township measurement location so the sound levels measured at that location are higher, as traffic on Boon Street is the predominant source of ambient sound for these residences.

It should be noted that the Traverse City ambient sound levels, as reported, also represent the ambient sound levels for the middle of the front yard of the Garfield Township residence, 19 feet from Boon Street.

### **Comparable Source Sound Level Measurements**

Extensive sound level measurements were conducted of an existing car wash that utilizes the same equipment as will the proposed car wash (see Appendix D – Source Sound Level Measurements).

Garfield Township receptor - sound level measurements were conducted directly on the axis of the exit of the car wash at 0° (zero degrees) at a distance of 129 feet.

Traverse City receptor - sound level measurements were conducted at an angle 80° (eighty degrees) to the axis of the exit of the car wash at a distance of 138 feet.

## Results

### Ambient Sound Levels of the Surrounding Neighborhood

In Appendix B is presented a series of time history graphs of the ambient sound levels measured in the Garfield Township residential neighborhood adjacent to the proposed car wash. A review of those graphs demonstrates that there are between 10-25 separate noise events during each 10-minute sampling period that are between 55-65 dBA. In addition, there are a number of noise events above those levels such as on 6/1, vehicles at 69 dBA 8:11 AM and 73 dBA at 8:14 AM, and a helicopter at 85 dBA.

For ease of comparison in one place, those time history graphs are also labeled with the sound levels of the car wash at the nearest Garfield Township property line (56-58 dBA, see below).

In Appendix C are time history graphs of the ambient sound levels in the adjacent Traverse City residential neighborhood. A review of those graphs demonstrates a similar number of noise events, but there the maximum levels range between 65-75 dBA because of the closer proximity of the property line to Boon Street. There was an ambulance at 90 dBA at 8:42 AM Saturday morning.

Again, for ease of comparison in one place, those time history graphs are also labeled with the sound levels of the car wash (45-46 dBA in the case of the Traverse City neighborhood, see below).

### Source Sound Levels

The most intense sound sources in the car wash are the blowers at the exit. Sound emissions from the entrance are much less intense. The primary source on the entrance side is the garage door opening, and it is 17 dBA less than the blowers at a comparable distance (67 dBA @ 25 ft v 84 dBA @ 25 ft).

### Garfield Township Receptor

Blower sound levels, **exit door open** - when measured at a distance of 129 feet, directly on axis to the exit at 0° (zero degrees) the maximum sound levels ranged from **71-73 dBA** (see Appendix D).

Blower sound levels, **exit door closed** - when measured at a distance of 129 feet, directly on axis to the exit at 0° (zero degrees) the maximum sound levels ranged from **56-58 dBA**. This is the sound level for the closest residential property line in Garfield

Township. Those levels will drop with additional distance into the surrounding neighborhood.

Closing the exit door provides an attenuation of 15 dBA. This was also confirmed by paired readings at 25 feet (84 dBA open v 69 dBA closed).

As stated above, for ease of comparison in one place, the sound level of the car wash (56-58 dBA, Garfield receptor) was also labeled onto the ambient sound level time history graphs in Appendix B.

### **Traverse City Receptor**

Blower sound levels, **exit door open** - when measured at a distance of 138 feet, at an angle 80° (eighty degrees) to the axis of the exit of the car wash the maximum sound levels ranged from **60-61 dBA**.

With the **exit door closed**, the level will drop to **45-46 dBA** at that location. The closed-door study was not conducted as the ambient sound level was 50-52 dBA at the time of the testing. You can't measure a sound which is below the ambient sound level.

The sound level of 45-46 dBA is at the closest residential property line in Traverse City. Those levels will drop with additional distance into the surrounding neighborhood.

As stated above, for ease of comparison in one place, the sound level of the car wash (45-46 dBA, Traverse City receptor) was also labeled onto the ambient sound level time history graphs in Appendix C.

### **Discussion**

#### **Garfield Township Receptor**

Sound level measurements conducted at a comparable car wash at a distance and orientation representing the closest residential property line in Garfield Township revealed that operation of the proposed car wash with an open exit door would result in an unacceptable impact of sound levels ranging from 71-73 dBA.

It was thereupon agreed that the blowers would not be operated with the exit door open. Upon retesting the car wash with the exit door closed and blowers operating, the sound level ranged from 56-58 dBA, measured at the same location (see Appendix D).

The car wash will likely be extended so that vehicles can complete the blower cycle prior to the exit doors opening. In this study, the testing was conducted with the blowers



immediately inside the exit doors. In the newly proposed configuration, the blowers will be approximately 14 feet inside the exit door, further reducing the sound levels exiting the building while the blowers are in operation.

Extensive ambient sound level measurements conducted over the course of three days demonstrates that traffic and other noise sources in the environment routinely result in between 10-25 events during each 10 minute period which range between 55-65+ dBA at the Garfield residence (see Appendix B). Some are much higher, such as flight operations from the Traverse City Airport, with the end of the main runway at a distance of approximately 2,000 feet, oriented essentially parallel to Boon Street.

In addition, the ambient sound level measurements representing the Garfield Township residence were conducted at a distance of 60 feet from Boon Street, while the distance to the residence is actually 50 feet. Thus, the ambient sound levels in this report understate the sound levels of the Boon Street traffic at the residence.

The noise levels of the car wash with the proposed modification are well within the ambient sound level currently experienced by the Garfield Township Residence.

### **Traverse City Receptor**

Sound level measurements conducted at a comparable car wash at a distance and orientation representing the closest residential property line in Traverse City revealed that operation of the proposed car wash with an open exit door would result in sound levels of approximately 60-61 dBA. The acoustical remediation measures undertaken to address the Garfield Township receptor will reduce the sound levels for the Traverse City receptors to 45-46 dBA. The permissible limit for such sound under Traverse City's Noise Code is 65 dBA.

Extensive ambient sound level measurements conducted over the course of three days demonstrates that traffic and other noise sources in the environment routinely result in between 10-25 events during each 10 minute period which range between 65-75 dBA at the Traverse City residential property lines (See Appendix C). Some are much higher, such as flight operations from the Traverse City Airport, and an ambulance siren.

Again, the noise levels of the car wash with the proposed modification are well within the ambient sound level currently experienced by the Traverse City residences.

### **Conclusions**

Serra Toyota is proposing to build a relatively quiet car wash in a relatively noisy environment, adjacent to two busy roads and an airport. They have agreed to an extensive

modification of the proposed facility for the sole purpose of reducing sound emissions from their property. The use of the car wash is intermittent and the blowers only operate in the final stage of the washing cycle.

Most of the time sound from the car wash will be masked by the sound from traffic on the two immediately adjacent busy roads, noise from which is both much more frequent and also more intense (louder) than from the car wash. In addition, the proximity to the Airport results in intermittent noise sources that are much louder than the car wash, and in the case of Saturday morning, the buzz of general aviation aircraft was pervasive.


There may be times when the car wash is audible, if someone is listening carefully when there is no masking sound occurring at the same time, however, it will be well below other sound levels common and frequent in the environment and thus will neither be unusual nor intrusive. It will also be at levels approximately 20 decibels below the applicable regulatory standard, across Boon Street in Traverse City.

Therefore, it is my conclusion that there will be no detrimental acoustical impact to the adjacent residential neighborhoods of either Garfield Township or Traverse City from the operation of the proposed car wash, as reconfigured, and as a result will not be disturbing to those neighborhoods.

Sincerely,



Eric M. Zwerling, M.S., INCE, ASA  
President

|  |                                      |  |
|--|--------------------------------------|--|
|  <b>Charter Township of Garfield</b><br><b>Planning Department Report No. 2019-07</b> |                                      |  |
| Prepared:  | January 15, 2019                     | Pages: 3   |
| Meeting:   | January 23, 2019 Planning Commission | Attachments: <input checked="" type="checkbox"/> |
| Subject:   | Car Wash Decibel Levels Discussion   |  |

**BACKGROUND AND PURPOSE OF REPORT:**

At the October 9, 2018 Township Board meeting, the Board had a brief discussion about whether the Township’s current noise regulation for noise generated from car washes is appropriate. The Board asked that Staff put together a report prior to having a more detailed discussion on the appropriateness of the regulation.

At the October 23, 2018 Township Board meeting, Staff presented a report and it was ultimately determined that the discussion regarding car wash noise levels is best suited for a 2019 Planning Commission Work Session. Therefore, the purpose of this report is to provide context for a discussion and a possible recommendation from the Planning Commission on the appropriateness of the current regulation and whether the Zoning Ordinance should be amended.

**STAFF COMMENT:**

*Existing Regulation and Possible Origin:*

Section 712.A(4) of the Garfield Township Zoning Ordinance states the following regarding noise generated by car washes (called “automobile laundries” in the Ordinance): “**Noise generated on site from any source shall not exceed 40 decibels measured at any property line.**” A brief search revealed that the 2012 through 2016 East Bay Township Zoning Ordinances contain exactly the same regulation, word for word. According to the Center for Hearing and Communication, 40 decibels is the decibel level of a quiet residential area or quiet office or library.

It appears that car washes are the only use in the Garfield Township Zoning Ordinance aside from wind energy conservation systems that has a specific decibel limit attached to it. Garfield Township’s Township-wide noise ordinance (Ordinance No. 47) appears to cover all other instances of noise regulation.

*Other Local Governments:*

Staff averaged the maximum decibel levels allowed for car washes for 18 communities and the resulting *average* is 53 decibels. Both the *median* and *mode* levels among the 18 communities are 50 decibels. These findings suggest that the current 40 decibel limit is very low in relative terms.

*Serra Automotive’s Noise Study:*

The Planning Commission approved a modified Conditional Rezoning Agreement for Serra Toyota at 940 Boon Street which allowed for the installation of a “wash bay” at the location, without noise generating mechanicals. The Planning Commission expressed concern that the noise of the blowers from an automated car wash might be a disturbance to the neighboring residential properties. However, the following two provisions are included in the agreement:

Any modification to the wash bay to include noise generating mechanicals shall first be reviewed and approved, following a public hearing, by the Planning Commission (Paragraph 2.f.i).

**CONCLUSIONS AND RECOMMENDATIONS:**

In light of the discussion above, Staff would like to offer the following conclusions:

- The evidence suggests that the Township's 40-decibel limit for car washes is very low relative to a sample of other communities, with the average being 53 decibels and the median 50.
- Serra Automotive's proposed car wash would not only violate the current 40 decibel requirement, but would also generate noise in excess of the community average and median of 53 and 50 respectively, with 56-58 decibels at the residential Garfield Township property line projected by their own consultant.
- Requiring a hard decibel limit that currently cannot be enforced by Township Staff is impractical and communities are moving away from hard decibel limit regulations, including Garfield Township, as evidenced by the adoption of Ordinance No. 47.

In light of the conclusions above, Staff would like to offer the following recommendation:

- Because the 40-decibel limit is unreasonably low, currently unenforceable, and more appropriately in a police power ordinance, amend Sec. 712 to remove the 40-decibel limit for car washes entirely, thereby allowing Ordinance No. 47 to control the car wash use like with all other noise-producing uses except wind energy conservation systems.

The Planning Commission is empowered to initiate a Text Amendment to the Zoning Ordinance at any time. Please provide Staff with direction as to whether drafting an amendment or having further discussion on the issue is appropriate.

**Attachments:**

1. Section 712 of the Garfield Township Zoning Ordinance
2. Garfield Township Ordinance No. 47 (Noise Ordinance)
3. Packet provided by Serra Automotive dated June 28, 2018 containing full noise study findings

- surrounding neighborhood.
- (4) Easily accessible open space areas to encourage outdoor interaction and opportunity shall be provided.

## **SECTION 712 AUTOMOBILE LAUNDRIES**

### **A. REGULATIONS AND CONDITIONS**

- (1) All such facilities shall be connected to a public water and sewer system.
- (2) All washing activities shall be carried out within a building.
- (3) No vacuum equipment shall be located closer than one hundred (100) feet to any property line which abuts a property zoned or used for residential purposes.
- (4) Noise generated on site from any source shall not exceed 40 decibels measured at any property line.

## **SECTION 714 BED AND BREAKFAST**

### **A. REGULATIONS AND CONDITIONS**

- (1) The minimum lot size shall be as pursuant to the District minimum for Single Family Dwellings.
- (2) Bed & Breakfast establishments shall not be allowed on lots or parcels, including legal non-conforming lots or parcels, which do not meet the established lot size, requirements for the district in which they are allowed.
- (3) No bed and breakfast establishment shall be located closer than one thousand three hundred sixty feet (1,360) from another bed and breakfast establishment within a residential or agricultural district.
- (4) One (1) parking space per rental sleeping room plus one (1) per owner occupant shall be provided.
- (5) One (1) non-illuminated wall sign identifying the establishment not to exceed three (3) square feet in area shall be allowed.
- (6) The establishment is located within a residence which is the principal dwelling unit on the property and shall be owner-occupied at all times.
- (7) The rental sleeping rooms shall have a minimum size of one hundred (100) square feet for each two (2) occupants with an additional thirty (30) square feet for each occupant to a maximum of four (4) occupants per room.
- (8) No more than eight (8) occupants shall be accommodated in any single residence at any one time in the A Agriculture District and R-3 Multiple Family Districts and five (5) occupants in all other permitted Districts.
- (9) Use or rental of snowmobiles, all-terrain vehicles or similar vehicles, boats and other marine equipment, in conjunction with the operation of the establishment shall be prohibited.
- (10) Special land use approval shall not be granted if the essential character of the lot or structure in terms of traffic generation or appearance will be changed substantially.
- (11) A site plan shall include a floor plan layout of the proposed structure drawn to a scale of not less than 1" = 16' that shows the specific layout of the proposed facility in accord with the provisions of this Zoning Ordinance.

## **SECTION 716 BOARDING RESIDENCES**

### **A. REGULATIONS AND CONDITIONS**

- (1) All residences shall meet all state and local health and safety codes.
- (2) No more than five (5) individuals shall be accommodated in any single residence.
- (3) Such uses shall be carried out in an inconspicuous manner so that the nature of activities related

## THE CHARTER TOWNSHIP OF GARFIELD

### ORDINANCE NO. 47 NOISE ORDINANCE

An Ordinance to prohibit, regulate and control excessive, unnecessary, unnatural, or unusually loud noises which disturb the peace, comfort, welfare and prosperity of the residents and general public within the Township; to provide for the enforcement hereof; and to prescribe penalties for the violation of this Ordinance.

#### THE CHARTER TOWNSHIP OF GARFIELD, GRAND TRAVERSE COUNTY, MICHIGAN ORDAINS:

##### **Section 1. Repealer**

Upon the effective date of this Ordinance, the prior Charter Township of Garfield Noise Ordinance, being Ordinance No. 44 is, at the same time, repealed.

##### **Section 2. Title**

This Ordinance shall be known and may be cited as the Noise Ordinance of the Charter Township of Garfield.

##### **Section 3. Prohibited Noise - General**

- A. It shall be unlawful for any person or entity to make, maintain, or continue, or cause to be made or continued, any excessive, unnecessary, unnatural, repeated, prolonged or unusually loud noise, or any noise which annoys or disturbs or injures or irritates or unreasonably impairs the comfort, repose, health, or peace of another, within the limits of the Charter Township of Garfield, all as more specifically defined herein.
- B. It shall be unlawful for the owner of any premises within the Charter Township of Garfield, and for the occupant or person in possession of any premises within the Charter Township of Garfield, whether individual, corporate, or otherwise, to knowingly make, allow to be made, or to permit to be made upon the premises so owned, occupied, or possessed, any excessive, unnecessary, unnatural, repeated, prolonged or unusually loud noise, or any noise which annoys or disturbs or injures or irritates or unreasonably impairs the comfort, repose, health, or peace of another, within the limits of the Charter Township of Garfield, all as more specifically defined herein.

##### **Section 4. Specific Noises Prohibited; Standards**

The following noises and acts are hereby determined (i) to be excessive, unnecessary, unnatural, or unusually loud and (ii) further have the effect of annoying, disturbing, injuring, or unreasonably impairing the comfort, repose, health, or peace of others in violation of this Ordinance:

- A. **Horns and Other Signaling Devices:** Other than when used as a danger warning, the sounding of any horn or signaling device on any automobile, motorcycle, boat, bus, truck, or other vehicle, or the use of any hand held or hand operated signal device which emits a loud or harsh sound, for an unnecessary and unreasonable period of time, or at an unnecessary and unreasonable time of the day or night.

repose, health, peace or safety of others.

- H. Pile Drivers and Other Heavy Equipment. The operation between the hours of 10:00 p.m. and 6:00 a.m. of any pile driver, pneumatic hammer, derrick, hoist hydraulic, or other form of heavy equipment, the use of which is attended by loud, or repeated or continuous noise.
- I. Handling of Refuse Containers. The loading/unloading or other handling of trash dumpsters or other refuse containers between the hours of 10:00 p.m. and 6:00 a.m. in such a manner as to create an unusually loud noise, or a noise which annoys, disturbs, injures or unreasonably impairs the comfort, repose, health, peace or safety of others.
- J. Snow Removal Equipment. The operation between the hours of 10:00 p.m. and 6:00 a.m., other than in cases of officially declared "snow emergencies" of any snow removal equipment (other than light trucks), the use of which is accompanied by loud, repeated and/or continuous noises, including, for example, but not in way of limitation, the operation of heavy equipment, the dropping or lowering of large "snow-pushers" therefrom, and/or the operation of equipment with back-up alarms.

#### **Section 5. Exceptions**

The noise prohibitions set out in the previous Sections shall not apply to or be enforced against the following:

- A. Noises of any police vehicle, ambulance, fire engine, or other public service or emergency vehicle while engaged in necessary emergency activities.
- B. Noises emitted from public or governmental safety signals, warning devices or emergency devices for the purpose of notifying individuals or the public at large as authorized by law.
- C. Noises usually created by or as a result of industrial, manufacturing, assembly, storage, processing, or electrical power plants, and similar uses when located in proper use areas.
- D. Noises usually created by, or generally associated with agricultural operations and agribusinesses, including the raising of farm animals, livestock, and the operation of farm equipment generally.
- E. Noises from lawn mowers, snow blowers, snow removal equipment, leaf blowers, or other garden or yard equipment between the hours of 6:00 a.m. and 10:00 p.m. daily.
- F. Noises from religious or educational institutions.
- G. Noises from licensed dog kennels located in proper use areas.
- H. Noises emitted from any aircraft operated in conformity with or pursuant to Federal Aviation Regulations and air traffic control instruction and used pursuant to and within the duly adopted Federal Aviation Regulations.
- I. All railroad operations meeting the maximum permissible noise levels

provisions shall remain in full force and effect.

**Section 9. Effective Date**

This Ordinance shall take effect thirty (30) days after it is published.

I hereby certify that the foregoing was duly adopted by the Township Board of the Garfield Charter Township, Grand Traverse County, Michigan, at its regular meeting on the 25th day of May, 2006 that of (7) Seven members of the Township Board were in attendance and (7) Seven voted for the adoption of the Ordinance.

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**Kay Schumacher, Clerk**

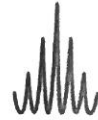
LEE F. WILSON, Supervisor  
KAY SCHUMACHER, Clerk  
Garfield Township Board  
Introduced: May 11, 2006  
Adopted: May 25, 2006  
Prepared in the law offices of:  
Running, Wise & Ford, P.L.C.  
By: Kent E. Gerberding  
Township Attorneys  
Business Address:  
326 E. State Street, PO Box 686  
Traverse City, MI 49685-0686

Published: June 2, 2006



# THE NOISE CONSULTANCY, LLC

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THE NOISE CONSULTANCY

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SENT VIA EMAIL

June 28, 2018

Karrie A. Zeits  
Sondee, Racine & Doren, PLC  
310 W. Front Street, Suite 300  
Traverse City, Michigan 49684

Re: Acoustical Study and Impact Analysis  
Proposed Car Wash  
Serra Automotive – Toyota Project  
940 Boon Street  
Charter Township of Garfield, MI

Dear Ms. Zeits:

## Background

Serra Works of Traverse City, LLC, is proposing to construct an automotive car wash as part of Serra Toyota Traverse City in Garfield Township, Grand Traverse County, Michigan. The car wash will serve only those vehicles being sold and serviced by the Toyota dealership. The Noise Consultancy, LLC (see resume, Appendix F) has been engaged in this matter, and I have conducted an extensive acoustical study and impact analysis on-site in Garfield Township and Traverse City from Thursday May 31 through Saturday June 2.

## Executive Summary

Source sound level measurements were conducted of a car wash equipped with the same blowers and rollup door as will be installed at the proposed facility. Those measurements were conducted both in close proximity to the car wash as well as at the same distance and orientation to the car wash as are the nearest residences in Garfield Township and Traverse City. As a result of this analysis, a modification has been made to the proposed operations/configuration of the proposed car wash, which will allow the blower cycle to complete prior to opening the exit door. Operated with the exit door closed, the sound level of the car wash will be 56-58 dBA (decibels, measured on the A-scale) at the closest residential property line in Garfield Township, and 45-46 dBA at the closest residential property line in Traverse City.

Ambient sound level measurements were conducted Thursday May 31 through Saturday June 2 in both Garfield Township and Traverse City on either side of Boon Street, at locations that represent the closest residences in both jurisdictions to the proposed car wash. These ambient sound level measurements demonstrated that Boon Street and Garfield Avenues are very active roads, and Traverse City's Cherry Capital Airport is the source of intermittent but intense (loud) noise events.

At the Garfield Township property line there are between 10-25 noise events every 10 minutes that range from 55-65 + dBA. At the Traverse City property line there are 10-25 noise events every 10 minutes that range from 65-75 + dBA, as that property line is closer to Boon Street, where vehicles pass often and fast. Other noise sources in the environment such as aircraft and sirens range from 70-90 dBA.

### **Executive Conclusion**

Serra Toyota is proposing to construct a relatively quiet car wash in a relatively noisy location, adjacent to two busy roads and an airport. The noise levels of the car wash with the proposed modification are well within the ambient sound level currently experienced by the surrounding neighborhoods.

At the Garfield Township property line, the sound level of the car wash will be 56-58 dBA, while steady traffic is in the range of 55-65 dBA, with individual events well above that level. At the Traverse City property line the sound level of the car wash will be 45-46 dBA, while steady traffic is in the range of 65-75 dBA.

It is my opinion that there will be no detrimental acoustical impact to the adjacent residential neighborhoods of either Garfield Township or Traverse City from the operation of the proposed car wash, as the blowers will only be operated with the exit door closed.

### **Applicable Standards**

In Garfield Township, the Conditional Rezoning Agreement (CRA) establishes the standard by which the noise emissions from the proposed automobile laundry's "wash bay" is to be evaluated. The CRA provides in relevant part as follows:

\*\*\* 2.f.

- i. Any modification to the "wash bay" to include noise generating mechanicals shall first be reviewed and approved, following a public hearing, by the Planning Commission.

- ii. A noise study shall be performed prior to approval and following installation of the mechanicals, if approved, **demonstrating that noise will not be detrimental to the surrounding neighborhoods.**
- iii. The automobile laundry shall not be open to the public. (Emphasis supplied).

It should be noted that Garfield Township Article 7 Supplemental Use Regulations establishes standards for certain uses. Section 712 Automobile Laundries states that “Noise generated on site from any source [associated with the car laundry] shall not exceed 40 decibels measured at any property line.” This limit is significantly over-restrictive, and without proper regulatory basis and background. It is well below the limit established by most jurisdictions for nighttime noise, much less daytime noise.

In fact, just across Boon Street, in Traverse City, the permissible limits in a residential area are 65 dBA from 7:00 AM to 10:00 PM and 60 dBA from 10:00 PM to 7:00 AM. (§652.04(h)). Garfield Township’s limit on Automobile Laundries is also unique, as in the entirety of Garfield Township’s Zoning Ordinance the only other potential sound source for which decibel limits are established are wind turbines (and the limit is 60 dBA (Section 780)), and they operate at night, when the car wash will not.

This study also demonstrates that the standard set forth in Section 712 is well below the pre-existing ambient sound level in the surrounding neighborhood.

### **Study Goals**

The goal of this acoustical study and impact analysis was to determine the current ambient sound levels across a range of weekday and weekend hours and evaluate whether the sound emissions of the proposed car wash would have detrimental impact on the surrounding residential neighborhoods. If it were determined that there would be impact, to develop and test mitigation measures that would remediate the acoustical impact.

### **Receptor Locations**

The closest residence in Garfield Township is directly to the west of the proposed car wash on Boon Street (see Measurement Location Map and Photos, Appendix B). The property line is approximately 129 feet from the exit of the car wash as detailed on the site plan dated 6/08/2017.

The closest residences in Traverse City are to the north and northwest of the proposed car wash across Boon Street. The property line is approximately 138 feet (to the “split rail fence”) from the exit of the car wash as detailed on the site plan dated 6/08/2017.

### Measurement Quality Control

#### Larson Davis Precision Acoustics Analyzer

|  |                 |
|--|-----------------|
| Sound Level Meter - Model 831 (ANSI Type I)  | Serial# 0002504 |
| Preamplifier - Model PRM831  | Serial# 019078  |
| Microphone - Model 377B02  | Serial# 115996  |
| Laboratory Certified: PCB Piezotronics, March 12, 2018<br>(see Calibration Certificates, Appendix E) |                 |

#### Casella CEL-120/2 Acoustic Calibrator

Serial# 2661883

Laboratory Certified: Casella CEL, October 25, 2017

#### Kestrel 3000 Wind Meter

Serial# 2180869

#### Field Calibration Checks:

|              |   |
|--------------|---|
| May 31, 2018 | 6:12 PM, 7:10   |
| June 1, 2018 | 7:44 AM, 8:34, 10:35, 11:15, 1:20 PM, 2:32, 3:54,<br>4:25 |
| June 2, 2018 | 8:10 AM, 8:56, 9:51, 10:18                                |

#### Weather:

|                 |                                 |
|-----------------|---------------------------------|
| May 31 6:12 PM  | 3.2 -7.4 MPH, 75.7°F, 69.8% RH  |
| June 1 8:33 AM  | 1.2 - 3.9 MPH, 56.2°F, 78.4% RH |
| June 1 10:53 AM | 0.0 - 3.3 MPH, 59.2°F, 72.7% RH |
| June 1 1:20 PM  | 2.9 - 6.3 MPH, 62.6°F, 58.7% RH |
| June 1 2:32 PM  | 4.8 - 8.5 MPH, 62.2°F, 57.4% RH |
| June 2 8:57 AM  | 0.0 - 1.8 MPH, 59.4°F, 58.8% RH |
| June 2 10:18 AM | 1.6 - 3.9 MPH, 66.6°F, 41.2% RH |

### Ambient Sound Level Measurement Locations

The primary sources of ambient sound for the residences adjacent to the proposed car wash are: Boon Street, Garfield Avenue and the operations of Traverse City’s Cherry Capital Airport. While flight operations from the airport are the source of the most intense sound events in the environment, those operations are significantly less frequent than the traffic on Boon Street, which is a busy street and cars pass the houses frequently, going fast. Thus, distance from Boon Street was a primary consideration in choosing ambient sampling locations. Vehicles on Garfield Avenue can occasionally be as loud as those on Boon Street, as can be General Aviation aircraft in and out of the airport which were very numerous on Saturday morning.

Ambient sound level measurements in Garfield Township (see Appendix B - Garfield Township Ambient Sound Level Time History Graphs) were conducted at a measured distance of 60.5 feet from the edge of the pavement of Boon Street, which was visually estimated in the field to be the approximate distance from the pavement to the front wall of the adjacent residence in Garfield Township. The goal was to conduct ambient sound level measurements at a location that accurately represents the sound level of vehicles on Boon Street and Garfield Avenue as received at that residence. Further analysis via Google Earth demonstrates that the adjacent house actually sits 50 feet from the pavement on Boon Street (see attached photos and satellite image). Thus, the reported ambient sound levels that were measured at 60.5 feet from Boon Street slightly understate the actual exposure levels for the residence that sits at 50 feet from the road. In other words, the noise experienced at the residence is actually louder than was measured.

Ambient sound level measurements in Traverse City (see Appendix C – Traverse City Ambient Sound Level Time History Graphs) were conducted across Boon Street at a split rail fence approximately 19 feet from the edge of the pavement. This location accurately represents the sound levels at the rear property lines (backyards) of the Traverse City properties at the end of the Arbutus Court cul-de-sac. The southern corner of the residences are approximately another 10 feet to the north. This location is closer to Boon Street than is the Garfield Township measurement location so the sound levels measured at that location are higher, as traffic on Boon Street is the predominant source of ambient sound for these residences.

It should be noted that the Traverse City ambient sound levels, as reported, also represent the ambient sound levels for the middle of the front yard of the Garfield Township residence, 19 feet from Boon Street.

### **Comparable Source Sound Level Measurements**

Extensive sound level measurements were conducted of an existing car wash that utilizes the same equipment as will the proposed car wash (see Appendix D – Source Sound Level Measurements).

Garfield Township receptor - sound level measurements were conducted directly on the axis of the exit of the car wash at 0° (zero degrees) at a distance of 129 feet.

Traverse City receptor - sound level measurements were conducted at an angle 80° (eighty degrees) to the axis of the exit of the car wash at a distance of 138 feet.

## Results

### Ambient Sound Levels of the Surrounding Neighborhood

In Appendix B is presented a series of time history graphs of the ambient sound levels measured in the Garfield Township residential neighborhood adjacent to the proposed car wash. A review of those graphs demonstrates that there are between 10-25 separate noise events during each 10-minute sampling period that are between 55-65 dBA. In addition, there are a number of noise events above those levels such as on 6/1, vehicles at 69 dBA 8:11 AM and 73 dBA at 8:14 AM, and a helicopter at 85 dBA.

For ease of comparison in one place, those time history graphs are also labeled with the sound levels of the car wash at the nearest Garfield Township property line (56-58 dBA, see below).

In Appendix C are time history graphs of the ambient sound levels in the adjacent Traverse City residential neighborhood. A review of those graphs demonstrates a similar number of noise events, but there the maximum levels range between 65-75 dBA because of the closer proximity of the property line to Boon Street. There was an ambulance at 90 dBA at 8:42 AM Saturday morning.

Again, for ease of comparison in one place, those time history graphs are also labeled with the sound levels of the car wash (45-46 dBA in the case of the Traverse City neighborhood, see below).

### Source Sound Levels

The most intense sound sources in the car wash are the blowers at the exit. Sound emissions from the entrance are much less intense. The primary source on the entrance side is the garage door opening, and it is 17 dBA less than the blowers at a comparable distance (67 dBA @ 25 ft v 84 dBA @ 25 ft).

### Garfield Township Receptor

Blower sound levels, **exit door open** - when measured at a distance of 129 feet, directly on axis to the exit at 0° (zero degrees) the maximum sound levels ranged from **71-73 dBA** (see Appendix D).

Blower sound levels, **exit door closed** - when measured at a distance of 129 feet, directly on axis to the exit at 0° (zero degrees) the maximum sound levels ranged from **56-58 dBA**. This is the sound level for the closest residential property line in Garfield

Township. Those levels will drop with additional distance into the surrounding neighborhood.

Closing the exit door provides an attenuation of 15 dBA. This was also confirmed by paired readings at 25 feet (84 dBA open v 69 dBA closed).

As stated above, for ease of comparison in one place, the sound level of the car wash (56-58 dBA, Garfield receptor) was also labeled onto the ambient sound level time history graphs in Appendix B.

### **Traverse City Receptor**

Blower sound levels, **exit door open** - when measured at a distance of 138 feet, at an angle 80° (eighty degrees) to the axis of the exit of the car wash the maximum sound levels ranged from **60-61 dBA**.

With the **exit door closed**, the level will drop to **45-46 dBA** at that location. The closed-door study was not conducted as the ambient sound level was 50-52 dBA at the time of the testing. You can't measure a sound which is below the ambient sound level.

The sound level of 45-46 dBA is at the closest residential property line in Traverse City. Those levels will drop with additional distance into the surrounding neighborhood.

As stated above, for ease of comparison in one place, the sound level of the car wash (45-46 dBA, Traverse City receptor) was also labeled onto the ambient sound level time history graphs in Appendix C.

### **Discussion**

#### **Garfield Township Receptor**

Sound level measurements conducted at a comparable car wash at a distance and orientation representing the closest residential property line in Garfield Township revealed that operation of the proposed car wash with an open exit door would result in an unacceptable impact of sound levels ranging from 71-73 dBA.

It was thereupon agreed that the blowers would not be operated with the exit door open. Upon retesting the car wash with the exit door closed and blowers operating, the sound level ranged from 56-58 dBA, measured at the same location (see Appendix D).

The car wash will likely be extended so that vehicles can complete the blower cycle prior to the exit doors opening. In this study, the testing was conducted with the blowers

immediately inside the exit doors. In the newly proposed configuration, the blowers will be approximately 14 feet inside the exit door, further reducing the sound levels exiting the building while the blowers are in operation.

Extensive ambient sound level measurements conducted over the course of three days demonstrates that traffic and other noise sources in the environment routinely result in between 10-25 events during each 10 minute period which range between 55-65+ dBA at the Garfield residence (see Appendix B). Some are much higher, such as flight operations from the Traverse City Airport, with the end of the main runway at a distance of approximately 2,000 feet, oriented essentially parallel to Boon Street.

In addition, the ambient sound level measurements representing the Garfield Township residence were conducted at a distance of 60 feet from Boon Street, while the distance to the residence is actually 50 feet. Thus, the ambient sound levels in this report understate the sound levels of the Boon Street traffic at the residence.

The noise levels of the car wash with the proposed modification are well within the ambient sound level currently experienced by the Garfield Township Residence.

### **Traverse City Receptor**

Sound level measurements conducted at a comparable car wash at a distance and orientation representing the closest residential property line in Traverse City revealed that operation of the proposed car wash with an open exit door would result in sound levels of approximately 60-61 dBA. The acoustical remediation measures undertaken to address the Garfield Township receptor will reduce the sound levels for the Traverse City receptors to 45-46 dBA. The permissible limit for such sound under Traverse City's Noise Code is 65 dBA.

Extensive ambient sound level measurements conducted over the course of three days demonstrates that traffic and other noise sources in the environment routinely result in between 10-25 events during each 10 minute period which range between 65-75 dBA at the Traverse City residential property lines (See Appendix C). Some are much higher, such as flight operations from the Traverse City Airport, and an ambulance siren.

Again, the noise levels of the car wash with the proposed modification are well within the ambient sound level currently experienced by the Traverse City residences.

### **Conclusions**

Serra Toyota is proposing to build a relatively quiet car wash in a relatively noisy environment, adjacent to two busy roads and an airport. They have agreed to an extensive



modification of the proposed facility for the sole purpose of reducing sound emissions from their property. The use of the car wash is intermittent and the blowers only operate in the final stage of the washing cycle.

Most of the time sound from the car wash will be masked by the sound from traffic on the two immediately adjacent busy roads, noise from which is both much more frequent and also more intense (louder) than from the car wash. In addition, the proximity to the Airport results in intermittent noise sources that are much louder than the car wash, and in the case of Saturday morning, the buzz of general aviation aircraft was pervasive.


There may be times when the car wash is audible, if someone is listening carefully when there is no masking sound occurring at the same time, however, it will be well below other sound levels common and frequent in the environment and thus will neither be unusual nor intrusive. It will also be at levels approximately 20 decibels below the applicable regulatory standard, across Boon Street in Traverse City.

Therefore, it is my conclusion that there will be no detrimental acoustical impact to the adjacent residential neighborhoods of either Garfield Township or Traverse City from the operation of the proposed car wash, as reconfigured, and as a result will not be disturbing to those neighborhoods.

Sincerely,



Eric M. Zwerling, M.S., INCE, ASA  
President

|  |  |                                       |
|--|--|---------------------------------------|
|  <b>Charter Township of Garfield</b><br><b>Planning Department Report No. 2019-10</b> |  |                                       |
| Prepared:  | January 15, 2019   | Pages: 2                              |
| Meeting:   | January 23, 2019 Planning Commission                             | Attachments: <input type="checkbox"/> |
| Subject:   | Proposed Joint Meeting of Township Board and Planning Commission |                                       |

**PURPOSE:**

With the recent adoption of the Master Plan, the Township has a solid policy foundation for guiding future development and growth. It also presents an opportune time to have a joint meeting between the Township Board and the Planning Commission to discuss further implementation of the Plan. A joint meeting will help to clarify the priorities of the Township Board and the focus needed to be taken by the Planning Commission.

For consideration by both the Township Board and the Planning Commission, this report offers a process to prepare for and conduct a joint meeting.

**INFORMAL SURVEY:**

Prior to a joint meeting, members of the Township Board and Planning Commission will be asked to identify the top issues and opportunities facing the Township. The following ideas may prompt thoughts about various issues and opportunities:

- Develop a strong image of the Township as a place to invest, grow businesses, and create jobs
- Work on retaining existing businesses and jobs while attracting new business investment and jobs into the Township
- Identify areas around the Township to develop subarea plans for redevelopment and new investment
- Identify specific locations in the Township for higher density, mixed-use development
- Create a clearer vision of the future character of the Township
- Strengthen efforts to incorporate neighborhood amenities and access to recreation and trails in new developments
- Clarify Township position on east-west mobility
- Improve board operations and procedures
- Improve lines of communication between boards
- Conduct community engagement efforts and regular surveying of public opinions
- Establish capital planning and budgeting to accomplish Township projects

**AGENDA SETTING:**

The agenda will be set by the Township Supervisor, Planning Commission Chair and Planning Director. Survey responses will be used to craft the agenda by identifying the top items for discussion and make the most efficient use of time afforded by all meeting attendees.

**MEETING:**

The purpose of the discussion will be to identify and clarify the top issues and opportunities faced by the Township. The meeting should last no longer than two hours. Results of the meeting will be reported in a written summary to all Township Board and Planning Commission members.


**TENTATIVE TIMELINE:**

The timeline for this project would be as follows:

- January 24, 2019      Issue survey to Township Board and Planning Commission
- February 14, 2019      Deadline for submitting Survey Responses
- February 21, 2019      Agenda packet sent out to Township Board and Planning Commission
- February 27, 2019      Joint Meeting (Scheduled Study Session of the Planning Commission)
- March 12, 2019      Written Summary shared with Township Board
- March 13, 2019      Written Summary shared with Planning Commission

**NEXT STEPS:**

This proposal will also be presented to the Township Board for consideration at its meeting on January 22, 2019. If acceptable, the Township Board would schedule a special meeting for Wednesday, February 27, 2019 at 7:00 p.m. as a joint meeting with the Planning Commission. February 27 is a scheduled study session of the Planning Commission.

|  |                                      |  |
|--|--------------------------------------|--|
|  <b>Charter Township of Garfield</b><br><b>Planning Department Report No. 2019-05</b> |                                      |  |
| Prepared:  | January 15, 2019                     | Pages: 3   |
| Meeting:   | January 23, 2019 Planning Commission | Attachments: <input checked="" type="checkbox"/> |
| Subject:   | Redevelopment Ready Communities      |  |

**OVERVIEW:**

Redevelopment Ready Communities (RRC) is a no-cost, technical assistance, statewide certification program offered by the Michigan Economic Development Corporation (MEDC) to communities across the state. It is designed to empower communities to shape their future by establishing a solid foundation that retains and attracts business investment and talent. Certified Redevelopment Ready Communities attract and retain businesses, offer superior customer service and have a streamlined development approval process making pertinent information available around-the clock for anyone to view.

RRC evaluates and certifies that a community has integrated transparency, predictability and efficiency into daily development practices through a set of best practices. While every community must meet all of the best practices criteria to achieve certification, communities can meet the criteria in a variety of ways.

RRC is open to any community. Those who will benefit most are communities that either already have an area of concentrated development such as a traditional downtown or commercial corridor or are planning for such development. At the beginning, the program only focused on traditional downtowns so cities and villages were the only participants. Application of the program has changed to now include townships. Meridian Township (Ingham County) was the first township to be RRC certified. Three other townships are also engaged in the program at this time.

**APPROVAL PROCESS:**

The Redevelopment Communities process consists of three steps: Engagement, Evaluation and Certification.

**Engagement.** Formal engagement consists of three steps:

1. **Attend Best Practices Trainings.** A community must complete training on all 6 best practices. We offer in-person, 2-day trainings across the state: Day 1 includes practices 1/2/3 and Day 2 covers 4/5/6. Online learning option is also available. The six best practices of RRC include: One - Community Plans and Public Outreach (Master Plan, public participation); Two - Zoning Regulations; Three: Development Review Process (development review procedures, guide to development); Four - Recruitment and Education (recruitment, orientation, education and training for boards and commissions); Five - Redevelopment Ready Sites (marketing sites for redevelopment); and, Six - Community Prosperity (economic development strategy, marketing and promotion).
2. **Complete a Self-Evaluation.** Using the information from best practices training, a community must complete a self-evaluation. This is a tool used to assess how a community’s current planning, zoning and development documents, policies and procedures measure up to RRC Best Practices. This must be done prior to receiving a formal evaluation by a RRC planner. Communities are not required or expected to have all of the best practices criteria met at the time of initial engagement.
3. **Pass a Resolution of Intent.** The community’s governing body must pass a resolution of intent outlining the value the community sees in engaging in the process.

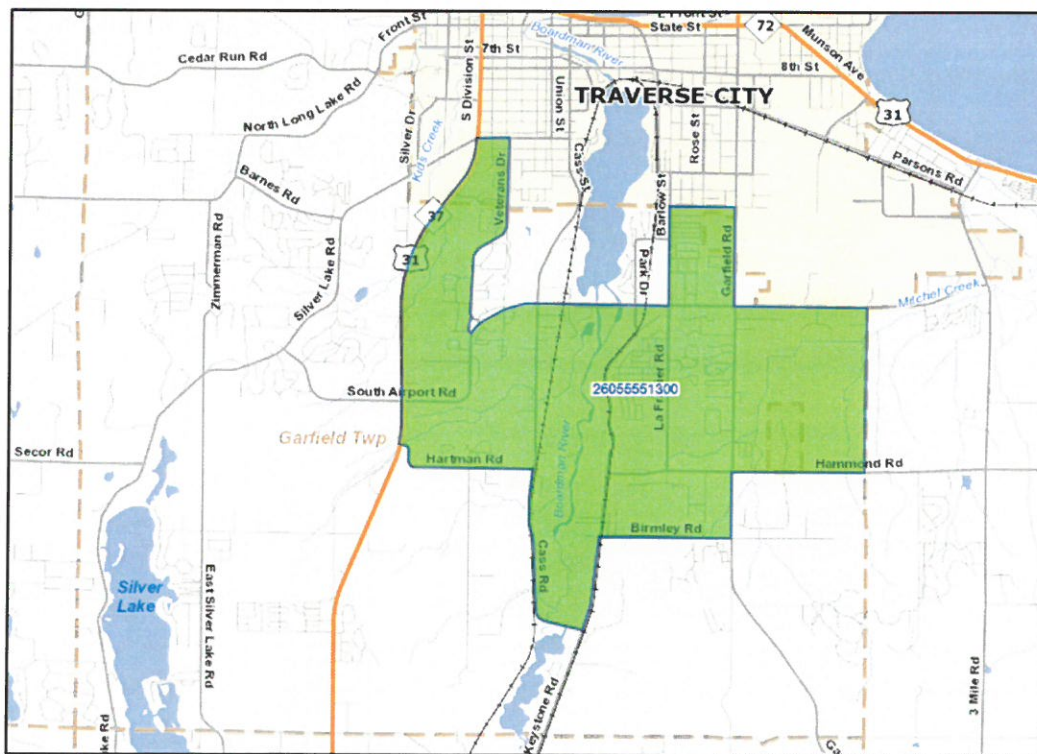
**Evaluation.** After formal engagement, communities will be placed in the RRC pipeline. While awaiting formal evaluation, communities should begin to update the plans, policies and procedures identified in their self-evaluation that do not meet best practices criteria. The formal evaluation process is conducted by the RRC team through stakeholder interviews, meeting observations and data analysis.

**Certification.** To become a certified Redevelopment Ready Community, your community must demonstrate that all RRC Best Practices criteria are being met. The RRC certification is a formal recognition that a community has a vision for the future and the fundamental practices in place to get there. Once certified, communities have access to additional technical assistance and opportunities to showcase their community to potential developers. A community is expected to be making progress toward certification on a regular basis in order to remain in good standing, but ultimately a community can work toward certification at its own pace.

**LEVERAGING RRC CERTIFICATION:**

RRC designation will help the Township to leverage two initiatives:

**Opportunity Zone.** Opportunity Zones are low income census tracts nominated by governors and certified by the U.S. Department of the Treasury into which investors can now put capital to work financing new projects and enterprises in exchange for certain federal capital gains tax advantages. The Opportunity Zone for Grand Traverse County is Census Tract 5513 and covers a good portion of Garfield Township and a small portion of the City of Traverse City. The Zone covers 6.3 square miles and has a population of 7,933. Promotion of the Opportunity Zone will be essential to encourage private investment for commercial, industrial and multiple family residential development. With RRC certification, a community is considered to be more business-friendly and more likely to be considered as a place to make investment in the Opportunity Zone.



**Master Plan Implementation.** As part of its implementation, the Township Master Plan identifies the following priorities:

- Continue to **encourage and incentivize new and infill development** close to the core area of the Township in close proximity to amenities in an effort to slow outward growth.
- Research the possible creation of specific **redevelopment districts**.
- Focusing on the major corridors identified in this Master Plan, **create subarea plans** to provide greater detail with regard to desired development in each subarea.

Once one or more sub-area plans are created by the Township with an emphasis on redevelopment, the RRC program would help in promoting redevelopment opportunities. Upon RRC certification, communities gain the expertise of RRC's Redevelopment Services Team which provides in-depth technical assistance, marketing and promotion of parcels of land for redevelopment, and developer relationship building and matchmaking.

### **NEXT STEPS**

To engage with the RRC program, a community must follow the 3-step process. It first must take part in the RRC Best Practices training series and then complete the RRC Best Practices self-evaluation. Finally, the community's governing body must pass a resolution of intent to participate in the program.

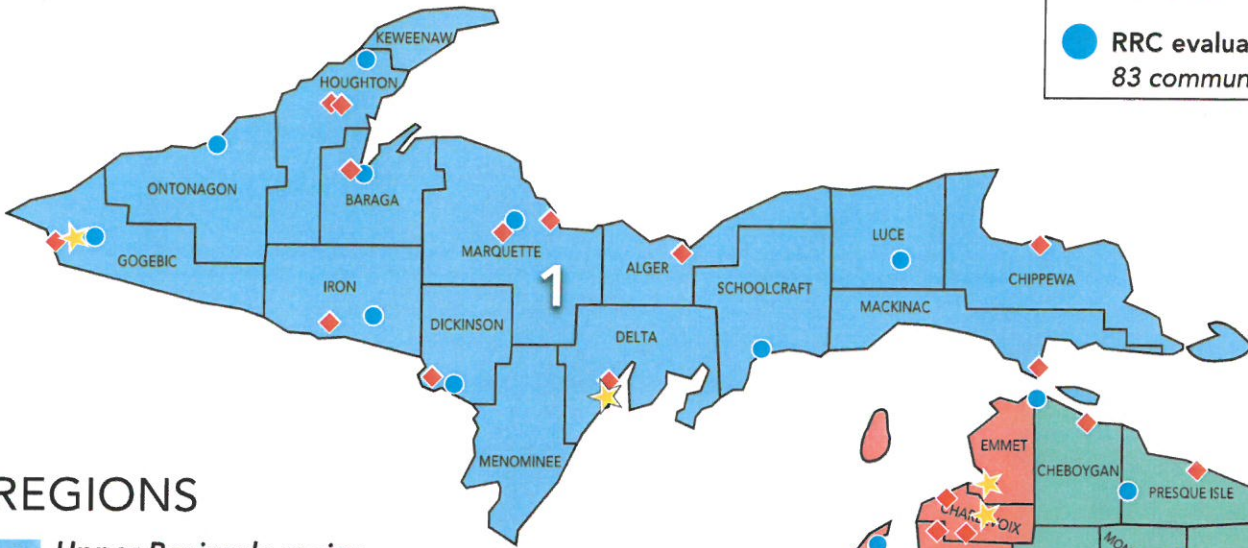
At this point, if the Planning Commission believes that the RRC Certification is worth pursuing, then a motion recommending consideration by the Township Board may be warranted.

### **Attachments:**

1. Redevelopment Ready Communities Map dated December 2018 (2 pages)

# redevelopment ready communities®

- ★ RRC Certified Community®  
31 communities
- ◆ RRC evaluation completed  
136 communities
- RRC evaluation in progress  
83 communities



## REGIONS

**1 Upper Peninsula region**  
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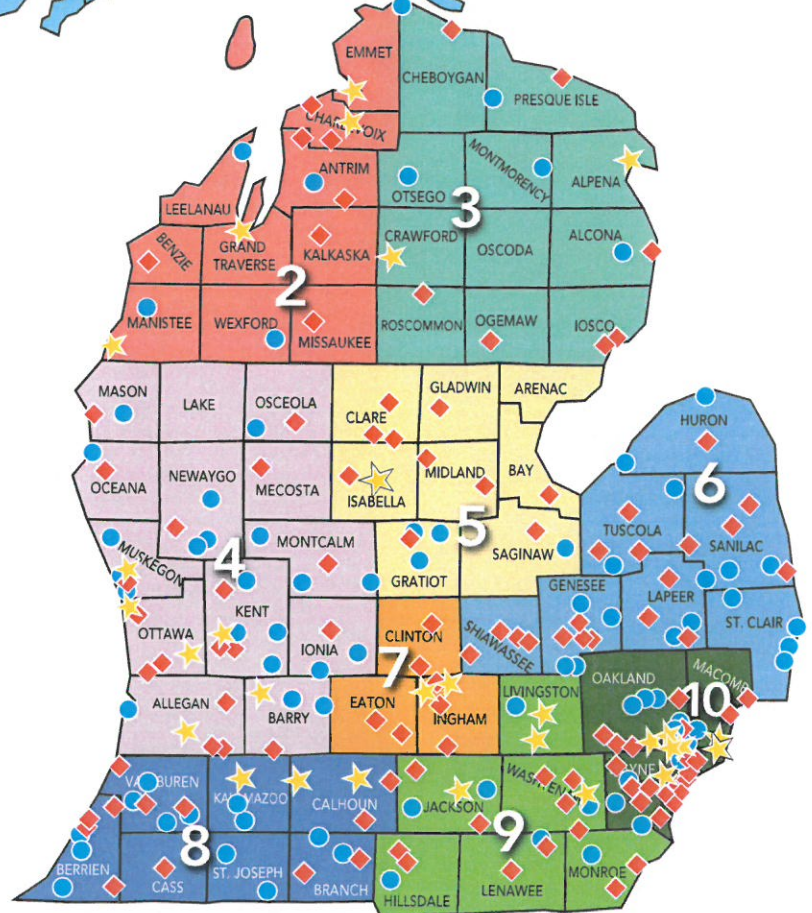
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**6 East Michigan region**  
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### Region 1: Upper Peninsula

- ◆ Baraga (Baraga County)
- ★ Bessemer (Gogebic County)
- Calumet (Houghton County)
- Crystal Falls (Iron County)
- Ganaba (Delta County)
- Gribblestone (Delta County)
- ▼ Hancock (Houghton County)
- ◆ Houghton (Houghton County)
- ◆ Iron Mountain (Dickinson County)
- ◆ Iron River (Iron County)
- ◆ Ironwood (Gogebic County)
- ◆ Ishpeming (Marquette County)
- L'Anse (Baraga County)
- Manistique (Schoolcraft County)
- ◆ Marquette (Marquette County)
- Menominee (Menominee County)
- ◆ Munising (Alger County)
- Negaunee (Marquette County)
- Newberry (Luce County)
- Norway (Dickinson County)
- Ontonagon (Ontonagon County)
- ◆ Sault Ste. Marie (Chippewa Cnty)
- ◆ St. Ignace (Mackinac County)
- Wakefield (Gogebic County)

### Region 2: Northwest

- Bear Lake (Manistee County)
- Bellaire (Antrim County)
- ◆ Benzonia (Benzie County)
- ★ Boyne City (Charlevoix County)
- ◆ Cadillac (Wexford County)
- ◆ Charlevoix (Charlevoix County)
- ◆ East Jordan (Charlevoix County)
- ◆ Ellsworth (Antrim County)
- ◆ Kalkaska (Kalkaska County)
- ◆ Lake City (Missaukee County)
- ◆ancelona (Antrim County)
- ★ Manistee (Manistee County)
- Northport (Leelanau County)
- ★ Petoskey (Emmet County)
- ★ Traverse City (Grand Traverse Cnty)

### Region 3: Northeast

- ★ Alpena (Alpena County)
- ◆ Cheboygan (Cheboygan County)
- ◆ East Tawas (Iosco County)
- Gaylord (Otsego County)
- ★ Grayling (Crawford County)
- ◆ Harrisville (Alcona County)
- Hillman (Montmorency County)
- Lincoln (Alcona County)
- Mackinaw City (Cheboygan County)
- Onaway (Presque Isle County)
- Oscoda Township (Iosco County)
- ◆ Rogers City (Presque Isle County)
- ◆ Roscommon (Roscommon County)
- ◆ Tawas (Iosco County)
- ◆ West Branch (Ogemaw County)

★ **RRC Certified Community®**  
31 communities

◆ **RRC evaluation completed**  
136 communities

● **RRC evaluation in progress**  
83 communities

### Region 4: West Michigan

- ★ Allegan (Allegan County)
- ◆ Barry Twp (Barry County)
- ◆ Big Rapids (Mecosta County)
- ◆ Carson City (Montcalm County)
- Cascade Township (Kent County)
- Cedar Springs (Kent County)
- Douglas (Allegan County)
- East Grand Rapids (Kent County)
- ◆ Evert (Osceola County)
- ◆ Fremont (Newaygo County)
- ★ Grand Haven (Ottawa County)
- ★ Grand Rapids (Kent County)
- Grant (Newaygo County)
- Greenville (Montcalm County)
- ◆ Hart (Oceana County)
- Hastings (Barry County)
- ◆ Holland (Ottawa County)
- Howard City (Montcalm County)
- ★ Hudsonville (Ottawa County)
- ◆ Ionia (Ionia County)
- ◆ Kentwood (Kent County)
- Lake Odessa (Ionia County)
- Lowell (Kent County)
- ◆ Ludington (Mason County)
- ★ Middleville (Barry County)
- ★ Muskegon (Muskegon County)
- ◆ Muskegon Heights (Muskegon County)
- Nashville (Barry County)
- ◆ Newaygo (Newaygo County)
- Norton Shores (Muskegon County)
- ◆ Otsego (Allegan County)
- Pentwater (Oceana County)
- ◆ Plainwell (Allegan County)
- ◆ Portland (Ionia County)
- ◆ Reed City (Osceola County)
- Roosevelt Park (Muskegon Cnty)
- ◆ Scottville (Mason County)
- ◆ Sparta (Kent County)
- ◆ Spring Lake (Ottawa County)
- ◆ Spring Lake Township (Ottawa County)
- ◆ Stanton (Montcalm County)
- ◆ Wayland (Allegan County)
- White Cloud (Newaygo County)
- Whitehall (Muskegon County)
- ◆ Wyoming (Kent County)
- ◆ Zeeland (Ottawa County)

### Region 5: East Central

- ◆ Alma (Griiot County)
- ◆ Bay City (Bay County)
- Breckenridge (Griiot County)
- ◆ Clare (Clare County)
- ◆ Coleman (Midland County)
- ◆ Farwell (Clare County)
- Frankenmuth (Saginaw County)
- ◆ Gladwin (Gladwin County)
- ◆ Harrison (Clare County)
- Ithaca (Griiot County)
- ◆ Lake Isabella (Isabella County)
- ◆ Midland (Midland County)
- ★ Mt. Pleasant (Isabella County)
- ◆ Saginaw (Saginaw County)
- St. Louis (Griiot County)

### Region 6: East Michigan

- ◆ Almont (Lapeer County)
- ◆ Bad Axe (Huron County)
- Brown City (Lapeer, Sanilac counties)
- ◆ Caro (Tuscola County)
- Cass City (Tuscola County)
- Crosswell (Sanilac County)
- Davison (Genesee County)
- ◆ Deckerville (Sanilac County)
- Dryden (Lapeer County)
- ◆ Durand (Shiawassee County)
- Fenton (Genesee County)
- ◆ Flint (Genesee County)
- ◆ Flint Charter Twp (Genesee Cty)
- ◆ Grand Blanc (Genesee County)
- Imlay City (Lapeer County)
- ◆ Laingsburg (Shiawassee County)
- ◆ Lapeer (Lapeer County)
- ◆ Lexington (Sanilac County)
- Linden (Genesee County)
- Marine City (St. Clair County)
- ◆ Marlette (Sanilac County)
- ◆ Mayville (Tuscola County)
- Millington (Tuscola County)
- Mount Morris Twp (Genesee Cty)
- ◆ North Branch (Lapeer County)
- ◆ Owosso (Shiawassee County)
- Peck (Sanilac County)
- Port Austin (Huron County)
- Port Huron (St. Clair County)
- ◆ Sandusky (Sanilac County)
- ◆ Sebawaing (Huron County)
- St. Clair (St. Clair County)
- ◆ Swartz Creek (Genesee County)
- ◆ Vassar (Tuscola County)
- ◆ Vernon (Shiawassee County)
- Yale (St. Clair County)

### Region 7: South Central

- ◆ Charlotte (Eaton County)
- ◆ DeWitt (Clinton County)
- ◆ East Lansing (Ingham County)
- ◆ Eaton Rapids (Eaton County)
- ★ Lansing (Ingham County)
- ◆ Leslie (Ingham County)
- ◆ Mason (Ingham County)
- ★ Meridian Twp. (Ingham County)
- ◆ St. Johns (Clinton County)

### Region 8: Southwest

- ◆ Albion (Calhoun County)
- Bangor (Van Buren County)
- Baroda (Berrien County)
- ★ Battle Creek (Calhoun County)
- ◆ Benton Harbor (Berrien County)
- ◆ Bronson (Branch County)
- ◆ Cassopolis (Cass County)
- Coldwater (Branch County)
- Decatur (Van Buren County)
- Hartford (Van Buren County)
- ◆ Homer (Calhoun County)
- ★ Kalamazoo (Kalamazoo County)
- ◆ Lawrence (Van Buren County)
- Lawton (Van Buren County)
- ★ Marshall (Calhoun County)
- ◆ Niles (Berrien/Cass counties)
- ◆ Paw Paw (Van Buren County)
- Portage (Kalamazoo County)
- ◆ Quincy (Branch County)
- ◆ St. Joseph (Berrien County)
- ◆ South Haven (Van Buren County)
- Stevensville (Berrien County)
- Sturgis (St. Joseph County)
- Three Oaks (Berrien County)

### Region 8: Southwest cont.

- Three Rivers (St. Joseph County)
- Union City (Branch County)
- ◆ Vicksburg (Kalamazoo County)
- ◆ Watervliet (Berrien County)


### Region 9: Southeast

- ◆ Adrian (Lenawee County)
- ◆ Ann Arbor (Washtenaw County)
- ◆ Brooklyn (Jackson County)
- Clinton (Lenawee County)
- ◆ Concord (Jackson County)
- ◆ Dexter (Washtenaw County)
- ◆ Dundee (Monroe County)
- Fowlerville (Livingston County)
- ◆ Grass Lake (Jackson County)
- ◆ Hillsdale (Hillsdale County)
- ★ Howell (Livingston County)
- ★ Jackson (Jackson County)
- ◆ Jonesville (Hillsdale County)
- ◆ Luna Pier (Monroe County)
- ◆ Milan (Monroe, Washtenaw)
- ◆ Monroe (Monroe County)
- ★ Pinckney (Livingston County)
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- Reading (Hillsdale County)
- ◆ Saline (Washtenaw County)
- ◆ Springport (Jackson County)
- ◆ Tecumseh (Lenawee County)
- ★ Ypsilanti (Washtenaw County)
- Ypsilanti Twp (Washtenaw County)

### Region 10: Detroit Metro

- Auburn Hills (Oakland County)
- Berkley (Oakland County)
- ◆ Clawson (Oakland County)
- ★ Dearborn (Wayne County)
- Detroit (Wayne County)
- ★ Eastpointe (Macomb County)
- ◆ Ecorse (Wayne County)
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- ◆ Inkster (Wayne County)
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- Troy (Oakland County)
- ◆ Trenton (Wayne County)
- Van Buren Twp (Wayne County)
- ◆ Warren (Macomb County)
- Waterford Twp (Oakland County)
- ◆ Wayne (Wayne County)
- ◆ Wixom (Oakland County)
- ◆ Wyandotte (Wayne County)



|  |                                      |  |
|--|--------------------------------------|--|
|  <b>Charter Township of Garfield<br/>Planning Department Report No. 2019-05</b> |                                      |  |
| Prepared:  | January 15, 2019                     | Pages: 3   |
| Meeting:   | January 23, 2019 Planning Commission | Attachments: <input checked="" type="checkbox"/> |
| Subject:   | Redevelopment Ready Communities      |  |

**OVERVIEW:**

Redevelopment Ready Communities (RRC) is a no-cost, technical assistance, statewide certification program offered by the Michigan Economic Development Corporation (MEDC) to communities across the state. It is designed to empower communities to shape their future by establishing a solid foundation that retains and attracts business investment and talent. Certified Redevelopment Ready Communities attract and retain businesses, offer superior customer service and have a streamlined development approval process making pertinent information available around-the clock for anyone to view.

RRC evaluates and certifies that a community has integrated transparency, predictability and efficiency into daily development practices through a set of best practices. While every community must meet all of the best practices criteria to achieve certification, communities can meet the criteria in a variety of ways.

RRC is open to any community. Those who will benefit most are communities that either already have an area of concentrated development such as a traditional downtown or commercial corridor or are planning for such development. At the beginning, the program only focused on traditional downtowns so cities and villages were the only participants. Application of the program has changed to now include townships. Meridian Township (Ingham County) was the first township to be RRC certified. Three other townships are also engaged in the program at this time.

**APPROVAL PROCESS:**

The Redevelopment Communities process consists of three steps: Engagement, Evaluation and Certification.

**Engagement.** Formal engagement consists of three steps:

1. **Attend Best Practices Trainings.** A community must complete training on all 6 best practices. We offer in-person, 2-day trainings across the state: Day 1 includes practices 1/2/3 and Day 2 covers 4/5/6. Online learning option is also available. The six best practices of RRC include: One - Community Plans and Public Outreach (Master Plan, public participation); Two - Zoning Regulations; Three: Development Review Process (development review procedures, guide to development); Four - Recruitment and Education (recruitment, orientation, education and training for boards and commissions); Five - Redevelopment Ready Sites (marketing sites for redevelopment); and, Six - Community Prosperity (economic development strategy, marketing and promotion).
2. **Complete a Self-Evaluation.** Using the information from best practices training, a community must complete a self-evaluation. This is a tool used to assess how a community's current planning, zoning and development documents, policies and procedures measure up to RRC Best Practices. This must be done prior to receiving a formal evaluation by a RRC planner. Communities are not required or expected to have all of the best practices criteria met at the time of initial engagement.
3. **Pass a Resolution of Intent.** The community's governing body must pass a resolution of intent outlining the value the community sees in engaging in the process.

**Master Plan Implementation.** As part of its implementation, the Township Master Plan identifies the following priorities:

- Continue to **encourage and incentivize new and infill development** close to the core area of the Township in close proximity to amenities in an effort to slow outward growth.
- Research the possible creation of specific **redevelopment districts**.
- Focusing on the major corridors identified in this Master Plan, **create subarea plans** to provide greater detail with regard to desired development in each subarea.

Once one or more sub-area plans are created by the Township with an emphasis on redevelopment, the RRC program would help in promoting redevelopment opportunities. Upon RRC certification, communities gain the expertise of RRC's Redevelopment Services Team which provides in-depth technical assistance, marketing and promotion of parcels of land for redevelopment, and developer relationship building and matchmaking.

#### **NEXT STEPS**

To engage with the RRC program, a community must follow the 3-step process. It first must take part in the RRC Best Practices training series and then complete the RRC Best Practices self-evaluation. Finally, the community's governing body must pass a resolution of intent to participate in the program.

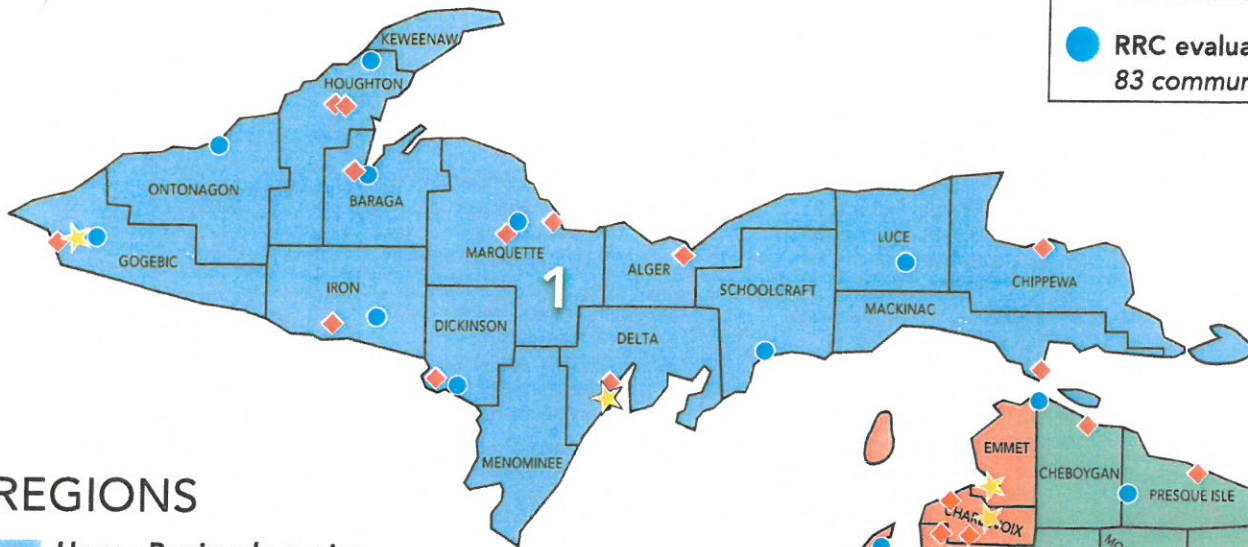
At this point, if the Planning Commission believes that the RRC Certification is worth pursuing, then a motion recommending consideration by the Township Board may be warranted.

#### **Attachments:**

1. Redevelopment Ready Communities Map dated December 2018 (2 pages)

# redevelopment ready communities®

- ★ RRC Certified Community®  
31 communities
- ◆ RRC evaluation completed  
136 communities
- RRC evaluation in progress  
83 communities



## REGIONS

**1 Upper Peninsula region**  
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germainc2@michigan.org

**2 Northwest region**  
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**3 Northeast region**  
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**4 West Michigan region**  
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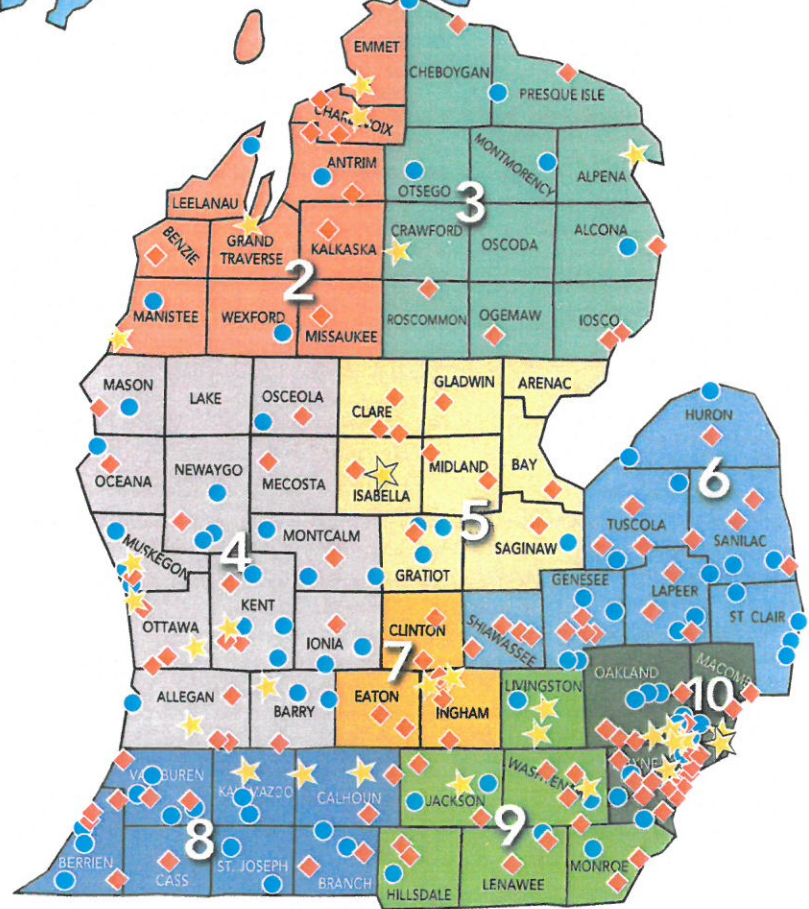
**5 East Central Michigan region**  
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**6 East Michigan region**  
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*(Macomb County, Wayne County)*

General inquiries: [RRC@michigan.org](mailto:RRC@michigan.org)

### Region 1: Upper Peninsula

- ◆ Baraga (Baraga County)
- ★ Bessemer (Gogebic County)
- Calumet (Houghton County)
- Crystal Falls (Iron County)
- ★ Escanaba (Delta County)
- ◆ Gladstone (Delta County)
- ◆ Hancock (Houghton County)
- ◆ Houghton (Houghton County)
- ◆ Iron Mountain (Dickinson County)
- ◆ Iron River (Iron County)
- ◆ Ironwood (Gogebic County)
- ◆ Ishpeming (Marquette County)
- L'Anse (Baraga County)
- Manistique (Schoolcraft County)
- ◆ Marquette (Marquette County)
- Menominee (Menominee County)
- ◆ Munising (Alger County)
- Negaunee (Marquette County)
- Newberry (Luce County)
- Norway (Dickinson County)
- Ontonagon (Ontonagon County)
- ◆ Sault Ste. Marie (Chippewa Cnty)
- ◆ St. Ignace (Mackinac County)
- Wakefield (Gogebic County)

### Region 2: Northwest

- Bear Lake (Manistee County)
- Bellaire (Antrim County)
- ◆ Benzonia (Benzie County)
- ★ Boyne City (Charlevoix County)
- ◆ Cadillac (Wexford County)
- ◆ Charlevoix (Charlevoix County)
- ◆ East Jordan (Charlevoix County)
- ◆ Ellsworth (Antrim County)
- ◆ Kalkaska (Kalkaska County)
- ◆ Lake City (Missaukee County)
- ◆ Mancelona (Antrim County)
- ★ Manistee (Manistee County)
- Northport (Leelanau County)
- ★ Petoskey (Emmet County)
- ★ Traverse City (Grand Traverse Cnty)

### Region 3: Northeast

- ★ Alpena (Alpena County)
- ◆ Cheboygan (Cheboygan County)
- ◆ East Tawas (Iosco County)
- Gaylord (Oseola County)
- ★ Grayling (Crawford County)
- ◆ Harrisville (Alcona County)
- Hillman (Montmorency County)
- Lincoln (Alcona County)
- Mackinaw City (Cheboygan County)
- ◆ Onaway (Presque Isle County)
- Oscoda Township (Iosco County)
- ◆ Rogers City (Presque Isle County)
- ◆ Roscommon (Roscommon County)
- ◆ Tawas (Iosco County)
- ◆ West Branch (Ogemaw County)

★ **RRC Certified Community®**  
31 communities

◆ **RRC evaluation completed**  
136 communities

● **RRC evaluation in progress**  
83 communities

### Region 4: West Michigan

- ★ Allegan (Allegan County)
- ◆ Barry Twp (Barry County)
- ◆ Big Rapids (Mecosta County)
- ◆ Carson City (Montcalm County)
- Cascade Township (Kent County)
- Cedar Springs (Kent County)
- Douglas (Allegan County)
- East Grand Rapids (Kent County)
- ◆ Evert (Osceola County)
- ◆ Fremont (Newaygo County)
- ★ Grand Haven (Ottawa County)
- ★ Grand Rapids (Kent County)
- ◆ Grant (Newaygo County)
- Greenville (Montcalm County)
- ◆ Hart (Oceana County)
- Hastings (Barry County)
- ◆ Holland (Ottawa County)
- Howard City (Montcalm County)
- ★ Hudsonville (Ottawa County)
- ◆ Ionia (Ionia County)
- ◆ Kentwood (Kent County)
- Lake Odessa (Ionia County)
- Lowell (Kent County)
- ◆ Ludington (Mason County)
- ★ Middleville (Barry County)
- ★ Muskegon (Muskegon County)
- ◆ Muskegon Heights (Muskegon County)
- Nashville (Barry County)
- ◆ Newaygo (Newaygo County)
- Norton Shores (Muskegon County)
- ◆ Otsego (Allegan County)
- Pentwater (Oceana County)
- ◆ Plainwell (Allegan County)
- ◆ Portland (Ionia County)
- Reed City (Osceola County)
- Roosevelt Park (Muskegon Cnty)
- ◆ Scottville (Mason County)
- ◆ Sparta (Kent County)
- ◆ Spring Lake (Ottawa County)
- ◆ Spring Lake Township (Ottawa County)
- ◆ Stanton (Montcalm County)
- ◆ Wayland (Allegan County)
- White Cloud (Newaygo County)
- Whitehall (Muskegon County)
- ◆ Wyoming (Kent County)
- ◆ Zeeland (Ottawa County)

### Region 5: East Central

- ◆ Alma (Griiot County)
- ◆ Bay City (Bay County)
- Breckenridge (Griiot County)
- ◆ Clare (Clare County)
- ◆ Coleman (Midland County)
- ◆ Farwell (Clare County)
- Frankenmuth (Saginaw County)
- ◆ Gladwin (Gladwin County)
- ◆ Harrison (Clare County)
- Ithaca (Griiot County)
- ◆ Lake Isabella (Isabella County)
- ◆ Midland (Midland County)
- ★ Mt. Pleasant (Isabella County)
- ◆ Saginaw (Saginaw County)
- St. Louis (Griiot County)

### Region 6: East Michigan

- ◆ Almont (Lapeer County)
- ◆ Bad Axe (Huron County)
- Brown City (Lapeer, Sanilac counties)
- ◆ Caro (Tuscola County)
- Cass City (Tuscola County)
- Crosswell (Sanilac County)
- Davison (Genesee County)
- ◆ Deckerville (Sanilac County)
- Dryden (Lapeer County)
- ◆ Durand (Shiawassee County)
- Fenton (Genesee County)
- ◆ Flint (Genesee County)
- ◆ Flint Charter Twp (Genesee Cty)
- ◆ Grand Blanc (Genesee County)
- Imlay City (Lapeer County)
- ◆ Laingsburg (Shiawassee County)
- ◆ Lapeer (Lapeer County)
- ◆ Lexington (Sanilac County)
- Linden (Genesee County)
- Marine City (St. Clair County)
- ◆ Marlette (Sanilac County)
- ◆ Mayville (Tuscola County)
- Millington (Tuscola County)
- Mount Morris Twp (Genesee Cty)
- ◆ North Branch (Lapeer County)
- ◆ Owosso (Shiawassee County)
- Peck (Sanilac County)
- Port Austin (Huron County)
- Port Huron (St. Clair County)
- ◆ Sandusky (Sanilac County)
- ◆ Sebewaing (Huron County)
- St. Clair (St. Clair County)
- ◆ Swartz Creek (Genesee County)
- ◆ Vassar (Tuscola County)
- ◆ Vernon (Shiawassee County)
- Yale (St. Clair County)

### Region 7: South Central

- ◆ Charlotte (Eaton County)
- ◆ DeWitt (Clinton County)
- ◆ East Lansing (Ingham County)
- ◆ Eaton Rapids (Eaton County)
- ★ Lansing (Ingham County)
- ◆ Leslie (Ingham County)
- ◆ Mason (Ingham County)
- ★ Meridian Twp. (Ingham County)
- ◆ St. Johns (Clinton County)

### Region 8: Southwest

- Albion (Calhoun County)
- ◆ Bangor (Van Buren County)
- Baroda (Berrien County)
- ★ Battle Creek (Calhoun County)
- ◆ Benton Harbor (Berrien County)
- ◆ Bronson (Branch County)
- ◆ Cassopolis (Cass County)
- Coldwater (Branch County)
- Decatur (Van Buren County)
- Hartford (Van Buren County)
- ◆ Homer (Calhoun County)
- ★ Kalamazoo (Kalamazoo County)
- ◆ Lawrence (Van Buren County)
- Lawton (Van Buren County)
- ★ Marshall (Calhoun County)
- ◆ Niles (Berrien/Cass counties)
- ◆ Paw Paw (Van Buren County)
- Portage (Kalamazoo County)
- ◆ Quincy (Branch County)
- ◆ St. Joseph (Berrien County)
- ◆ South Haven (Van Buren County)
- Stevensville (Berrien County)
- Sturgis (St. Joseph County)
- Three Oaks (Berrien County)

### Region 8: Southwest cont.

- Three Rivers (St. Joseph County)
- Union City (Branch County)
- ◆ Vicksburg (Kalamazoo County)
- ◆ Watervliet (Berrien County)

### Region 9: Southeast

- ◆ Adrian (Lenawee County)
- ◆ Ann Arbor (Washtenaw County)
- ◆ Brooklyn (Jackson County)
- Clinton (Lenawee County)
- Concord (Jackson County)
- ◆ Dexter (Washtenaw County)
- ◆ Dundee (Monroe County)
- Fowlerville (Livingston County)
- ◆ Grass Lake (Jackson County)
- ◆ Hillsdale (Hillsdale County)
- ★ Howell (Livingston County)
- ★ Jackson (Jackson County)
- ◆ Jonesville (Hillsdale County)
- ◆ Luna Pier (Monroe County)
- ◆ Milan (Monroe, Washtenaw)
- ◆ Monroe (Monroe County)
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