

CHARTER TOWNSHIP OF GARFIELD
VIRTUAL PLANNING COMMISSION MEETING

Wednesday, May 27, 2020 at 7:00 pm
Garfield Township Hall
3848 Veterans Drive
Traverse City, MI 49684
Ph: (231) 941-1620

The Wednesday, May 27, 2020 Planning Commission meeting at 7:00 pm will be held virtually due to COVID-19 and Governor Whitmer's Executive Order 2020-75: Temporary Authorization of Remote Participation in Public Meetings and Hearings. To provide input on any business that will come before the Commission or to contact the Commissioner(s), please send an email to the Township Planning Director, John Sych, at jsych@garfield-twp.com.

You are invited to join the Garfield Township Planning Commission Meeting on May 27, 2020 at 7:00 pm

Please click the link below to join the webinar:
<https://us02web.zoom.us/j/88214300299>

Or iPhone one-tap :

US: +19292056099,,88214300299# or +13017158592,,88214300299#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799 or +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799

Webinar ID: 882 1430 0299

International numbers available: <https://us02web.zoom.us/j/88214300299>

A G E N D A

ORDER OF BUSINESS

Call meeting to order

Pledge of Allegiance

Roll call of Board Members

1. Public Comment

Public Comment Guidelines:

Any person shall be permitted to address a meeting of The Planning Commission, which is required to be open to the public under the provision of the Michigan Open Meetings Act, as amended. (MCLA 15.261, et.seq.) Public Comment shall be carried out in accordance with the following Commission Rules and Procedures: a.) any person wishing to address the Commission is requested to state his or her name and address. b.) No person shall be allowed to speak more than once on the same matter, excluding time needed to answer Commissioner's questions. Where constrained by available time the Chairperson may limit the amount of time each person will be allowed to speak to (3) minutes. 1.) The Chairperson may at his or her own discretion, extend the amount of time any person is allowed to speak. 2.) Whenever a Group

wishes to address a Committee, the Chairperson may require that the Group designate a spokesperson; the Chairperson shall control the amount of time the spokesperson shall be allowed to speak when constrained by available time. Note: If you are here for a Public Hearing, please hold your comments until that Public Hearing time.

2. Review and approval of the Agenda – Conflict of Interest

3. Minutes – May 13, 2020

4. Correspondence

5. Reports

- a. Township Board
- b. Planning Commissioners
- c. Staff Report

6. Unfinished Business

- a. PD 2020-80 – Barlow Garfield Neighborhood Plan – Approval and Recommendation
- b. PD 2020-81 – Grand Traverse Mall Signage – Discussion

7. New Business

- a. PD 2020-75 – Redevelopment Ready Communities – Intro
- b. PD 2020-76 – Zoning Ordinance Use Chart Project – Intro

8. Public Comment

9. Other Business

10. Items for Next Agenda – June 10, 2020

- a. Oakleaf Village PUD PH
- b. 3479 Veterans C-O Rezoning FOF
- c. Chick-fil-A SUP Update #2
- d. 3077 Garfield Conditional Rezoning Update #2

11. Adjournment

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

The Garfield Township Board will provide necessary reasonable auxiliary aids and services, such as signers for hearing impaired and audio tapes of printed materials being considered at the meeting to individuals with disabilities upon the provision of reasonable advance notice to the Garfield Township Board. Individuals with disabilities requiring auxiliary aids or services should contact the Garfield Township Board by writing or calling Lanie McManus, Clerk, Ph: (231) 941-1620, or TDD #922-4412.

**CHARTER TOWNSHIP OF GARFIELD
VIRTUAL PLANNING COMMISSION MEETING
May 13, 2020**

Call Meeting to Order: Chair Racine called the meeting to order at 7:02pm via the ZOOM application.

Pledge of Allegiance

The Pledge of Allegiance was recited by all in attendance.

Roll Call of Commission Members:

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

Staff Present: Planning Director John Sych and Deputy Planning Director Steve Hannon

1. Public Comment (7:03)

Rob Larrea commented on the 3077 Garfield rezoning and said that the application is incomplete and is inconsistent with the Master Plan. He added that the request does not justify the amendment and asked the Planning Commission to deny the application.

2. Review and Approval of the Agenda – Conflict of Interest (7:15)

Duell moved and Cline seconded to approve the agenda as presented.

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

Nays: None

3. Minutes (7:16)

a. April 22, 2020

Fudge moved and McManus seconded to adopt the amended minutes of April 22, 2020 as presented.

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

Nays: None

4. Correspondence (7:17)

None

5. Reports (7:17)

Township Board Report

Duell reported that the board discussed the potential economic ramifications of the COVID-19 crisis. He added that the Planning Commission may need to consider outdoor seating for restaurants when they are allowed to reopen. Duell added that the board discussed homeless issues and denied a permit agreement for Haunted Tours of Traverse City.

Planning Commissioners

None

Staff Report

Sych mentioned that planning staff is in the office occasionally and plans and reviews are picking up a bit.

6. Unfinished Business**a. PD 2020-72 Barlow Garfield Neighborhood Plan PH (7:22)**

Planner John Sych said that the planning process for the Barlow Garfield Neighborhood Plan began one year ago. He reviewed the process that the plan has gone through and explained the public engagement process. Chair Racine opened the Public Hearing at 7:24pm. Rob Larrea commended the Planning Commission for their work on this plan. Jennifer Hodges commented on the plan as it pertains to infrastructure and capacities. The Public Hearing was closed at 7:36pm. Sych said that some comments were received via emails and some adjustments may be made based on the feedback. Commissioners commented on the housing types and uses.

DeGood moved and Cline seconded to direct staff to prepare the Final Draft of the Barlow Garfield Neighborhood Plan to consider for formal recommendation by the Planning Commission to the Township Board.

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

b. PD 2020-69 3479 Veterans Drive C-O Rezoning PH (7:45)

This application requests the rezoning of one parcel at 3479 Veterans Drive, totaling 1.93 acres, from the R-1 One family Residential zoning district to the C-O Office Commercial zoning district via the zoning map amendment process, without restriction. The corridor contains different uses such as the VFW, Metro Fire, Garfield Township Hall, offices and single family homes. Chair Racine opened the Public Hearing at 7:49pm. Bill Tomlinson, one of four owners of the property, commented that the person buying the property may not do anything right away due to COVID situation. Stated the lot width is 198 feet of road frontage, not 109 feet as indicated on page 6 of PD 2020-69. Maria Desphanos Post, neighboring property owner, asked about the tree line and any changes to the lot lines. Chris Post agreed with split zoning. Sych explained the process of review pertaining to the lot lines and the landscaping. Chair Racine closed the Public Hearing at 7:55pm.

Commissioners discussed the proposed rezoning and shared concerns about spot zoning. It was reiterated that all neighbors were sent notices about the public hearing. Commissioners talked about the adverse

impacts on the neighbors zoned R-1 Residential and talked about the need to protect the residential uses nearby.

Fudge moved and DeGood seconded to direct Staff to draft Findings of Fact for application Z-2020-04.

Staff added that the applicant could revise their rezoning request to include less of the property, but any expansion of the rezoning request would require a separate application.

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

Nays: None

c. PD 2020-71 Chick-Fil-A SUP Update (7:44)

Progressive AE is requesting approval of a Special Use Permit for a proposed 4,998 square foot restaurant with seating for 110 inside the building and 12 outside at the patio. There will be parking for 71 vehicles and a drive-through window that could accommodate 32 cars. Drive-through businesses uses are permitted via Special Use Permit in the C-G General Commercial District. Planner Sych said that the applicant requested that any action on the item be postponed until the June meeting.

Duell moved and Fudge seconded to postpone any action on SUP 2020-01 until the regular meeting in June.

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

Nays: None

d. PD 2020-70 3077 Garfield Conditional Rezoning Update (8:31)

This application requests conditional rezoning of a portion of Parcel #05-014-077-00 at 3077 Garfield Road. The subject lands are approximately a 2.85 acre parcel and was brought forward by the applicant. Conditional rezoning is described in Section 422 of the Zoning Ordinance. This request would conditionally rezone part of the site from the C-G General Commercial to I-G General Industrial. Any conditions of the rezoning are voluntarily made by the applicant and the underlying zoning is always kept in place. The only use permitted would be small warehousing establishments. Doug Mansfield, representing the applicant, commented that the master plan is vague on this use and allows several other heavier uses in the area and thought that there was going to be a legal opinion issued by the township legal counsel on this use. Applicant Tom Krause said that they have no intention of splitting the property or allowing utilities in the storage units. Planner Sych said that the conditions offered by the applicant for the conditional rezoning are included in the PD report and commissioners can accept those four conditions, ask the owner to amend them or deny the application. Objections to the conditional rezoning were

raised by both parties. Commissioners discussed the conditions and the use as it relates to the Master Plan and found the conditions lacking. Doug Mansfield, requested to postpone any action on the conditional rezoning to have a chance to address the four conditions.

DeGood moved and Fudge seconded to postpone any action on application Z-2020-03.

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

Staff agreed to solicit a legal opinion on the legality of a possible property split on the land.

7. New Business

a. **PD 2020-67 Chelsea Park West PUD Minor Amendment (9:12)**

The subject parcel is approximately 19.31 acres and is located in the Chelsea Park PUD off of Hartman Road east of US 31. This request is a minor amendment and would increase the number of carports from 63 to 195, remove four dumpsters and replace a 2,400 square foot resident storage and maintenance building with a compactor and recycling building. Last fall, a major amendment increased the dwelling units to 192. Bill Crain of Crain Engineering, proposes adding additional carports so that each unit will have the carport amenity. Chris Wickline, with the JB Donaldson Company, said these changes come from comments of people who are interested in the property. Commissioners commented favorably on the project.

Duell moved and DeGood seconded THAT Findings of Fact for application SPR 2000-09-J, included in PD Report 2020-67 and forming part of its motion, BE APPROVED.

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

Duell moved and McManus seconded THAT application SPR 2000-09-J, submitted by Bennett Donaldson/JB Donaldson Company to construct additional carports and reconfigure maintenance buildings for the Chelsea Park West apartments on parcel 05-21-066-00, BE APPROVED.

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

b. **PD 2020-68 Oakleaf Village of Garfield Township PUD Intro (9:25)**

This application proposes a Planned Unit Development for senior living at 5143 North Long Lake Road. The property is 52.56 acres and is currently undeveloped and is zoned A- Agricultural. Planner John Sych said that

PUD applications need to be reviewed in a two step process which include a preliminary approval; and then an engineering approval. Phase one would include 154 units including a building housing 50 independent living apartments, 60 assisted living units and 24 memory care units. There would also be 20 independent living detached villas and a maintenance building. Phase two would be 75 units and would include 33 detached single family homes and an addition to the adult care facility. Michael DiCarlantonio gave some background on the company and said that the proposed density would be 4.4 units per acre and 77% of density will be in northern portion of the property. Engineer John Urbain spoke about the proposed utilities and engineering for the project and said that the stormwater plan would be for a 100 year storm. Oakleaf Village proposes over 6 acres of open space including walking paths, gazebos, a pond, etc. and would include type B and C buffers. The timeline for Phase One is to break ground in early 2021. Commissioners commented favorably on the proposed plan and discussed a bike path to Zimmerman Road and the proposed pond.

DeGood moved and Fudge supported that application PUD 2020-01 submitted by Wallick Communities be accepted.

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

DeGood moved and Fudge seconded that application PUD 2020-01 be scheduled for public hearing at the regular meeting of the Garfield Township Planning Commission on June 10, 2020.

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

8. Public Comment (10:07)

None

9. Other Business (10:08)

10. Items for Next Agenda – May 27, 2020 (10:09)

- a. **Redevelopment Ready Communities – Intro**
- b. **Zoning Ordinance Use Chart Project – Intro**
- c. **C-P Sign Regulations – Discussion**
- d. **Barlow Garfield Neighborhood Plan – Final Draft**

Commissioners discussed restaurant ordinances and possible changes upon a reopening and also shared frustration with the online meeting platform.

11. Adjournment

Duell moved and Robertson seconded to adjourn the meeting at 10:20pm.

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

Nays: None

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

MEMO

To: John Sych, AICP
Planning Director
Charter Township of Garfield

Re: Barlow Garfield Neighborhood Plan
Review

From: Jennifer Hodges, PE

Date: 5/13/20

Re Project:

Re Project No:

The following sections outline GFA's preliminary review of the Barlow Garfield Neighborhood Plan (Plan) regarding public infrastructure.

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

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

STORM WATER MANAGEMENT

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

NON-MOTORIZED NETWORK

- The plan indicates significant potential to update the sidewalk and non-motorized trail networks. These improvements can have significant grading, space, and access issues to construct along South Airport and Garfield.
- There was some mention of cross-access agreements within the commercial area to eliminate curb cuts, such as along the south edge of South Airport. This would be helpful to eliminate instances where pedestrian / non-motorized users cross vehicular users.

PUBLIC UTILITIES

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

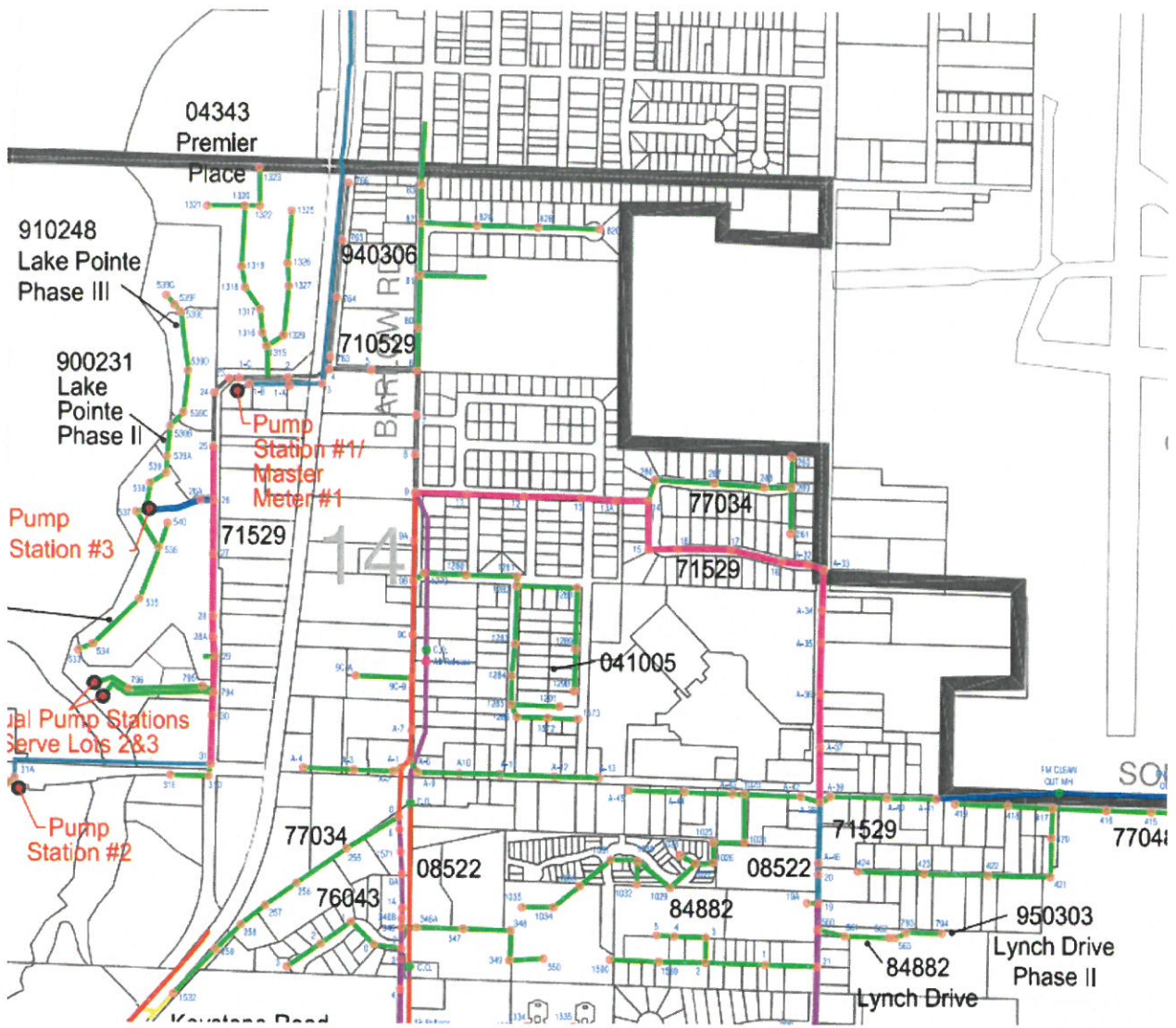
SANITARY SEWER SYSTEM

Stations

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

Collection Piping

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



WATER SYSTEM

Storage / Tanks

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

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

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

From these meters originate the transmission mains that also feed other Service Districts in the Township. These transmission mains receive their supply from the City's 4 and 2-million-gallon Ground Storage tanks located on LaFranier Road south of South Airport Road. This storage tank services all the users within the district by maintaining pressures and meeting their domestic and fire flow demands that range from from40-60 psi with available fire flows ranging from 1,00 to 6,000 gallons per minute. Minimal future capital improvements plans are slated for this area and existing infrastructure is capable to accommodate future needs project in the plan.


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

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

Network Piping

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



 Charter Township of Garfield Planning Department Report No. 2020-80		
Prepared:	May 20, 2020	Pages: 2
Meeting:	May 27, 2020 Planning Commission	Attachments: <input checked="" type="checkbox"/>
Subject:	Barlow Garfield Neighborhood Plan-Approval & Recommendation	

BACKGROUND INFORMATION:

In May 2019, the Planning Commission issued a Notice of Intent to Plan, in accordance with the Michigan Planning Enabling Act, to initiate development of the Barlow Garfield Neighborhood Plan as an amendment to the 2018 Charter Township of Garfield Master Plan. The full draft Barlow Garfield Neighborhood Plan is available at: <http://www.garfield-twp.com/barlowgarfield.asp>. The following timeline outlines the planning process taken to draft the Plan:

June 2019 – September 2019

Staff prepared an Existing Conditions Report of the neighborhood.

October 21, 2019

On October 21, 2019, the Township hosted a public input session at the Grand Traverse County Health Department Building. About 20 people attended and engaged in an “visual preference survey” to determine their development preferences.

October 2019 – December 2019

The “visual preference survey” was made available on the Township website. There were approximately 10 responses.

November 5, 2019

The Township hosted “An Evening with Bob Gibbs” on November 5, 2019 at the Township Hall. Approximately 20 people attended the event. The ideas presented at this event may help inspire future development or redevelopment in the neighborhood.

November 2019 – December 2019

A mail out survey of all property owners within the Plan area was conducted. The Township received 10% of all surveys mailed to property owners.

September 2019 – January 2020

Staff prepared the Draft Plan based on public input and Existing Conditions Report findings.

January 2020 – March 2020

The Planning Commission reviewed two drafts of the Plan before recommending that the Plan go through the formal review process.

March 2020

Township Board approves issuance of draft plan for review in accordance with the Planning Enabling Act.

May 2020

Public hearing and review of public comments

PLAN REVISIONS:

Based on public comments and discussion, there were two additions made to the draft Plan regarding the Airport Overlay Zone and the location of parking areas. Please see attached Pages 26 and 27 of the draft Plan.

In addition, the 2018 Charter Township of Garfield Master Plan has been revised to incorporate the subplan. Please see attached Pages 40-44 of the Master Plan.

ACTION REQUESTED:

If the Planning Commission is comfortable with the draft Plan, then the following motion is suggested:

THAT the resolution adopting the Barlow Garfield Neighborhood Plan, an Amendment to the 2018 Charter Township of Garfield Master Plan, in accordance with the procedures set forth in the Michigan Planning Enabling Act (Act 44 of the Public Acts of 2008, as amended), BE ADOPTED and RECOMMEND APPROVAL of the Amendment to the Township Board.

Attachments:

1. Pages 26 and 27 of the Draft Barlow Garfield Neighborhood Plan
2. Pages 40-44 of the 2018 Charter Township of Garfield Master Plan
3. Resolution of Adoption of an Amendment to the Master Plan

V DEVELOPMENT GUIDELINES

FUTURE LAND USE

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

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

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

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

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

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

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

ZONING AND DESIGN STANDARDS

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

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

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

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

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

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

PUBLIC INFRASTRUCTURE

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

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

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

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

CORRIDOR & SUBAREA PLANNING

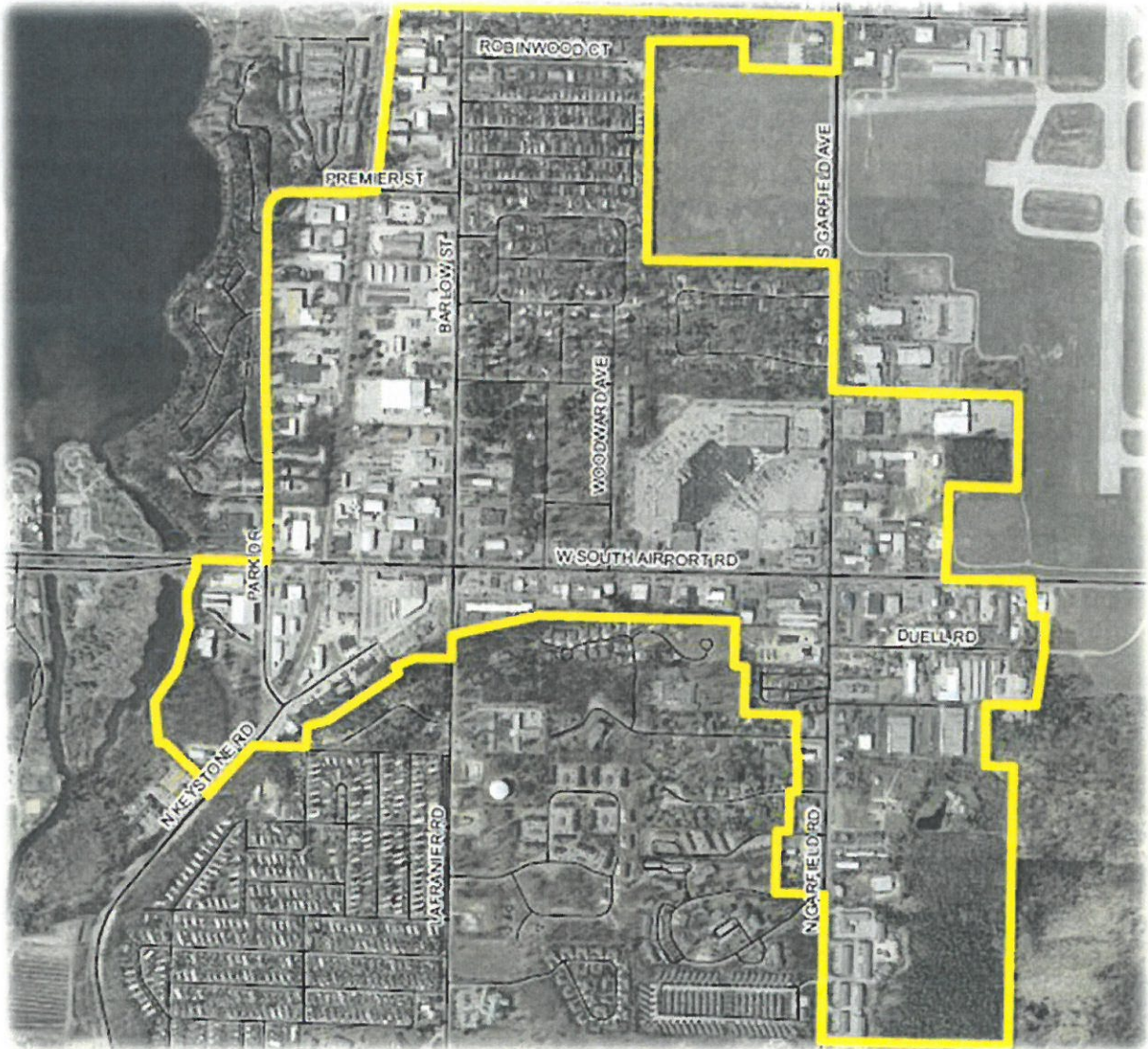
As briefly discussed in the TRANSPORTATION & COMMUNITY SERVICES element of this Plan, a number of roadway corridors and subareas should be studied in greater detail for opportunities to improve both motorized and non-motorized efficiency, the built form of the roadway environment, and neighborhood areas.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

BARLOW GARFIELD NEIGHBORHOOD PLAN:

A subplan, the Barlow Garfield Neighborhood Plan, was developed for the area identified by West South Airport Road, between Park Drive and Garfield Road; Garfield Road, between Boon Street and south towards Hammond; and Barlow Street, between Boon Street and West South Airport Road. See the Barlow Garfield Neighborhood Plan in the Appendix.

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

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



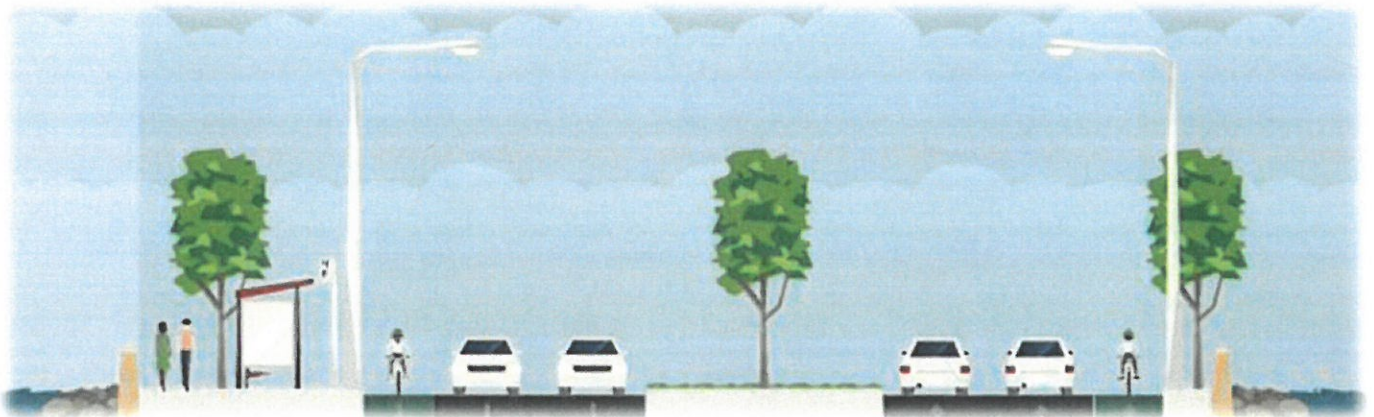
WEST SOUTH AIRPORT ROAD BETWEEN CASS ROAD AND PARK DRIVE:



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

Non-motorized pathways remain a high priority for this corridor, with a need for improved east-west paths but also for a safe pedestrian connection between the Boardman Lake Trail, to the north, and the Boardman River Trail, to the south. In a 2010 feasibility study, the County Road Commission determined that a pedestrian tunnel under the road near Art Van would be the most preferred option to accomplish this connection, but will come at a high cost and would be best considered in the event that the roadway is completely reconstructed. In 2018, the Road Commission is reconfiguring the boulevard area into a "Michigan left," so that the roadway connection between Racquet Club Drive and Logan's Landing can be converted to a pedestrian-only, signalized crossing.

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



LAFRANIER ROAD BETWEEN WEST SOUTH AIRPORT ROAD AND HAMMOND ROAD:

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

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

HARTMAN AND HAMMOND ROADS:

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

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

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

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

This page was intentionally left blank.

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

**Resolution of Adoption of an Amendment to the Master Plan
by the Charter Township of Garfield Planning Commission**

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

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

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

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

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

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

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

Moved:

Seconded:

Yeas:


Nays:

Absent:

Attested to this 27th day of May, 2020

John Racine, Planning Commission Chair

Joe Robertson, Planning Commission Secretary

 Charter Township of Garfield Planning Department Report No. 2020-81			
Prepared:	May 20, 2020	Pages:	3
Meeting:	May 27, 2020 Planning Commission	Attachments:	<input checked="" type="checkbox"/>
Subject:	Grand Traverse Mall Signage – Discussion		

BACKGROUND:

The Grand Traverse Mall opened in 1992 as an enclosed shopping mall with several anchor stores. In accordance with the C-P Planned Shopping Center District requirements, the site includes an extensive parking and circulation layout, detailed landscaping plan, and a unified sign plan that limits development signs to entryways and limited wall signs to stores having direct access from the parking lots. The purpose of these elements is to create an attractive, uncluttered, cohesive site design.

Section 630(G) of the Zoning Ordinance regulates signs permitted in the C-P Planned Shopping Center District which requires review by the Planning Commission. Furthermore, Section 630(G) provides the Planning Commission with some discretion in evaluating sign proposals.

At its March 11, 2020 meeting, the Planning Commission denied an application by Grand Traverse Mall, LLC to install an exterior wall sign for Shoe Dept. Encore at the South Entrance of the Mall. At the meeting, there was further discussion between the applicant and the Planning Commission about acceptable signage at the Mall. The Planning Commission indicated it was amenable to a sign proposal that permitted visibility to interior stores and directed staff to meet with the applicant regarding such proposal.

MALL SIGN INVENTORY:

The applicant has provided an inventory of current outdoor signs on the Mall property. The Mall has two main entrance signs, three directional monument signs, and four directional freestanding signs. In addition to the Mall signs, there are the following wall signs:

<u>Store</u>	<u>Square Feet</u>
Macy's – Sign 1	106
Macy's – Sign 2	106
Macy's – Sign 3	106
TJ Maxx	138
Old Navy	60
Jonathan B. Pub	12
JCPenney – Sign 1	84
JCPenney – Sign 2	129
Agave Mexican Grill	91
Target – Sign 1	170
Target – Sign 2	170
CVS Pharmacy	59

Note that the signs for Starbucks/T-Mobile, Pier One, and Huntington Bank were not included in this inventory.

PROPOSED DIRECTORY WALL SIGN:

After a couple of meetings, staff and the applicant determined that a directory wall sign may be possible and meet the current standards of Section 630(G). The applicant is proposing two 150-square foot directory signs that would allow for a variety of interior stores to be listed. One to be located at the South Entrance

(food court) and one to be located at the North Entrance (near Dunham's) It is our understanding that existing Dunham's sign at the food court entrance would be removed.

While this proposal would not meet wall sign requirements, Section 630(G) states that any proposed sign(s) not meeting the standards for wall signs may be approved by the Planning Commission if the Planning Commission determines that all of the following standards are met:

- a) The proposed sign(s) shall be designed as an integral part of the development, with letter size and location proportional to the overall design.
- b) The Planning Commission determines that the maximum sign standards of the C-P district do not provide for the reasonable use of the planned shopping center.
- c) The proposed sign(s) is (are) appropriate for the site, compatible with surrounding land uses, and necessary for the reasonable use of the planned shopping center.
- d) The permitted sign(s) is (are), in the determination of the Planning Commission, the minimum increase(s) necessary to ensure that the proposed sign(s) is appropriate in scale, bulk and location relative to the site and surrounding land uses.
- e) All approved modifications from the required sign standards shall be specific to the sign(s) approved by the Planning Commission.
- f) The requested increase in wall sign area shall not exceed fifty (50) percent over that allowed in Subsection (1)(a).

STAFF COMMENTS:

Staff has reviewed the 150-square foot proposal in accordance with the above listed standards (a-f). Staff offers the following comments for consideration by the Planning Commission:

- a) *The proposed sign(s) shall be designed as an integral part of the development, with letter size and location proportional to the overall design.*

The proposed directory wall signs appear in similar form and color as the main Mall entrance signs on US-31 and South Airport Road and the associated direction signs. All individual store logos will have a monochromatic color appearance that is informative yet not distracting. The proposed directory wall signs would be located at the two main pedestrian entrances to the Mall.

- b) *The Planning Commission determines that the maximum sign standards of the C-P district do not provide for the reasonable use of the planned shopping center.*

While the current sign standards provide for reasonable use of the planned shopping center, the Planning Commission may recognize the changing commercial landscape for malls and permit appropriate signage for larger interior stores in the Mall.

- c) *The proposed sign(s) is (are) appropriate for the site, compatible with surrounding land uses, and necessary for the reasonable use of the planned shopping center.*

The proposed directory wall signs would generally be at a scale that is similar to other wall signs in the Mall. The directory format of the sign would limit any additional signs for interior stores. The Mall will determine which stores will receive listing on the proposed directory wall sign.

- d) *The permitted sign(s) is (are), in the determination of the Planning Commission, the minimum increase(s) necessary to ensure that the proposed sign(s) is appropriate in scale, bulk and location relative to the site and surrounding land uses.*

The proposed directory wall signs have the potential to list up to seven stores. To accommodate this many listed stores and to allow for reasonable visibility, the proposed 150 square feet could be permitted under the current conditions of the Zoning Ordinance.

- e) *All approved modifications from the required sign standards shall be specific to the sign(s) approved by the Planning Commission.*

The proposed directory wall signs only apply to the two signs proposed on the Mall property.

- f) *The requested increase in wall sign area shall not exceed fifty (50) percent over that allowed in Subsection (1)(a).*

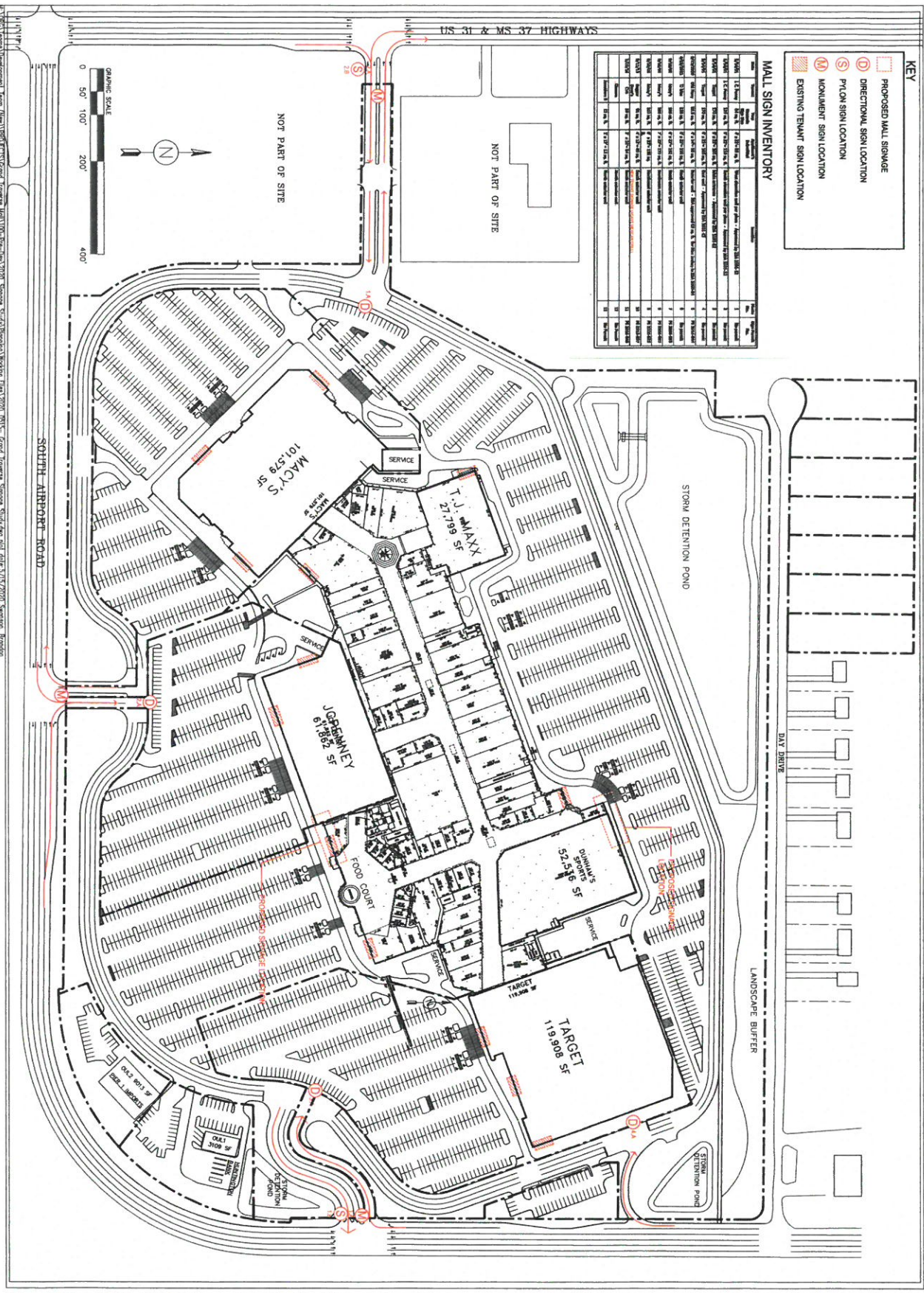
The proposed directory wall signs would not exceed this requirement.

RECOMMENDATION:

This information is being provided for review and discussion by the Planning Commission. No action is recommended. Should the Planning Commission find the above proposal reasonable, the applicant would need to submit a new application for review.

Attachments:

1. Signage Study dated May 2020 from Steve Russell of Brookfield Properties

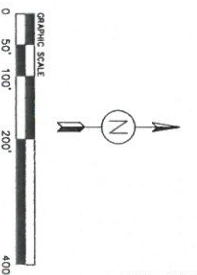


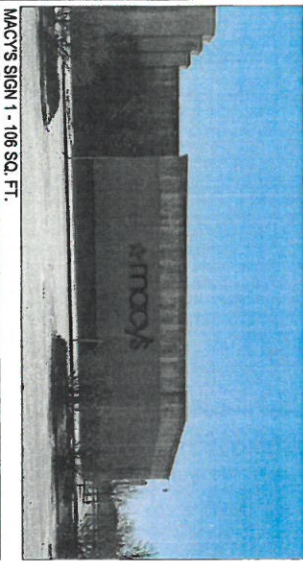
KEY

- PROPOSED MALL SIGNAGE
- D DIRECTIONAL SIGN LOCATION
- S PYLON SIGN LOCATION
- M MONUMENT SIGN LOCATION
- E EXISTING TRAFFIC SIGN LOCATION

MALL SIGN INVENTORY

NO.	DESCRIPTION	LOCATION	STATUS	DATE
1	Directional Sign	US 31 & MS 37 Highway	Proposed	05/2020
2	Pylon Sign	US 31 & MS 37 Highway	Proposed	05/2020
3	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
4	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
5	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
6	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
7	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
8	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
9	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
10	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
11	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
12	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
13	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
14	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
15	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
16	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
17	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
18	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
19	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
20	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
21	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
22	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
23	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
24	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
25	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
26	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
27	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
28	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
29	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020
30	Monument Sign	US 31 & MS 37 Highway	Proposed	05/2020

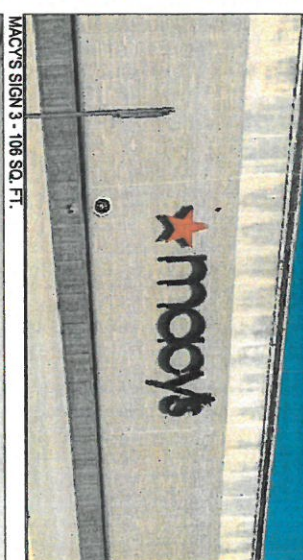




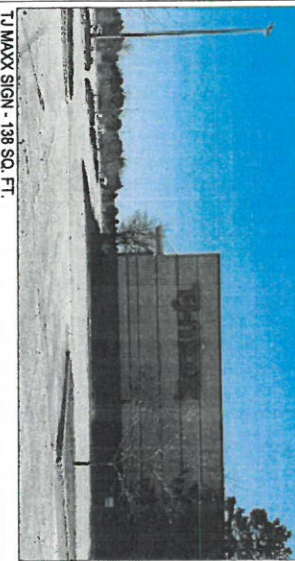
MACY'S SIGN 1 - 106 SQ. FT.



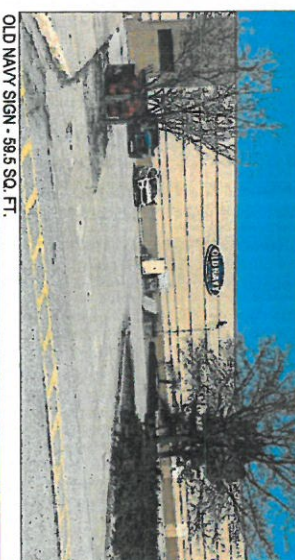
MACY'S SIGN 2 - 106 SQ. FT.



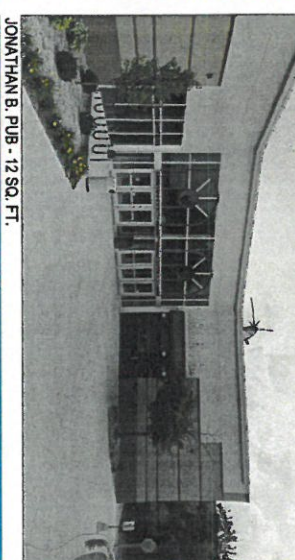
MACY'S SIGN 3 - 106 SQ. FT.



TJ MAXX SIGN - 138 SQ. FT.



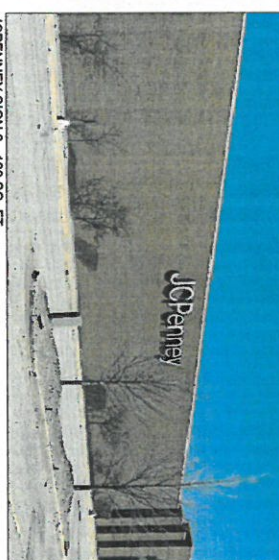
OLD NAVY SIGN - 59.5 SQ. FT.



JONATHAN B. PUB - 12 SQ. FT.



JCPENNEY SIGN 1 - 84 SQ. FT.



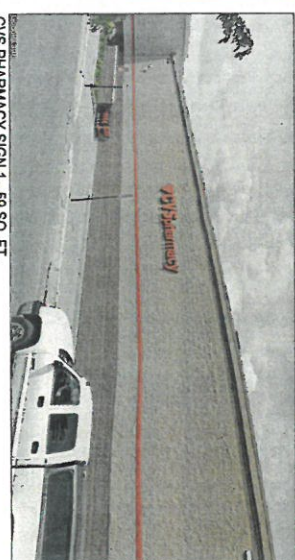
JCPENNEY SIGN 2 - 129 SQ. FT.



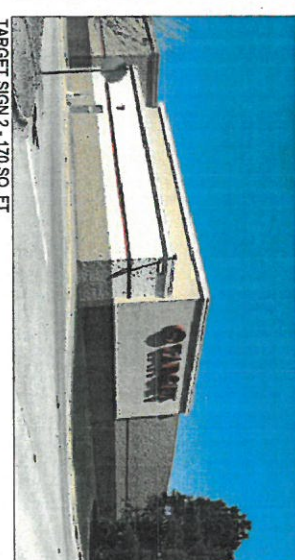
AGAVE MEXICAN GRILL SIGN - 91 SQ. FT.



TARGET SIGN 1 - 170 SQ. FT.



CVS PHARMACY SIGN 1 - 69 SQ. FT.



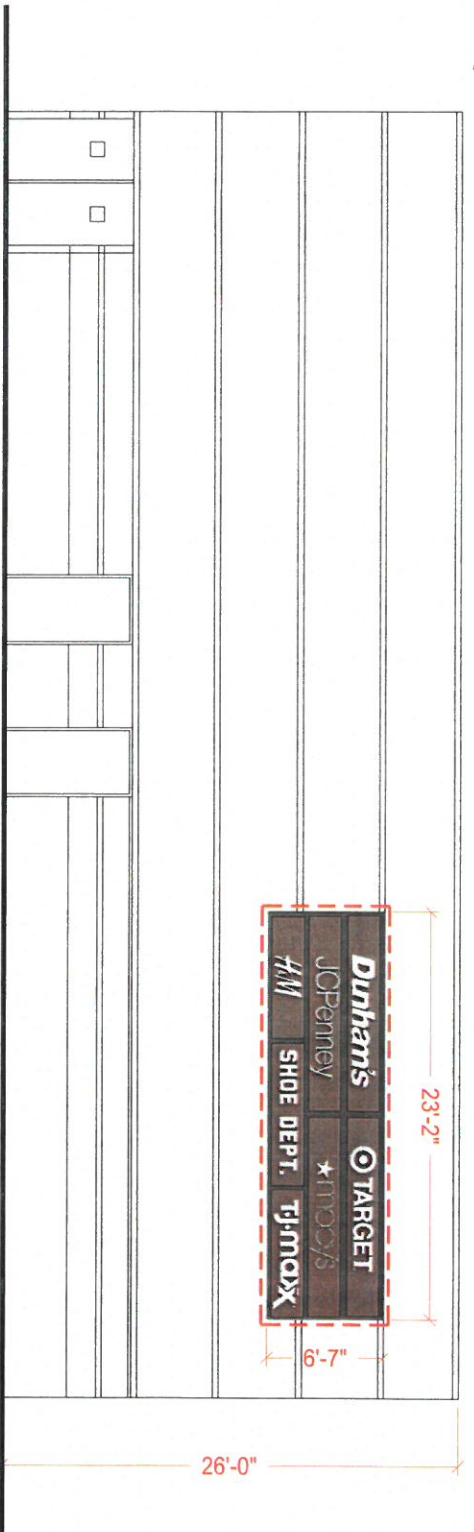
TARGET SIGN 2 - 170 SQ. FT.

17001 Grand Travers Mall (New) / PROJECT Visual Review: 10/1/2020 / 2:59pm / Signage Study / Planning Meeting / 10/11/2020 / 12:15 / Grand Travers Signage Study / 10/11/2020 / 12:15 / 10/11/2020 / 12:15 / 10/11/2020 / 12:15 / 10/11/2020 / 12:15 / 10/11/2020 / 12:15 / 10/11/2020 / 12:15 / 10/11/2020 / 12:15

Brookfield Properties

GRAND TRAVERSE MALL
3200 W SOUTH AIRPORT ROAD
TRAVERSE CITY, MICHIGAN 49684

Form with fields: PROJECT NO. 7888, DRAWING SET: AS, DESCRIPTION: SIGNAGE STUDY, SHEET NO. SP1, DATE: MAY 2020



PROPOSED SIGNAGE - 150 SF

\\06\Team\Development Team\New\PROJECTS\Grand Traverse Mall\2007-2008\Signage Study\Working Files\2008_0515_Grand Traverse Signage Study.dwg plot date: 5/19/2008 Swanson, Gordon

Brookfield Properties


GRAND TRAVERSE MALL
 3200 W SOUTH AIRPORT ROAD
 TRAVERSE CITY, MICHIGAN 49684

THIS PLAN AND SPECIFICATIONS ARE THE PROPERTY OF BROOKFIELD PROPERTIES INC. AND ARE TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. ANY REUSE OR MODIFICATION OF THIS PLAN OR SPECIFICATIONS WITHOUT THE WRITTEN CONSENT OF BROOKFIELD PROPERTIES INC. IS STRICTLY PROHIBITED. BROOKFIELD PROPERTIES INC. SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THIS PLAN OR SPECIFICATIONS. THE USER OF THIS PLAN OR SPECIFICATIONS SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. BROOKFIELD PROPERTIES INC. SHALL NOT BE RESPONSIBLE FOR ANY DAMAGE TO PERSONS OR PROPERTY ARISING FROM THE USE OF THIS PLAN OR SPECIFICATIONS. THIS PLAN AND SPECIFICATIONS ARE PROVIDED AS IS WITHOUT WARRANTY OF ANY KIND, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE WARRANTIES OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE AND NONINFRINGEMENT. IN NO EVENT SHALL BROOKFIELD PROPERTIES INC. BE LIABLE FOR ANY CLAIM, DAMAGES OR OTHER LIABILITY, WHETHER IN AN ACTION OF CONTRACT, TORT OR OTHERWISE, ARISING FROM, OUT OF OR IN CONNECTION WITH THIS PLAN OR SPECIFICATIONS. BROOKFIELD PROPERTIES INC. 2008

PROJECT NO: 7828
 DRAWING BY: AS
 DATE: May 2008

DESCRIPTION:
 SIGNAGE STUDY

SHEET NO:
 SP1

 Charter Township of Garfield Planning Department Report No. 2020-75			
Prepared:	May 19, 2020	Pages:	2
Meeting:	May 27, 2020 Planning Commission	Attachments:	<input checked="" type="checkbox"/>
Subject:	Redevelopment Ready Communities – Introduction		

OVERVIEW:

In January 2019, the Planning Commission received a report (PD-2019-05) on the Redevelopment Ready Communities (RRC) program of the Michigan Economic Development Corporation (MEDC). The RRC program is a no-cost, technical assistance statewide certification program offered to communities across the state. It is designed to help communities in several ways including the following:

- Plan for new investment and talent, and retain existing investment and talent
- Identify community assets and opportunities
- Focus and efficiently use limited resources
- Streamline development review and approval processes

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. The RRC program originally only focused on traditional downtown areas, so cities and villages were the only participants. Application of the program has changed such that townships are now included. Meridian Charter Township in Ingham County was the first township to be RRC certified, and there are currently 15 townships engaged in RRC as of April 2020. No townships in Grand Traverse County are currently engaged in the program.

BENEFITS OF THE RRC PROGRAM:

The RRC program can help the Township in several ways including the following:

- State financial assistance including capture of state tax revenue (e.g. Brownfield Redevelopment, Corridor Improvement Authority, or Community Development Block Grant)
- Expertise of the RRC Redevelopment Services Team
 - Marketing of Redevelopment Ready Sites
 - Additional technical assistance available
 - Fostering relationships and matchmaking with potential developers
- Leveraging of private investment through Opportunity Zone or other methods
- Tools to help implement the Master Plan, including the following goals and objectives
 - Continue to use the Township’s Zoning Ordinance to encourage a wide variety of housing types and densities, as well as the mixing of residential uses with commercial and light industrial uses where compatible
 - Continue to 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
- Tools to help implement the Barlow Garfield Neighborhood Plan and other Township policies

RRC PROCESS:

The RRC program evaluates and certifies that communities have integrated transparency, predictability, and efficiency into their daily development practices with a set of best practices. While every community must meet all the best practices criteria to be certified, communities can meet these criteria in a variety of ways. The RRC process consists of three steps: Engagement, Evaluation, and Certification.

Engagement. Formal engagement consists of three steps:

1. **Learn – Attend Best Practices Trainings.** Communities must complete training on all six best practices. In-person, two-day trainings are offered across the state, and an online learning option is also available. While working as a planning consultant, I completed the Best Practices training in September 2018, and MEDC has indicated that this will fulfill the attendance requirement for engagement in the RRC process. However, if the Township engages in RRC, Staff recommends that the Planning Commissioners also attend the trainings or review materials online to become more familiar with the program. The six best practices of RRC include:
 - *Community Plans and Public Outreach*
 - *Zoning Regulations*
 - *Development Review Process*
 - *Recruitment and Education*
 - *Redevelopment Ready Sites*
 - *Community Prosperity*
2. **Assess – Complete Self-Evaluation.** Communities shall complete the self-evaluation form. This is a tool for assessing current policies, procedures, and strategies of the community for planning, zoning and development review, public participation, board member and commissioner training, economic development, and marketing, and comparing these to RRC Best Practices. This must be done prior to receiving a formal evaluation by an RRC planner. Communities are not required or expected to have all Best Practices criteria met at the time of initial engagement.
3. **Approve – Pass a Resolution of Intent.** The governing body shall pass a resolution of intent to demonstrate that the community sees value in engaging in the RRC process.

Evaluation. After formal engagement, the community will be placed in the RRC pipeline and will work with the RRC team. The formal evaluation process is conducted through stakeholder interviews, meeting observations and data analysis.

Certification. To become certified, the 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 achieve their vision.

NEXT STEPS:

At this point, if the Planning Commission believes that it is worthwhile to engage the RRC process, then the next logical step would be for Staff to conduct the Self-Evaluation.

Attachments:

1. PowerPoint Presentation slides
2. Redevelopment Ready Communities Map dated April 2020 (2 pages)
3. Community Development Guidance

Redevelopment Ready Communities (RRC) Overview

GARFIELD TOWNSHIP PLANNING COMMISSION

MAY 27, 2020

Local and National Trends

- ▶ National trend – high turnover as large retailers face challenges to compete
- ▶ Several large retailers in Garfield Township have closed (see chart)
- ▶ Others have closed stores in other communities (e.g. Pier 1, Macy's, JCPenney, Bed Bath & Beyond)

Retailer / Business	Current Status
Kmart	Vacant – 2017
Sears	Vacant – 2018
Younkers	Vacant – 2018
MC Sports	Burlington (pending)
Toys R Us	Home Goods
Gander Outdoors	Vacant – 2019
Art Van	Closing – 2020
Lucky's	Oryana (pending)

Opportunity Zone

- ▶ Federal program – created in 2017
- ▶ Tax advantages to allow for investment in lower income areas
- ▶ Opportunity Funds
 - ▶ Must invest 90%+ assets in a qualified Opportunity Zone property
 - ▶ Deferred gain reinvested in fund must be recognized by end of 2026
 - ▶ Invest by the end of 2019 to satisfy 7-year holding period to exclude 15% of the deferred gain
 - ▶ Invest by the end of 2021 to satisfy 5-year holding period to exclude 10% of the deferred gain



MICHIGAN
OPPORTUNITY ZONES

What is RRC?

- ▶ Program from Michigan Economic Development Corporation (MEDC) to help communities:
 - ▶ Plan for new investment/talent
 - ▶ Retain existing investment/talent
 - ▶ Identify assets and opportunities
 - ▶ Focus limited resources
 - ▶ Streamline development process
- ▶ RRC communities as of April 2020:
 - ▶ Communities in RRC process:
 - ▶ 45 – RRC Certified
 - ▶ **286 total communities engaged**
 - ▶ Townships in RRC process:
 - ▶ 1 – RRC Certified (Meridian Twp.)
 - ▶ **15 total Townships engaged**



What can RRC do for Garfield Twp.?

- ▶ State financial assistance / capture state taxes
 - ▶ Brownfield Redevelopment
 - ▶ Corridor Improvement Authority (can have multiple)
 - ▶ Community Development Block Grant (infrastructure)
- ▶ Marketing of Redevelopment Ready Sites
- ▶ Additional technical assistance available

MICHIGAN
BROWNFIELD
REDEVELOPMENT
PROGRAM

HISTORIC BARN PARK
1500 Red Drive
Tawas City, Michigan
Historic Barns Park

DEQ



Master Plan Implementation

- ▶ RRC can help Garfield Township implement their Master Plan, the Barlow Garfield Neighborhood Plan, and any other potential future subplan
- ▶ Master Plan Implementation - Housing
 - ▶ Encourage variety of housing types and densities / mixed-use
- ▶ Master Plan Implementation – Managing Future Growth
 - ▶ Encourage new and infill development close to core
 - ▶ Research creation of specific redevelopment districts
 - ▶ Create subarea plans for major corridors

BARLOW GARFIELD
NEIGHBORHOOD PLAN



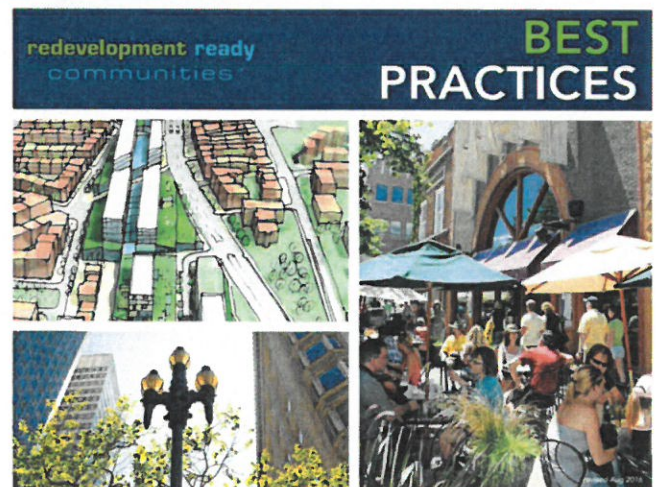
RRC Process Overview

- ▶ Step 1: Engagement
 - ▶ Learn Attend Best Practices Trainings
 - ▶ Assess Complete Self-Evaluation
 - ▶ Approve Pass a Resolution of Intent
- ▶ Step 2: Evaluation
- ▶ Step 3: Certification



Engagement – Learn

- ▶ Six Best Practices
 - ▶ 1. Community Plans and Public Outreach
 - ▶ 2. Zoning Regulations
 - ▶ 3. Development Review Process
 - ▶ 4. Recruitment and Education
 - ▶ 5. Redevelopment Ready Sites
 - ▶ 6. Community Prosperity



Engagement – Assess / Approve

- ▶ RRC Self-Evaluation
 - ▶ Which RRC best practices are being met?
 - ▶ Guide to identify action items
 - ▶ Work plan to assign tasks to accomplish evaluation criteria

- ▶ Resolution of Intent
 - ▶ Governing body must pass a resolution outlining value of engaging in process

RRC SELF-EVALUATION



A tool for Michigan communities seeking RRC certification

Potential RRC-Related Projects

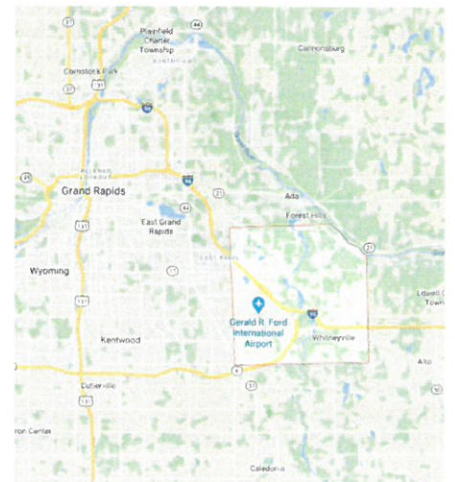
Project	Goal
1. Capital Improvements Plan (CIP)	Plan for large projects several years out
2. Public Participation Strategy	Consistent avenues for resident feedback
3. Zoning Ordinance updates	Make a more user-friendly ordinance
4. Guide to Development	Clarify and document review process
5. Orientation packets	Consistent info for new commissioners
6. Training / continuing ed policy	Consistent training for commissioners
7. List of redevelopment ready sites	Make information on key sites available
8. Economic development strategy	Attract investment / quality development
9. Marketing strategy	Articulate vision and identity of Garfield
10. Updated Township website	Make more user-friendly / mobile-friendly

Potential RRC Plan of Action

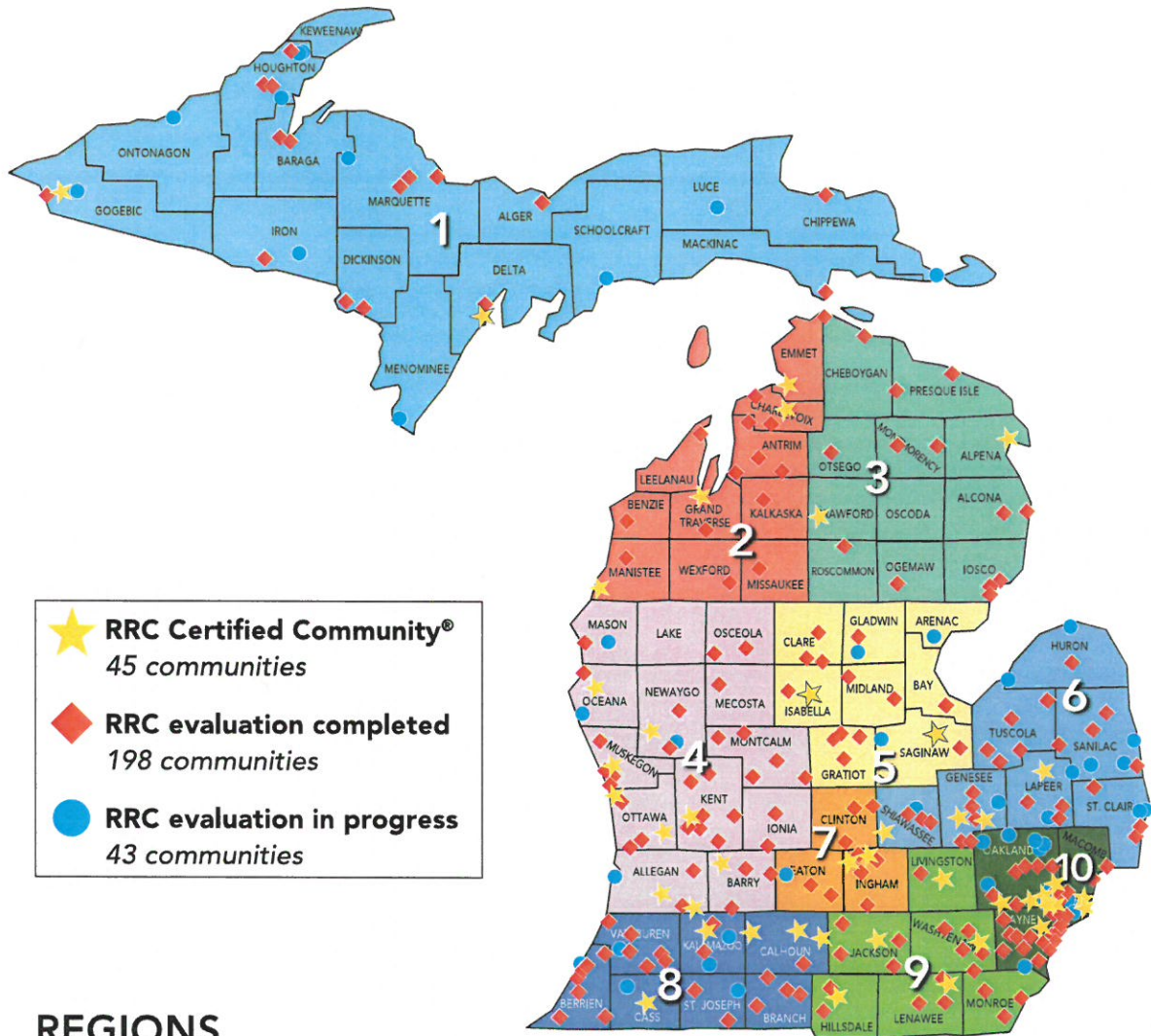
- ▶ **May 27, 2020** – PC direct Staff to complete RRC self-evaluation
- ▶ **June 24, 2020** – Self-evaluation complete / PC recommend to Board
- ▶ **July 14, 2020** – Township Board Resolution of Intent to engage in RRC

Potential RRC Peer Community

- ▶ Cascade Charter Township, Kent County
- ▶ 2010 Population: 17,134 (Garfield Township: 16,256)
- ▶ No traditional downtown area
- ▶ Recommended by MEDC as an example



redevelopment ready communities®



- ★ **RRC Certified Community®**
45 communities
- ◆ **RRC evaluation completed**
198 communities
- **RRC evaluation in progress**
43 communities

REGIONS

- | | |
|---|--|
| <p>1 Upper Peninsula region
Christopher Germain, AICP
517.599.5450
germainc2@michigan.org</p> | <p>5 East Central Michigan region
Brett Hanlon, AICP
517.290.7089
hanlonb@michigan.org</p> |
| <p>2 Northwest region
Pablo Majano
517.285.4165
majanop@michigan.org</p> | <p>6 East Michigan region
Christopher Germain, AICP
517.599.5450
germainc2@michigan.org</p> |
| <p>3 Northeast region
Pablo Majano
517.285.4165
majanop@michigan.org
(Kent, Ottawa, Muskegon counties)</p> <p>Julia Turnbull
517.599.1752
turnbullj2@michigan.org
(all others)</p> | <p>7 South Central region
Brett Hanlon, AICP
517.290.7089
hanlonb@michigan.org</p> |
| <p>4 West Michigan region
Pablo Majano
517.285.4165
majanop@michigan.org</p> | <p>8 Southwest region
Julia Turnbull
517.599.1752
turnbullj2@michigan.org</p> |
| | <p>9 Southeast Michigan region
Brett Hanlon, AICP
517.290.7089
hanlonb@michigan.org</p> |
| | <p>10 Detroit Metro region
Elizabeth King
517.249.0827
kinge5@michigan.org</p> |

General inquiries: RRC@michigan.org

redevelopment ready communities®

Region 1: Upper Peninsula

- ◆ Baraga (Baraga County)
- ★ Bessemer (Gogebic County)
- ◆ Calumet (Houghton County)
- Chassell Township (Houghton County)
- Crystal Falls (Iron County)
- DeTour (Chippewa 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)
- Lake Linden (Houghton County)
- ◆ L'Anse (Baraga County)
- Laurium (Houghton County)
- ◆ Manistique (Schoolcraft County)
- ◆ Marquette (Marquette County)
- Menominee (Menominee County)
- Michigamme Township (Marquette 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)
- ◆ Elk Rapids (Antrim County)
- ◆ Ellsworth (Antrim County)
- ◆ Kalkaska (Kalkaska County)
- ◆ Kingsley (Grand Traverse 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)
- ◆ Briley Township (Montmorency 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®
45 communities
- ◆ RRC evaluation completed
198 communities
- RRC evaluation in progress
43 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)
- ◆ Evart (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)
- ◆ Lakeview (Montcalm 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)
- ◆ Reed City (Osceola County)
- ◆ Roosevelt Park (Muskegon Cnty)
- ◆ Scottville (Mason County)
- Shelby (Oceana 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)
- Auburn (Bay County)
- Bay City (Bay County)
- Beaverton (Gladwin 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)
- Merrill (Saginaw County)
- ◆ Midland (Midland County)
- ★ Mt. Pleasant (Isabella County)
- ★ Saginaw (Saginaw County)
- ◆ St. Louis (Griiot County)
- Standish (Arenac County)

Region 6: East Michigan

- ◆ Almont (Lapeer County)
- ◆ Bad Axe (Huron County)
- Brown City (Lapeer, Sanilac counties)
- ◆ Caro (Tuscola County)
- ◆ Cass City (Tuscola County)
- Corunna (Shiawassee County)
- Crosswell (Sanilac County)
- Davison (Genesee County)
- ◆ Deckerville (Sanilac County)
- Dryden (Lapeer County)

Region 6: East Michigan cont.

- ◆ Durand (Shiawassee County)
- ◆ Fenton (Genesee County)
- ◆ Flint (Genesee County)
- ◆ Flint Charter Twp. (Genesee Cty)
- Fort Griiot (St. Clair County)
- ★ 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)
- ◆ Ososso (Shiawassee County)
- Peck (Sanilac County)
- Port Austin (Huron County)
- Port Huron (St. Clare County)
- Port Sanilac (Sanilac 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)
- ◆ Ovid (Clinton County)
- ◆ St. Johns (Clinton County)
- Vermontville (Eaton County)
- ◆ Williamston (Ingham 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)
- Colon (St. Joseph County)
- ◆ Comstock Township (Kalamazoo County)
- ◆ Decatur (Van Buren County)
- Dowagiac (Cass County)
- Galesburg (Kalamazoo 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)
- St. Joseph Charter Township (Berrien County)
- ◆ South Haven (Van Buren County)
- ◆ Stevensville (Berrien County)
- ◆ Sturgis (St. Joseph County)
- ◆ Three Oaks (Berrien County)
- ◆ 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)
- ◆ Blissfield (Lenawee County)
- ◆ Brooklyn (Jackson County)
- ◆ Chelsea (Washtenaw 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)
- ◆ Reading (Hillsdale County)
- ◆ Saline (Washtenaw County)
- ◆ Springport (Jackson County)
- ★ Tecumseh (Lenawee County)
- ★ Ypsilanti (Washtenaw County)

Region 10: Detroit Metro

- ◆ Auburn Hills (Oakland County)
- ◆ Berkley (Oakland County)
- Center Line (Macomb County)
- ◆ Clawson (Oakland County)
- ★ Dearborn (Wayne County)
- Detroit (Wayne County)
- ★ Eastpointe (Macomb County)
- ◆ Ecorse (Wayne County)
- ◆ Farmington (Oakland County)
- ★ Ferndale (Oakland County)
- Flat Rock (Wayne County)
- Grosse Pointe (Wayne County)
- ◆ Hamtramck (Wayne County)
- ◆ Hazel Park (Oakland County)
- Harper Woods (Macomb County)
- ◆ Highland Park (Wayne County)
- Holly (Oakland County)
- Huntington Woods (Oakland County)
- ◆ Inkster (Wayne County)
- Lake Orion (Oakland County)
- ◆ Lathrup Village (Oakland County)
- ◆ Lincoln Park (Wayne County)
- Madison Heights (Oakland County)
- ◆ Melvindale (Wayne County)
- Milford (Oakland County)
- ◆ Mt. Clemens (Macomb County)
- ◆ New Baltimore (Macomb County)
- ★ Novi (Oakland County)
- ★ Oak Park (Oakland County)
- Orion Township (Oakland County)
- Ortonville (Oakland County)
- Oxford (Oakland County)
- ◆ Plymouth (Wayne County)
- ◆ Pontiac (Oakland County)
- ◆ Richmond (Macomb County)
- ◆ River Rouge (Wayne County)
- ★ Rochester Hills (Oakland County)
- ◆ Romulus (Wayne County)
- ★ Roseville (Macomb County)
- ★ Southfield (Oakland County)
- ◆ Sterling Heights (Macomb County)
- ◆ Trenton (Wayne County)
- ◆ Troy (Oakland County)
- ◆ Van Buren Twp. (Wayne County)
- ◆ Warren (Macomb County)
- ◆ Waterford Twp. (Oakland County)
- ◆ Wayne (Wayne County)
- ◆ Westland (Wayne County)
- ◆ Wixom (Oakland County)
- ◆ Wyandotte (Wayne County)



COMMUNITY DEVELOPMENT GUIDANCE

The Michigan Economic Development Corporation (MEDC)'s Community Development (CD) team supports the growth of vibrant, diverse and sustainable communities across Michigan.

In order to facilitate the reinvigoration of city centers and rural communities across Michigan, the MEDC CD team administers the Michigan Strategic Fund programs:

- Brownfield Tax Increment Financing (TIF)— Act 381 Work Plans
- Community Development Block Grant (CDBG)
- Façade Restoration Initiative (FRI)
- Michigan Business Tax Brownfield Credit (legacy)
- Michigan Community Revitalization Program (MCRP)
- Michigan Main Street (MMS)
- Public Spaces Community Places (PSCP)
- Redevelopment Ready Communities® (RRC)
- Transformational Brownfield Plans (TBP)

COMMUNITY DEVELOPMENT ELIGIBILITY

Downtown?

A community's principal downtown is one with a grouping of 20 or more contiguous commercial parcels of property that include multi-story buildings of historic or architectural significance. The area must have been zoned, planned, built, or used for commercial purposes for more than 50 years. The area must primarily consist of zero-lot-line development, have pedestrian-friendly infrastructure, and an appropriate mix of businesses and services.

High Impact Corridor/Gateway?

A high impact corridor or gateway offers unique connectivity and connections to downtowns, new economic opportunities, safe and sustainable transportation, and improvement in a community's quality of life. A corridor includes one or more routes that connect to economic activity, and often forms boundaries between neighborhoods and communities.

OR

Communities with this place type **must** demonstrate readiness through **RRC engagement**.

Communities with this place type **must** demonstrate readiness through **RRC certification**.

ALL MEDC community development projects will be evaluated on the following criteria to identify high priority projects:
(complete descriptions of the criteria are on the next page)

LOCAL AND REGIONAL IMPACT CONSIDERATIONS

PLACE CONSIDERATIONS

FINANCIAL CONSIDERATIONS

COMMUNITY DEVELOPMENT GUIDANCE

ALL MEDC community development projects will be evaluated on the following criteria to identify high priority projects:

LOCAL AND REGIONAL IMPACT CONSIDERATIONS

- Project supports the vision and goals stated in the local master plan, downtown plan, and/or capital improvements plan and economic development strategy
- Project supports region-wide economic development strategy or initiative
- Located in a certified Redevelopment Ready Community
- Located in a Main Street community
- Located in a geographically disadvantaged area
- Community financially supports the project as demonstration the project is a priority

PLACE CONSIDERATIONS

- Evaluated in concert with the basic tenets of urban design; has mass, density, building type(s), and scale appropriate to the neighborhood context and positively contributes to the pedestrian experience
- Contributes to a traditionally dense mixed-use area and contains multi-story elements
- Rehabilitation, infill and historic revitalization projects
- Promotes mixed-income neighborhoods
- Incorporate integrated and sustainable approaches to manage the quantity and the quality of stormwater for infrastructure improvements
- Significant square footage being revitalized and activated
- Universal design (designed to be accessed, understood and used to the greatest extent possible by all people)
- Redevelopment meets a third-party certification for green buildings (Leadership in Energy and Environmental Design [LEED], Energy Star, Living Building Challenge, Net Zero Energy Building, Green Globes, etc.)
- Level and extent of brownfield activities undertaken in direct support of the project

ECONOMIC AND FINANCIAL CONSIDERATIONS


- Financial need for the incentive(s) demonstrated
- All other potential funding resources have been explored and maximized
- Significant financial contribution into project by developer/owner (generally 10–20%)
- High ratio of private dollars compared to the total amount of public contribution (state and federal funding) to a project
- Developer and non-third party fees (including management, guarantee, and project coordination fees, etc.) should be deferred through available cash flow as a general rule

OTHER PROJECT CONSIDERATIONS

- The community, developer and applicant must be in compliance with existing state and federal programs to be considered for support.
- The Michigan Strategic Fund (MSF) will not consider “big box” retail operations or single-story strip malls.
- Demolition of a structure, or other adverse effect to a historic resource, or structure that is eligible to be a historic resource, is discouraged.
- If a multi-unit residential project includes investment into a residential unit that will be occupied by the project’s owner/developer/sponsor, the investment into that unit will be considered for financial assistance on a case-by-case basis. If considered for assistance, such assistance will be equitable in relation to the investment into other units of the development.
- For MEDC purposes, “White Box” is defined as unfinished interior space in a commercial building with the following aspects complete: 1) Code required bathrooms; 2) Envelope wall coverings prepped for painting; and 3) Finished ceilings, flooring, electrical fixtures, plumbing fixtures, and functional HVAC and sprinkler systems. Interior space should be able to obtain a certificate of occupancy.

For more information on projects and MEDC Community Development priorities, please visit www.miplace.org or contact your Community Assistance Team (CATeam) specialist.



 Charter Township of Garfield Planning Department Report No. 2020-76		
Prepared:	May 13, 2020	Pages: 2
Meeting:	May 27, 2020 Planning Commission	Attachments: <input type="checkbox"/>
Subject:	Use Chart Project – Introduction	

BACKGROUND:

At the January and February Planning Commission study sessions, Commissioners reviewed the list of potential priority projects for 2020, including several Zoning Ordinance changes. These changes include clarification and consistency of terms used in the Ordinance especially for a few certain land uses, which came up during certain development reviews in 2019.

Staff has reviewed notes from the Planning Commission study sessions and parts of the Zoning Ordinance with potentially unclear verbiage. Staff suggests that creating a use chart would help to resolve the issues identified by the Planning Commissioners and would also give the Township a useful tool to help provide information to Township residents and applicants.

USE CHART OVERVIEW:

A use chart has several potential benefits for the Township including the following:

- Creates a quick and easy way to understand and compare what uses are allowed in each district.
- Allows for clearer communication to Township residents and potential applicants.
- Allows for consistent regulation of uses.
- Makes future Zoning Ordinance updates easier.

The use chart would be formatted as a table which includes the following information:

- Use name (one column)
- Zoning districts (one column for each district) / Use permissions (in each cell)
 - “R” = permitted by right; “SC” = permitted with special conditions; “SUP” = permitted with special use permit; Blank = not permitted
- Definition (link to corresponding definition in Article 2)
- Conditions (link to corresponding conditions in Article 7 or possibly elsewhere)

USE CHART PRINCIPLES:

Staff has considered several guiding principles in creating the use chart, including the following:

#1 – Every use should have a clear and concise name.

Several uses in the Zoning Ordinance are described with a long narrative rather than a short name. This can make the Ordinance more difficult to follow and cause confusion if uses with similar descriptions are not regulated in similar ways. Examples of uses without clear and concise names include:

- Printing, publishing, photographic reproduction, blueprinting and related trades and arts (C-G)
- Wholesale activities provided they are supplemental to retail sales and account for no more than forty percent (40%) of all merchant sales (C-G)
- Personal and business services excluding processing of physical materials (C-H)
- Service and repair of motor vehicles, trailers, and boats (C-H)
- Restaurants and outdoor seating provided the area is delineated by a curb or similar barrier (C-P)

- Accessory Uses, including retail sales of products warehoused or produced on the premises (I-G)
- Fuel/Chemical/Hazardous Waste Storage as Principal Use (I-L)
- Raising and keeping livestock, such as cattle, hogs, horses, ponies, sheep, and similar livestock upon a lot having an area not less than ten (10) acres, except feeder lots (A)

#2 – Every use should have a clear and concise definition.

The uses without a clear name, and several of those uses with a clear name, also lack a clear and concise definition. A clear and concise definition allows for a quick understanding of every use which makes the Ordinance more user-friendly. It also allows long descriptions of uses to be placed in Article 2 of the Zoning Ordinance, which keeps each district Section concise. Staff will review the Zoning Ordinance to check if each use has a definition, review the definition, and add a definition for any use without one.

#3 – All uses permitted within a zoning district should be described in the Section for that district.

There are several district Sections which reference uses permitted in other districts. Examples of this type of reference include the following:

- R-2, Uses Permitted by Special Conditions – All uses permitted by special condition in the R-1 District, subject to all standards and conditions specified therefore.
- R-3, Uses Permitted by Special Conditions – All uses permitted by special condition in the R-1 District, subject to all standards and conditions specified therefore.
- C-G, Uses Permitted by Special Conditions – All uses permitted by special use permit in the C-L District, subject to all standards and conditions specified therefore unless the use is specifically listed under § 320 (C).

This makes the Zoning Ordinance less user-friendly because it requires looking up a list of permitted uses in another zoning district. Listing uses directly in each district Section allows for a quick understanding of all uses permitted in that district. A use chart also facilitates quick comparison between the districts without relying on cross-references to district Section pages.

#4 – All special conditions or regulations for a specific use should not be listed in Article 3.

The district Section pages in Article 3 are intended to show all the uses permitted in each district. Special conditions and regulations should be listed elsewhere. Most of these will be in Article 7, Supplemental Use Regulations, but some may be in other places in the Ordinance. Wherever a use is listed in the Ordinance, including Article 3 and the use chart, there should be a cross-reference link to the conditions.

#5 – The use chart should fit within landscape view on an 8 ½” x 11” sheet of paper.

The use chart must be readable and reproduceable as a handout to residents and potential applicants. This allows the use chart to function as a quick and concise handout for residents and applicants containing key information about what uses are allowed in the Township. All columns should fit within landscape view, although the chart itself may take up several pages.

#6 – Each district Section should fit front-to-back in portrait view on an 8 ½” x 11” sheet of paper.

A concise description of the uses permitted and regulations in each district Section should ideally be no more than two pages, front-to-back. This allows for each district Section page to function as a quick and concise handout for residents and applicants containing key information about each district.

ACTION REQUESTED:

This report is intended for information and discussion. No formal action is requested at this time.