

CHARTER TOWNSHIP OF GARFIELD PLANNING COMMISSION MEETING

Wednesday, September 27, 2023 at 7:00 pm
Garfield Township Hall
3848 Veterans Drive
Traverse City, MI 49684
Ph: (231) 941-1620

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 – September 13, 2023

4. Correspondence

5. Reports

- a. Township Board
- b. Planning Commissioners
 - i. Zoning Board of Appeals
 - ii. Parks and Recreation Commission
 - iii. Joint Planning Commission
- c. Staff Report
 - i. Master Plan Announcement

6. Unfinished Business

- a. PD 2023-112 – Master Plan Update – Future Land Use and Master Street Plan

7. New Business

8. Public Comment

9. Other Business

10. Items for Next Agenda – October 11, 2023

- a. Durga R-3 Rezoning – Findings of Fact
- b. Portable Storage Solutions Special Use Permit – Findings of Fact
- c. Marengo 31 Special Use Permit – Extension Request
- d. 3066 N Garfield Commercial District Housing Special Use Permit – Introduction

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.

**CHARTER TOWNSHIP OF GARFIELD
PLANNING COMMISSION MEETING
September 13, 2023**

Call Meeting to Order: Chair Racine called the September 13, 2023 Planning Commission meeting to order at 7:00pm at the Garfield Township Hall.

Pledge of Allegiance

The Pledge of Allegiance was recited by all in attendance.

Roll Call of Commission Members:

Present: Chris DeGood, Pat Cline, Joe McManus, Molly Agostinelli, Joe Robertson, John Racine and Robert Fudge

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

1. Public Comment (7:00)

None

2. Review and Approval of the Agenda – Conflict of Interest (7:01)

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

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

Nays: None

3. Minutes (7:02)

a. August 23, 2023 Regular Meeting

Fudge moved and Robertson seconded to approve the August 23, 2023 Regular Meeting minutes as presented.

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

Nays: None

4. Correspondence (7:02)

Sych stated that a flyer is on Commissioner desks regarding a training in Leelanau County which focuses on planning for community projects.

5. Reports (7:03)

Township Board Report

Agostinelli stated that township millage was lowered and the Class C liquor license was awarded to High Tops restaurant which will be located in the Grand Traverse Mall. She added that Staff is reviewing how to become a resort redevelopment area near the Cherryland Center.

Planning Commissioners

- i. **Zoning Board of Appeals**
Fudge had no report.
- ii. **Parks and Recreation Commission**
DeGood had no report.
- iii. **Joint Planning Commission**
McManus had no report.

Staff Report

- i. **PD 2023-106 – Planning Department Monthly Report – September 2023**
Sych stated that this report was submitted in writing and is included in commissioner packets.
- ii. **Master Plan Announcement**
Hannon stated that the Master Plan is still being worked on and updates continue to be posted on the website. The hotel behind Chik-fil-A has begun construction. Hannon said that they are in contact with Meijer regarding their parking lot and added that the Michigan Association of Planning Conference is coming up and anyone wishing to attend can contact him.

6. Unfinished Business

- a. **PD 2023-108 – Durga R-3 Rezoning – Public Hearing (7:07)**
The applicant has requested rezoning of their parcel (ID #05-022-023-00) at 2624 Hartman Road from the R-R Rural Residential district to the R-3 Multi-Family Residential district via the Zoning Map Amendment process, without restriction. This parcel is located on the north side of Hartman Road near the intersection with Cass Road and is about 5 acres in total. The site contains a single-family home in the southeast corner of the parcel and has a single curb cut on Hartman Road. Chair Racine opened the public hearing at 7:09pm. Property owner Greta Durga spoke briefly about the property and said there were no neighbors nearby and she had not heard any opposition. Racine closed the public hearing at 7:11pm. Commissioners had a brief discussion regarding the property and noted that the master plan allowed for this zoning change.

Agostinelli moved and DeGood seconded to direct Staff to draft Findings of Fact for application Z-2023-02 to be reviewed at the October 11, 2023 Planning Commission meeting.

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

b. PD 2023-109 – Portable Storage Solutions Special Use Permit – Public Hearing (7:14)

This application requests approval of a Special Use Permit for Retail, Industrial Primary at the subject site. Retail, Industrial Primary is a use permitted via Special Use Permit in the I-G General Mixed-Use Industrial Business zoning district. The main use will be storage for shipping containers and there will be some outdoor storage. The location of the parcel is 2550 Cass Road, north of Miller Creek Drive and is about 4.11 acres in size. The existing zoning is I-G – General Mixed-Use Industrial Business. Chair Racine opened the public hearing at 7:20pm and seeing no one wishing to comment, closed the public hearing.

Cline moved and Robertson seconded to direct staff to prepare Findings of Fact for application SUP-2023-06, submitted by Northview 22, LLC for a Special Use Permit for retail, industrial primary use at Parcel 05-022-027-15 to be reviewed on October 11, 2023.

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

c. PD 2023-110 – Zoning Ordinance – R-2/R-3 Proposed Changes – Public Hearing (7:24)

The R-2 One and Two Family Residential and R-3 Multiple Family Residential zoning districts provide for duplexes and apartments, respectively. The dimensional requirements in the two districts often limit the ability for duplexes and apartments to be built. The proposed amendments allow for a minimum lot width and remove the per dwelling unit requirement for dimensional standards and reduces some setbacks. Racine opened the public hearing at 7:26pm and seeing no one wanting to make comment, closed the public hearing.

McManus moved and Robertson seconded THAT the proposed amendment to the Garfield Township Zoning Ordinance, as attached to Planning Department Report 2023-110, BE RECOMMENDED FOR ADOPTION by the Township Board.

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

7. New Business

None

8. **Public Comment (7:33)**

None

9. **Other Business (7:33)**

Commissioners discussed the BATA project.

10. **Items for Next Agenda – September 27, 2023 (7:36)**


a. Master Plan Update – Future Land Use and Master Street Plan

Commissioners briefly discussed two roads that were closed to truck traffic. Staff will reach out to the Road Commission.

11. **Adjournment**

Fudge moved to adjourn the meeting at 7:40pm.

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

 Charter Township of Garfield Planning Department Report No. 2023-112		
Prepared:	September 20, 2023	Pages: 2
Meeting:	September 27, 2023 Planning Commission Study Session	Attachments: <input checked="" type="checkbox"/>
Subject:	Master Plan Update – Future Land Use and Master Street Plan	

The August 27 study session will cover Future Land Use and the Master Street Plan. We have provided a **rough** draft of the proposed plan text and associated maps. To provide full context, the Strategic Plan, Vision, and Core Concepts sections are included. The rough draft is an excerpt (pages 13 to 35) in the full plan document. Specifically, we wanted to note the following:

- The **Future Land Use** designations describe different areas of the Township intended for specific land uses and are formed around a common set of characteristics. Note that there have been changes to the future land use descriptions. Specifically, you will see some new names and descriptions. Most importantly, we have merged Districts and Nodes into two designations. Districts are now Mixed-Use Centers and Nodes are now Mixed-Use Neighborhoods. This will integrate these mixed-use areas directly with the other future land use designations.
- The **Master Street Plan** is a master plan component described by the Michigan Planning Enabling Act which may potentially be used for describing all “components of a transportation system and their interconnectivity including streets and bridges, public transit including public transportation facilities and routes, bicycle facilities, pedestrian ways, freight facilities and routes, port facilities, railroad facilities, and airports.”

The Master Street Plan is intended to be developed from the corridors described above and include potential future road connections. Identifying corridors allows for a focus on specific future needs such as street connections, cross-access, and access management. Planning for corridors requires a collaborative effort with the Grand Traverse County Road Commission (GTCRC) and Michigan Department of Transportation (MDOT).

NEXT STEPS:

Forthcoming reviews are as follows:

<i>Meeting Date</i>	<i>Subject</i>
September 27, 2023	Future Land Use, Future Connections
October 25, 2023	Implementation Strategies, including Zoning Plan
November 8, 2023	The regular meeting may be used for further review – <i>depending on business agenda</i>
December 13, 2023	The regular meeting may be used for further review – <i>depending on business agenda</i>

ACTION:

No action is required. This report and attachments are for review and discussion only.

Attachments:

1. Excerpt of Rough Draft of Master Plan (including Strategic Plan, Vision, Core Concepts, Future Land Use, and Master Street Plan)
2. Current Future Land Use Map – 2018
3. Draft Future Land Use Map – 2023
4. Draft Future Land Use Map (Showing Changes) – 2023
5. Draft Future Connections Map – 2023

STRATEGIC PLAN

In 2019, the Board of Trustees developed and adopted the Township Strategic Plan. The Strategic Plan outlines a vision, mission, and goals that reflect community values and provides guidance for decisions made in the best interest of Garfield. Here, the Strategic Plan provides a foundation for the development of the Master Plan as its chapters advance the strategic goals.

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

VISION

The vision is a statement articulating what we want Garfield to look and feel like in the future.

Garfield is...

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

CORE CONCEPTS

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

- Many Places. One Community. One Plan. Garfield is formed by different centers and neighborhoods that vary by a mix of uses, density, building form, land use patterns, and natural amenities. The Master Plan is an integrated effort that connects these different places through one, shared vision.
- Access to Quality Housing Choices. Garfield provides a wide array of housing options for existing and new residents. The Master Plan is the foundation for zoning and other mechanisms that ensure the construction of housing in walkable settings linked to services, goods, and valued open spaces.
- Balancing a Resilient Economy and a Flourishing Ecosystem. Garfield has a diverse economy and a tax base that coexists with a protected and enhanced natural environment. The Master Plan promotes the design of the built environment that is sensitive to natural features.
- Better Corridors = Connected Community. The different places in Garfield affect connectivity and how people travel. The Master Plan supports a complete and connected transportation system so that users can travel to locations that matter most.

FUTURE LAND USE

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

The following narrative provides description of future land use designations and future connections within identified corridors. These land use and connection designations form the basis of this Plan and the associated future land use and future connections maps.

The future land use designations used in this Master Plan are as follows:

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

AGRICULTURAL AND RURAL RESIDENTIAL (> 1 UNIT PER ACRE)

This designation provides areas for agricultural operations and low intensity residential land uses in the outlying areas of Garfield. The designation is composed primarily of unsubdivided lands that are vacant or are in agricultural use with some dwellings and accessory uses. This area is suitable for large tracts of open space, agricultural areas, woodlands, and fields. It is intended to promote the protection of the existing natural environment and to preserve, enhance, and stabilize the essential characteristics and economic value of these areas as agricultural lands. This designation may be used to encourage development in and near the urbanizing core areas of Garfield by limiting the development densities of parcels less suited for intensive development.

LOW DENSITY RESIDENTIAL (1 TO 3 UNITS PER ACRE)

This designation provides areas for traditional single-family residential dwelling units. This includes areas of existing single-family development as well as areas within which such development appears likely and desirable. More intensive development is encouraged in and near the urbanizing core areas of Garfield, with less intensive development moving outward towards the rural areas. The designation is intended to encourage a suitable neighborhood environment for family life by including among the permitted uses such facilities as schools and parks that will promote a sense of community and urban vitality.

MODERATE DENSITY RESIDENTIAL (3 TO 6 UNITS PER ACRE)

This designation provides areas for moderate density single-family and two-family residential dwelling units in and near to the developing core areas of Garfield. The districts include areas of existing single-family and two-family developments as well as areas within which such development appears likely and desirable. This area should encourage a suitable neighborhood environment for family life by including among the permitted uses such facilities as schools, places of worship, and parks. This area is meant to provide a range of housing choices, promote a sense of community, urban vitality, and to facilitate the efficient provision of infrastructure.

HIGH DENSITY RESIDENTIAL (6 TO 10 UNITS PER ACRE)

This designation provides areas for moderate density to high-density single-family and two-family residential dwelling units mixed with a variety of multi-family residential dwelling types, including apartments where adequate public facilities and services exist with capacity to serve such development. These areas contain an existing mix of these dwelling types, as well as areas within which such development appears likely and desirable. They are intended to encourage more intensive development in and near the urbanizing core areas of Garfield. Design should encourage a neighborhood environment for family life and include uses such as schools, places of worship, and parks that will promote a sense of community, urban vitality, and the efficient provision of infrastructure. Zoning district regulations should allow for market and design flexibility, while preserving the neighborhood character and permitting applicants to cluster development in order to preserve environmentally sensitive and natural land areas.

MOBILE HOME RESIDENTIAL

This designation indicates areas which are suitable for mobile home subdivisions and mobile home parks, including areas of existing developments as well as areas proposed and approved for such development. This classification is intended to encourage moderate density to high-density mobile home subdivisions and mobile home park developments where adequate public facilities and services exist with capacity to serve such development. The State of Michigan defines density for mobile home residential developments.

PUBLIC/SEMI-PUBLIC

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

MIXED-USE NEIGHBORHOOD

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

BROOKSIDE COMMONS

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

Guiding Principles:

- Housing. With available water and sewer service, moderate and high density residential is planned for this mixed-use neighborhood.
- Neighborhood Services. Local commercial uses are planned at the northwest corner of North Long Lake and Zimmerman Roads in the Brookside Commons planned unit development.
- Connectivity. A future extension of Zimmerman Road to Harris Road is anticipated. Consideration may be made for connecting Barnes Road to Zimmerman Road. Sidewalks are a priority along North Long Lake and Zimmerman Roads to connect immediate residential areas, offices, and schools to neighborhood services.

CEDAR RUN CAMPUS

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

Guiding Principles:

- Mixed-Use. Mixed-use development on primary corridors is encouraged including moderate and high density residential with existing medical, office, and local

commercial uses. Consideration shall be given to surrounding existing uses, future land use, and site design to determine the compatibility of proposed mixed-use developments. Industrial sites should be transformed to appropriate compatible uses should they become available for redevelopment.

- Housing. Housing in this neighborhood should not impede the continued use of medical services and clinics and remain secondary to other development.
- Neighborhood Services. While varied services may be considered, local commercial uses will be limited to the Oleson planned unit development. Automobile-oriented uses, such as drive-through restaurants, shall not be permitted.
- Connectivity. Development throughout the neighborhood will provide connectivity by including sidewalks along primary corridors to promote walkability, internal street connections, cross-access agreements to allow access between adjacent sites and to manage curb cuts, and connections to transit services. The neighborhood will support a trail connection between Commons Natural Area and Hickory Meadows. Potential road connections for consideration include a connection between Munson Medical Center and North Royal Drive.
- Building Placement. Placement, scale, and design of buildings should establish a sense of place, while increasing the allowable density of land development creates a critical mass of activity. This critical mass of activity, through density, mix of uses, and architectural character draws new investment, visitors, and residents. Any new buildings in the area shall promote a pedestrian scale, neighborhood character. For streets designed to be walkable, setbacks should be smaller and building placement should be consistent between neighboring sites.

GREEN HILL

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

Guiding Principles:

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

- Connectivity. Non-motorized connections include extension of the Buffalo Ridge Trail to allow access to Silver Lake Recreation Area and a sidewalk connection to the Crown planned unit development.

MCRAE HILL BASE

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

Guiding Principles:

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

RENNIE HILL / VETERANS DRIVE

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

Guiding Principles:

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

M-72 / WEST BAY

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

Guiding Principles:

- Mixed-Use. Mixed-use development is encouraged at and near this commercial and office node, including higher density residential, commercial, office, and institutional uses. Consideration shall be given to surrounding existing uses, future land use, and site design to determine the compatibility of proposed mixed-use developments.
- Site Design. Sites are to be designed at a scale that encourages a neighborhood character. Site design will reinforce this character through consistency in building setback and placement, landscaping and planting elements, and other site features.
- Connectivity. Shared driveways and cross-access easements are encouraged to improve access, connect parking areas, reduce turning conflicts, and improve traffic flow. Sidewalks are encouraged to be constructed to connect to existing sidewalks in Traverse City and the Leelanau Trail.

MIXED-USE CENTER

A mixed-use center is a large district within Garfield with noticeable concentrations of commercial, residential, and/or public/semi-public uses. Centers may be further defined by geographic features, access from major roads, and significant infrastructure. A mixed-use center serves the needs of residents and visitors to Garfield.

CHERRYLAND CENTER

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

Guiding Principles:

- Mixed-Use. Mixed-use development is encouraged including commercial, higher density residential, entertainment, office, and public gathering spaces. Consideration shall be given to surrounding existing uses, future land use, and site design to determine the compatibility of proposed uses.
- Housing. New housing will allow for a diverse selection of unit types and sizes, which will serve the varied housing needs of Garfield.
- Public Spaces. Development throughout the center will account for public gathering spaces. Establishing these places in either the public realm or within private developments creates a better sense of community and meets the needs of residents and visitors. Improving the overall appearance of the center is encouraged including

cleanup of properties, upgrade of infrastructure, and installation of landscaping, sidewalks, and pedestrian scale lighting.

- Site Design. Sites are to be designed at a scale that encourages a neighborhood character appropriate for the center. Site design will reinforce development principles through consistency in building setback and placement, landscaping and planting elements, and other site features. Positive visual aspects of the built environment promote a safe and attractive center for residents and visitors, project community pride, and help maintain a distinctive image.
- Building Placement. Placement, scale, and design of buildings should establish a sense of place, while increasing the allowable density of land development creates a critical mass of activity. This critical mass of activity, through density, mix of uses, architectural character, and recreational opportunities draw new investment, visitors, and residents.
- Connectivity. Development throughout the center will provide connectivity by including sidewalks, internal street connections, cross-access agreements, management of curb cuts, and access to transit services. Currently, a limited number of driveways works successfully in providing smooth access to multiple businesses located at Cherryland Center. This configuration shall be maintained for future development.
- Parking. Parking areas should be placed in rear or side yards and avoid front yards and other prominent locations. Prominent locations should be reserved for buildings, landscaping or gathering spaces. Shared parking should also be used whenever possible.

BARLOW PARK

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

Guiding Principles:

- Mixed-Use. This center is mostly light industrial. This designation is intended to encourage the continuation of light industrial uses while also allowing for additional complementary uses that create an innovation district. Business incubators, live-work units, makerspaces, and limited commercial may be considered for this area. To provide for a variety of development options, creation of a mixed-use zoning district should be considered to provide flexibility in uses and improved urban design. Low-volume retail commercial uses may be considered only as an accessory use, but otherwise retail commercial uses shall not be permitted. Upper floor residential may also be considered as an appropriate accessory use.
- Building Placement. The placement, scale, and design of buildings should establish a sense of place, while increasing the allowable density of land development creates a critical mass of activity. This critical mass of activity, through density, mix of uses, architectural character, and recreational opportunities draw new investment, visitors, and residents. This plan envisions new buildings in the center to promote

neighborhood character. For streets designed to be walkable, setbacks should be smaller and building placement should be consistent between neighboring sites.

- Site Design. Sites are to be designed at a scale that encourages a neighborhood character appropriate for the district. Site design will reinforce the development principles through consistency in building setback and placement, landscaping and planting elements, and other site features. Positive visual aspects of the built environment promote a safe and attractive neighborhood for residents and visitors, project community pride, and help maintain a distinctive image.
- Parking. Parking areas should be placed in rear or side yards and avoid front yards and other prominent locations. Prominent locations should be reserved for buildings, landscaping or gathering spaces. Shared parking and on-street parking should also be used whenever possible.
- Connectivity. Shared driveways and cross-access easements should be developed to improve access, connect parking areas, reduce turning conflicts, and improve traffic flow.

GARFIELD CENTER

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

Guiding principles:

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

RENNIE PLAINS

The area east of US 31 and north of Rennie School Road is an area of light and heavy industrial and commercial uses with outdoor operations, outdoor storage, and outdoor display of

recreational vehicles, boats, etc. While the area has space that allows for additional expansion of uses, infrastructure improvements, including water, sewer, and roads, are needed to provide full service to all the uses. A prominent site known as the Oleson Foundation property located west of US 31 provides opportunity for a mixed-use business park development.

Guiding Principles:

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

LOGAN'S LANDING

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

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

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

Guiding Principles:

- Mixed Use. Mixed-use development is encouraged such as higher density residential, commercial, office, and entertainment uses. To help facilitate higher density, tall buildings may be appropriate. Consideration shall be given to surrounding existing uses, future land use, and site design to determine the compatibility of proposed mixed-use developments.
- Water Quality. Development shall not harm the water quality of the lake and river. Due to the area's proximity to the lake and river, appropriate waterfront setbacks should be considered.

- Non-Automobile-Oriented Uses. Due to the area's proximity to the lake and river, as well as the traffic patterns and limited space for ingress and egress to the sites in this area, automobile-oriented uses such as drive-through uses, vehicle repair centers, gas stations, and car washes would not be considered appropriate for this node.
- Public Spaces. Development throughout the node will account for public spaces including public gathering spaces, bike paths, trails, and recreational areas. Uses that support trail and recreation activity are a priority. Public spaces in the node will accommodate a variety of activities and promote public safety and community identity. The YMCA currently operating at the Boardman Valley Nature Preserve is anticipated to relocate and allow a reduction in the intensity of recreational use in the Preserve.
- Connectivity. Future non-motorized connection of Boardman Lake Loop to the Boardman River Trail. Future improvement of the South Airport Road crossing of Boardman River is expected and may impact redevelopment.

ASHLAND PARK

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

Guiding Principles:

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

COPPER RIDGE

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

Guiding Principles:

- Mixed-Use. Mixed-use development in Copper Ridge will include single-family and multi-family residential uses combined with continued office and commercial uses.

Uses that continue to support the medical focus of the mixed-use neighborhood are encouraged. Consideration shall be given to surrounding existing uses, future land use, and site design to determine the compatibility of proposed mixed-use developments.

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

COMMERCIAL

The commercial land use designation indicates where commercial uses of varying intensity may be appropriate. This Plan includes only one broad "Commercial" category intended to encompass a variety of commercial zoning districts which may be appropriate on a case-by-case, property-by-property basis. For example, depending on surrounding land uses and zoning patterns, it may be appropriate to consider zoning a property C-L (Local Commercial) but totally inappropriate to consider zoning property any other commercial zoning district. Zoning district regulations should be designed to protect abutting and surrounding areas by requiring certain minimum yard and area standards which are compatible with those called for in surrounding, non-commercial zoning districts.

INDUSTRIAL

The intent of the industrial areas is to remain primarily industrial in nature while allowing a limited number of non-industrial uses that are envisioned as accessory or complementary to existing and future industrial uses of the districts. Non-industrial uses of property within these districts are subject to industrial impacts from adjacent parcels including, but not limited to, noise, dust, and vibrations.

RECREATION/CONSERVATION

This land use designation indicates areas suitable for active and passive recreation which are already owned by a municipality or other governmental entity. This classification is not intended to identify future properties which may be acquired as the parkland system grows, but rather to protect and preserve existing parks and sensitive natural areas, such as wetlands. This area also includes lowlands along the Boardman River Valley which are currently, or were formerly, inundated by the Boardman River.

GRAND TRAVERSE COMMONS

This designation identifies the Grand Traverse Commons Redevelopment District, a jointly planned area established under the authority of the Michigan Joint Municipal Planning Act 226 of 2003, as amended. This area is subject to a separate master plan and development regulations administered by the Grand Traverse Commons Joint Planning Commission.

FUTURE LAND USE MAP

Insert map

MASTER STREET PLAN

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

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

CORRIDORS

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

HARTMAN-HAMMOND

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

Linking Hartman and Hammond Roads with a vehicular and pedestrian crossing of the Boardman River provides an essential connection that greatly improves the transportation network. Creating this complete corridor will include management of new development focused on industrial and multi-family residential uses with a limited amount of neighborhood services. Access management and the limiting of driveways onto the corridor are essential to maintaining the efficiency of the corridor.

Boardman River Crossing Findings:

For the river crossing and establishment of the Hartman-Hammond corridor, the following findings have been made:

- Identified in the East-West Corridor Transportation Study. The East-West Corridor Transportation Study was a project funded and managed by the Grand Traverse County Road Commission to develop solutions to the growing transportation issues in north-central Grand Traverse County. As the Traverse City-Garfield urban area grows into a thriving region, traffic congestion and other transportation woes threaten to stifle that progress. The study provided several short term and long-term solutions to address traffic congestion issues over the next 10 years. Solutions were also identified as improvements that may be needed past the 10-year horizon of the study, however planning and programming for these projects could begin immediately.
- Supported further by the Focused Planning and Environmental Linkages (PEL) Study. Grand Traverse County Road Commission retained OHM Advisors to complete a Focused Planning and Environmental Linkages (PEL) study of a potential Boardman River roadway crossing. The purpose of the Focused PEL was to assess technical aspects and environmental constraints, listen to people in the community, and determine the feasibility of adding a crossing over the Boardman River. Consideration of various crossing alternatives was made, including a no-build alternative. The result of the Focused PEL identified a Hartman-Hammond crossing as the preferred scenario.
- Additional Agency Support. A Hartman-Hammond crossing is a locally accepted alternative with support by Federal Highway Administration (FHWA), Michigan Department of Transportation (MDOT), Environmental Protection Agency (EPA), Department of Natural Resources (DNR), and park areas known as Section 4(f) agencies.
- Reduction of Traffic Volumes. According to the Focused PEL study, a Hartman-Hammond connection results in the greatest percentage of reduced traffic volumes on South Airport Road and is the best overall traffic network improvement.
- New Route for US 31. By relocating US 31 to Hartman-Hammond, traffic, including heavy truck traffic, could be rerouted and alleviate traffic and congestion pressures on the existing portion of US 31 through Garfield, Division Street, Grandview Parkway and Front Street, and Munson Avenue.
- Redundancy. By creating a third river crossing in Garfield, increased resiliency is provided for the transportation system during emergency incidents, weather events, or construction activities.
- Building an Interconnected Road System. An interconnected road system results in shorter trips, lower energy consumption, and less impact on air quality. The road system in Garfield is constrained by limited river crossings connecting a large geographic area. Garfield, an urbanizing community of over 20,000 residents, currently has only two river crossings which greatly limits the interconnectedness of the road system. In comparison, the City of Traverse City, with a population of over 15,000, has eight river crossings and a notably smaller geographic area.
- South Airport Crossing Reconstruction and Restoration of the Boardman River. Reconstruction of the South Airport Road crossing will allow for restoration of the Boardman River to its original course. By providing an additional river crossing, this

restoration effort is increasingly viable without placing enormous constraint on the road system during construction.

- Support for Local Transit System. With its new multi-million-dollar headquarters at the corner of Hammond and LaFranier Road, the Bay Area Transportation Authority (BATA) supports the Hartman-Hammond connection to create greater efficiencies in operating its transit system.
- Supports Residential and Industrial Development. The Hartman Road and Hammond Road corridors both provide an increasing number of needed dwelling units to quell the housing crisis. Furthermore, this area is an important industrial area to provide jobs for the region. The Hartman-Hammond connection would allow greater efficiency to access this area and connect to locations through the urbanizing area.
- Less Impact on Wetlands. In 2001, a smaller bridge crossing was proposed but would have resulted in an anticipated permanent wetland impact of 4.9 acres. The 2022 proposed bridge crossing would only have an anticipated permanent wetland impact of 1.0 acre. Review and mitigation of environmental impacts will occur as part of the project.
- Air Quality. With the river crossing, trip options are increased, and overall length of trips is reduced. This results in a reduction in air quality impacts due to less congestion and idling traffic.

Guiding Principles:

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

SOUTH AIRPORT

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

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

Guiding Principles:

- Mixed-Use. The frontage along US 31 will be commercial uses. Interior sites will be industrial uses and those commercial uses not requiring visibility. The east side of US
- Connectivity. Shared driveways and cross-access easements should be developed to improve access, connect parking areas, reduce turning conflicts, and improve traffic flow through the corridor. Limiting the number of driveways works successfully in providing smooth traffic flow and access to businesses at key locations.
- Parking Areas. Parking areas should be placed in rear or side yards and avoid front yards and other prominent locations. Prominent locations should be reserved for buildings, landscaping or gathering spaces. Shared parking and on-street parking should also be used whenever possible.
- Streetscape Improvements. To build neighborhood character and improve appearance, landscaping and lighting should be provided along the corridor.

US 31

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

Rennie Plains

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

Guiding Principles:

- Mixed-Use. The frontage along US 31 will be commercial uses. Interior sites will be industrial uses and those commercial uses not requiring visibility. Multi-family residential may be incorporated along the edges of the corridor.
- Connectivity. Shared driveways and cross-access easements should be developed to improve access, connect parking areas, reduce turning conflicts, and improve traffic flow. Using access management to limit the number of driveways works successfully in providing smooth traffic flow and access to businesses at key locations. Frontage roads, including an extension of the existing Oleson Commerce Drive frontage road, are also encouraged as a tool for access management.

- Infrastructure. Development of an internal road systems accessed from state and county roads is expected, including construction of new public streets where appropriate.

McRae Hill

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

Guiding Principles:

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

Southview Parkway

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

Guiding Principles:

- Planned Commercial. This area is occupied by and suited for the development of regional retail sales and service establishments. Continued investment in development and redevelopment of the corridor is encouraged while balancing interaction with the highway, adjacent neighborhoods, and natural features.
- Connectivity. Shared driveways, cross-access easements, and service drives should be developed to improve access, connect parking areas, reduce turning conflicts, and improve traffic flow. By requiring cross access and consolidating driveways, access to businesses from US 31 is easier and results in an improved level of service. Garfield should work with the Michigan Department of Transportation and property owners to advance access management.

- Non-motorized Network. Trails and sidewalks should be built to expand the non-motorized network for the corridor to connect businesses with adjoining neighborhoods and areas. In addition to the main corridor, interior streets and drives should also include sidewalks.
- Identity and Streetscape Improvements. To build corridor character and improve appearance, landscaping and lighting should be provided along the thoroughfare and prominent interior streets. A long-term vision of the corridor may include the conversion of US 31 into a boulevard with median and landscaping.
- Kids Creek Buffer. The US 31 corridor includes branches of Kids Creek. Developments within the corridor shall be carefully reviewed to determine their relation to the creeks and wetlands. Protective setbacks, plantings, and other methods shall be utilized to safeguard Kids Creek.

FUTURE CONNECTIONS

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

MANITOU DRIVE EXTENSION

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

EAST SILVER LAKE ROAD – SOUTH AIRPORT ROAD

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

STADIUM DRIVE AND BLUE STAR DRIVE

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

LOWE’S – GRAND TRAVERSE MALL

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

RED DRIVE – SILVER DRIVE

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

ZIMMERMAN ROAD AND BARNES ROAD

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

BARNEY ROAD – HICKORY HILLS

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

CEDAR RUN CAMPUS AREA

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

FUTURE CONNECTIONS MAP



Insert map

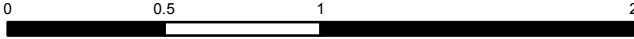
Charter Township of Garfield
 Grand Traverse County, Michigan
 2018 Future Land Use Map

Legend

- Agricultural / Rural Land (≤1 Unit Per Acre)
- Low Density Residential (1-3 Units Per Acre)
- Moderate Density Residential (3-6 Units Per Acre)
- High Density Residential (6-10)
- Mobile Home Residential
- Professional Office
- Institutional
- Commercial
- Industrial
- Recreational
- Grand Traverse Commons
- Private Street
- Public Street
- Garfield Parcels

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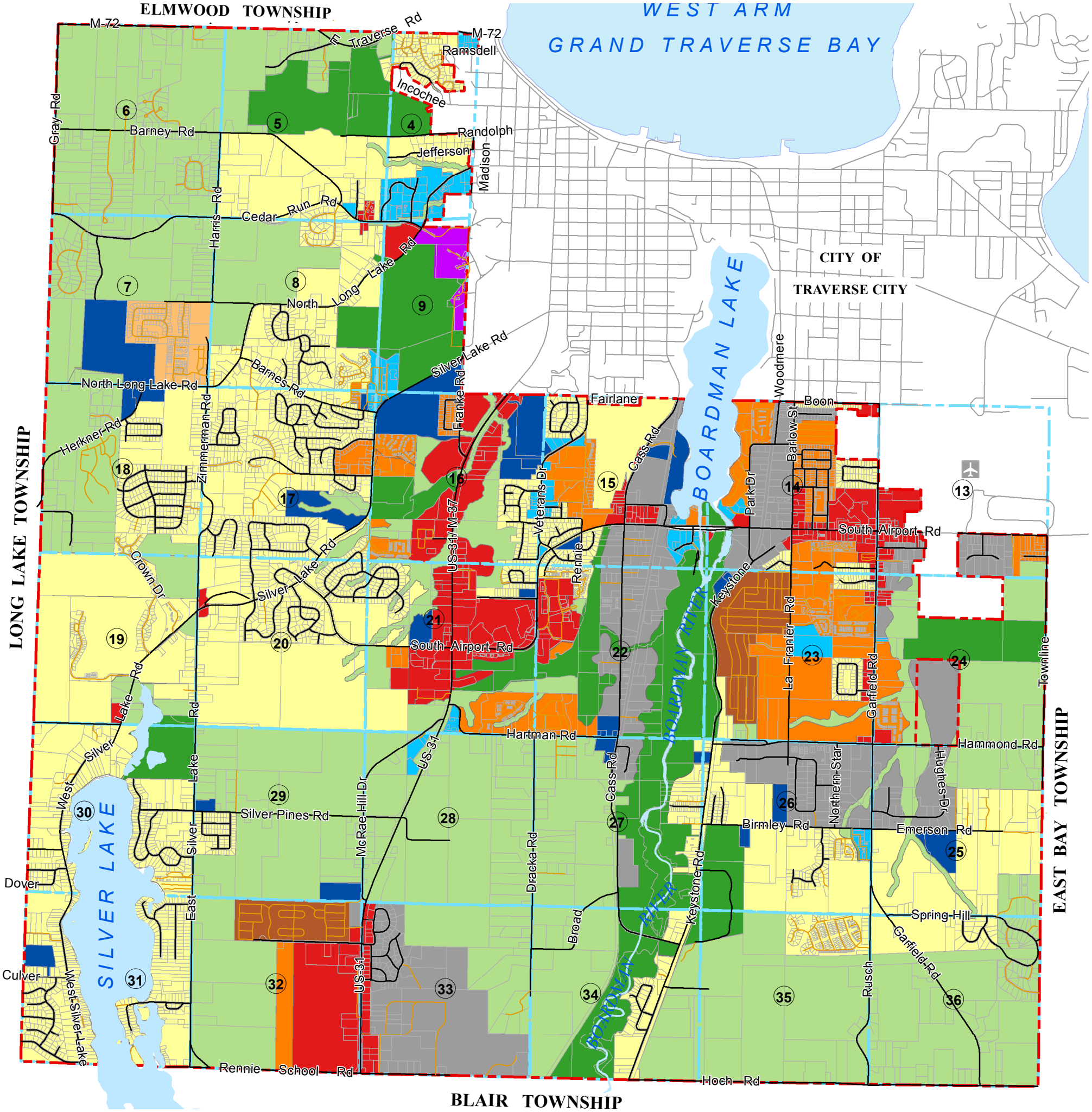





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Document Print Date: 10/31/2019

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Map X - Master Plan

DRAFT

Future Land Use

2023 Master Plan - Future Land Use

Categories

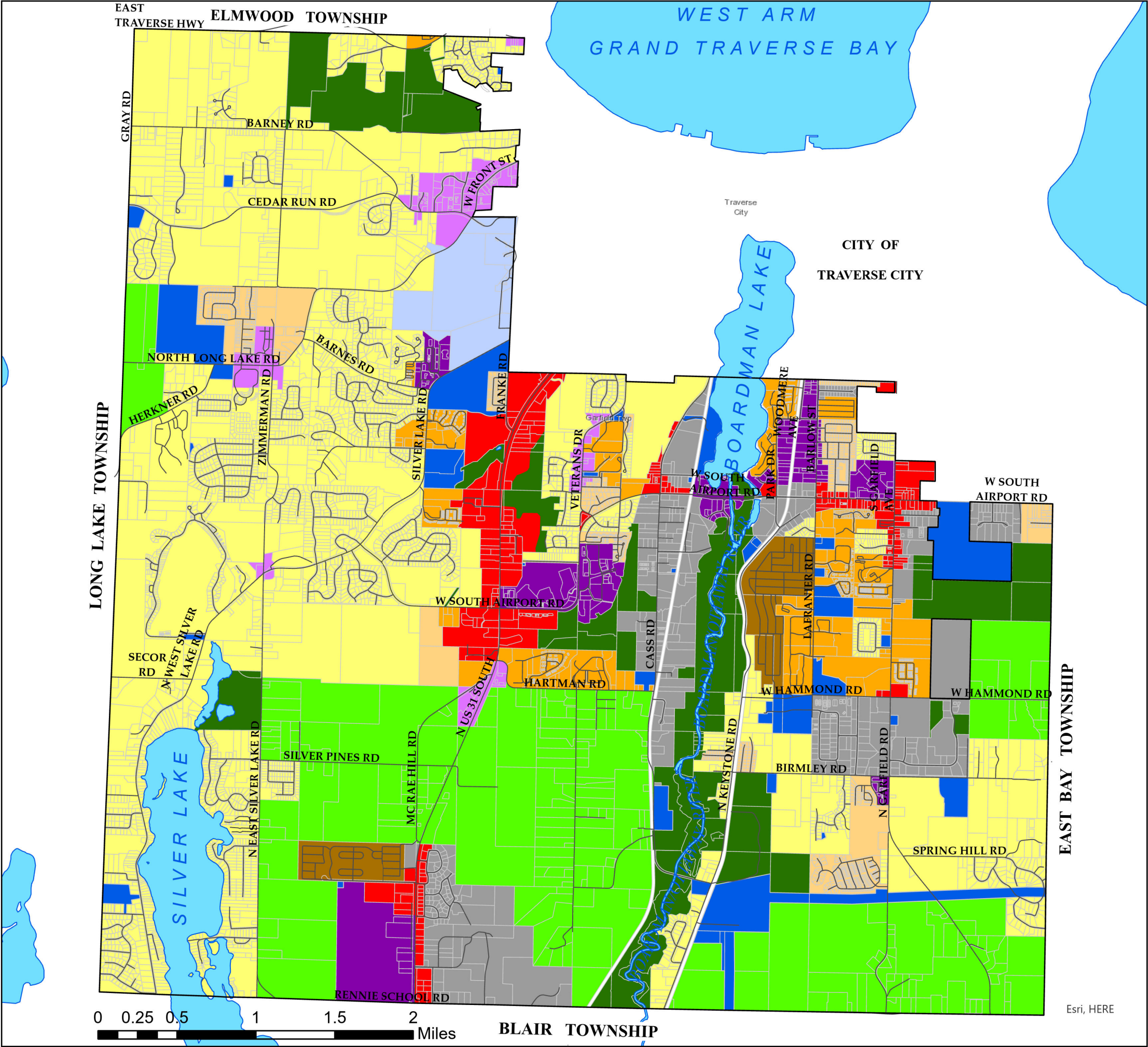
- Agricultural / Rural Residential (≤ 1 unit/acre)
- Low Density Residential (1-3 units/acre)
- Moderate Density Residential (3-6 units/acre)
- High Density Residential (6-10 units/acre)
- Mobile Home Residential
- Mixed Use Center
- Mixed Use Neighborhood
- Commercial
- Industrial
- Recreation / Conservation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

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Map X - Changes from Current Master Plan Future Land Use Map

Key Changes from Current (2018) Future Land Use Map:

* New FLU category: "Mixed Use Center" applied to portions of: Ashland Park (1), Barlow Garfield (2), Copper Ridge, Garfield Center (6), Logan's Landing (8), and Rennie Plains (12)

* New FLU category: "Mixed Use Neighborhood" applied to portions of: Brookside Commons (3), Cedar Run Campus (4), Green Hill (7), McRae Hill Base (9), Rennie Hill/Veterans Drive (11), and West Bay/M-72 area

* FLU category "Professional Office" removed, largely incorporated into mixed use categories

* FLU category "Institutional" removed and replaced with "Public/Semi-Public" to include properties of schools, Grand Traverse County, the Road Commission, BATA, the Airport, utilities, but not including places of worship

* Northwest Garfield (10) area changed primarily from "Agricultural / Rural Land" to "Low Density Residential" to reflect recently added water infrastructure in this area

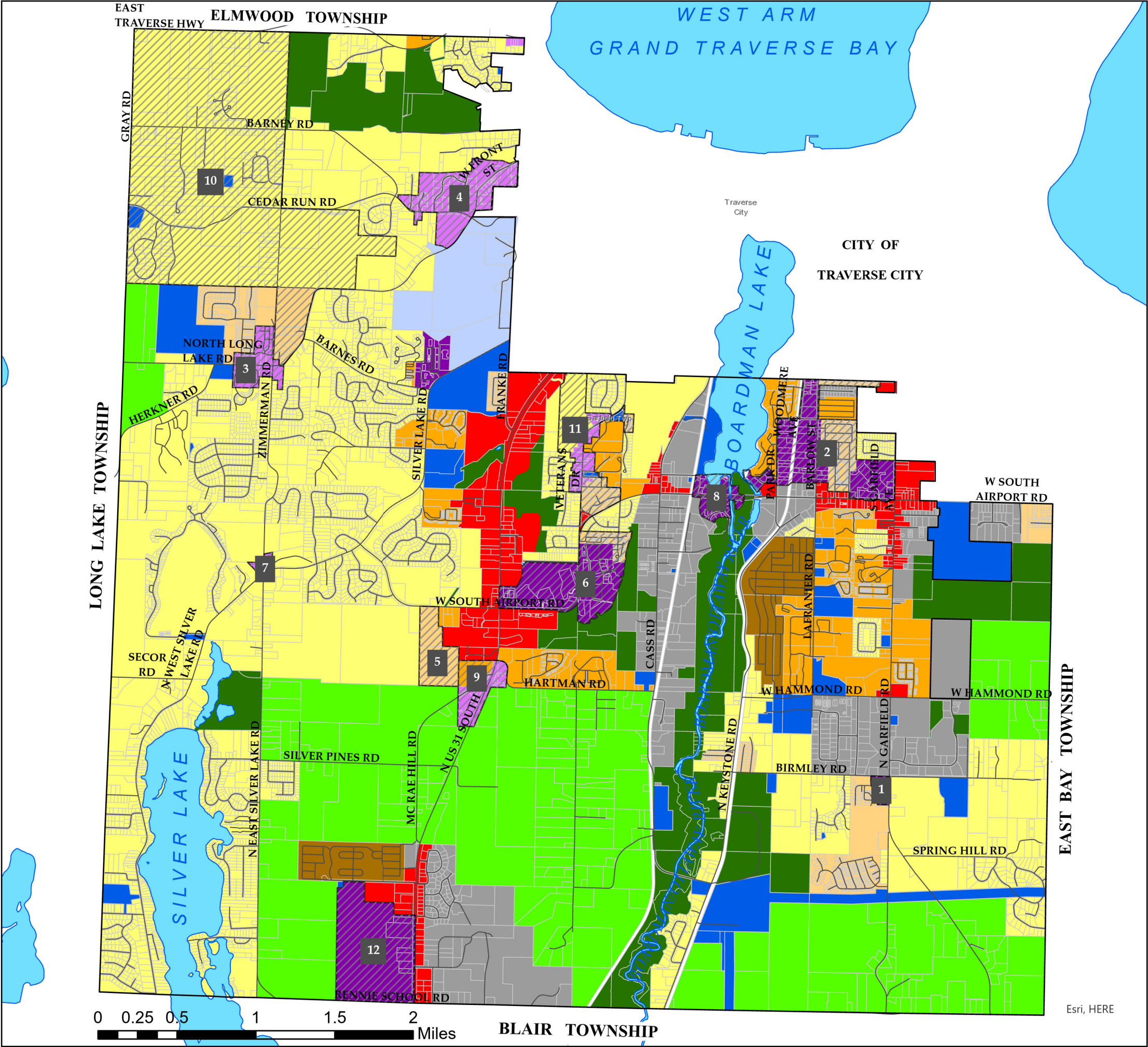
* Additional areas designated under "Moderate Density Residential" where small-lot single family and two-family residential units may be appropriate, including: Boon Street, Gladewood and Kensington Park (east of Barlow), Veterans/South Airport, Ashland Park, Traditions, North Long Lake/Harris, and behind Sam's Club (5)

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Map X

Garfield Potential Road Connections

Legend

- Township Boundary
- Potential Road Connections

Potential Road Connections

1. Hartman-Hammond Bridge
2. Manitou Drive - Grand Traverse County property (LaFranier Road - Garfield Avenue connection)
3. E Silver Lake Road - S Airport Road connection
4. E Silver Lake Road - US 31 - Hartman connection
5. Stadium Drive extension (Oleson property)
6. Blue Star Drive extension (Oleson property)
7. Lowe's - Grand Traverse Mall connection
8. Red Drive - Silver Drive connection (GT Commons)
9. Zimmerman Road extension
10. Barnes Road extension
11. Hickory Hills connection to Barney Road
12. Sixth Street connection to Munson campus
13. West Royal Drive extension

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