

PORT SHELDON TOWNSHIP



A MASTER PLAN



ADOPTED
JULY 23, 2003

W I L L I A M S & W O R K S

MASTER PLAN
for
PORT SHELDON TOWNSHIP

Prepared by the
Planning Commission

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Adopted:

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SECTION I - INTRODUCTION

This Master Plan represents the culmination of nearly two years work by numerous local residents and local officials. It reflects the community's strong commitment to retain and strengthen local quality of life. The document outlines the preferred future for the Township and a comprehensive plan to realize it. The Plan is appropriately general, recognizing that planning for the future is a delicate blend of art and science and that sufficient flexibility will be needed to respond to the challenges of the future.

This Plan reflects the community's strong commitment to retain and strengthen local quality of life.

The fundamental purpose of the Comprehensive Plan is to enable the Township to establish a future direction for the community's physical development. The Municipal Planning Act, Public Act 285 of 1931, as amended, specifically gives a Planning Commission the authority to prepare and officially adopt a plan. Once prepared, officially adopted and maintained, this Plan will serve as an advisory guide for the physical conservation of certain areas and for the development of other areas.

Because of constant change in our social and economic structures and activities, the Plan must be maintained through periodic review and revision so that it reflects contemporary trends while maintaining long range goals. The Plan will be effective to the degree that it:

- ◆ reflects the needs and desires of the citizens of Port Sheldon Township;
- ◆ realistically interprets and reflects the conditions, trends and the dynamic economic and social pressures that are brought about by change; and
- ◆ inspires consensus and cooperation among the various public agencies, developers, and the citizens of the Township toward achieving common goals.

THE PURPOSE OF THE MASTER PLAN

When Port Sheldon Township began the plan preparation process, it had several objectives. First, it was important to achieve an understanding of the scale and scope of growth and development and the likely future trends in the community. Secondly, the Township sought to define clearly community priorities with regard to growth, development, and land use. Thirdly, the Township saw the planning process as an opportunity to build and strengthen a community consensus about future land use patterns. Finally, Port Sheldon Township sought to address specific issues and neighborhood land use challenges and to develop realistic and effective mechanisms to achieve the plan's objectives.

This Master Plan accomplishes all these objectives. More specifically, this Plan will serve the Township in the following ways:

1. It provides a comprehensive means of integrating proposals that look years ahead to meet future needs regarding general and major aspects of physical conservation and development throughout the Township.
2. It serves as the official, advisory policy statement for encouraging orderly and efficient use of the land for residences, businesses, and industry. It coordinates these uses of land with each other, with streets and highways, and with other necessary public facilities and services.
3. It creates a logical basis for zoning, subdivision design, public improvement plans. It facilitates and guides the work of the Planning Commission and the Township Board as well as other public and private endeavors dealing with the physical conservation and development of the Township.
4. It provides a means for private organizations and individuals to determine how they may relate their building and development projects and policies to official Township planning policies.
5. It offers a means of relating the plans of Port Sheldon Township to the plans of other communities in the West Michigan region.

PLAN METHODOLOGY

The planning process involved four inter-related phases:

- ◆ Goals and Objectives – Creating a Policy Foundation.
- ◆ Plan Preparation – Analyzing the Issues and Defining the Preferred Future, and
- ◆ Implementation Strategies – Getting There from Here

The first phase of the effort involved gathering updated data from various sources relating to the Townships current trends. The purpose of this effort was to develop a comprehensive impression of the patterns of growth and the challenges that will affect the Township. In addition the Township formulated a Community Attitudes survey to generate an impression of Port Sheldon Township citizens’ opinions about growth and land use planning in the township. This phase culminated in the preparation of the Community Profile which represent Chapters 1 through 7 of this plan.

The objective of the second phase was to establish a policy basis for the Township’s planning and land use regulations. Using the output of the Community Attitudes Survey and focus groups, the planning team began the process of defining goals and objectives for the future of Port Sheldon Township. These are presented in Chapter 8 of this Plan.

The third phase involved drawing together the input from the previous two and preparing a revised Future Land Use Plan which is reflected in Section III of this Plan. From these analyses, the future land use designations and map (Chapter 9) were developed in a series of interactive meetings of the Study Team and Township staff

The final phase of the process involved the development of specific implementation strategies to carry out the plan. These are reflected in general terms in Chapter 10.

THE ORGANIZATION OF THE PLAN

This Plan is organized into three sections, each consisting of one or more chapters. Section I includes this introductory chapter, which outlines the purpose of the plan, the process for its development, and acknowledgements to those involved. Section II is the Community

Profile, which presents an overview description of Port Sheldon Township from the perspective of:

- ◆ Natural Features, the Environment (Chapter 1)
- ◆ Population (Chapter 2)
- ◆ Income, Housing and Economic Development (Chapter 3)
- ◆ Land Cover, Development Patterns, Community Facilities and Services (Chapter 4),
- ◆ Transportation (Chapter 6)
- ◆ Parks, Recreation and Community Facilities (Chapter 7), and
- ◆ Public Input (Chapter 8)

Section III constitutes the Future Land Use Plan, which includes the Township's Goals and Objectives (Chapter 9), the Future Land Use Plan (Chapter 10) and the Implementation Strategies (Chapter 11).

The final section of the plan is the Bibliography, which outlines all the various resources consulted in the completion of this Plan.

ACKNOWLEDGMENTS

The process to prepare this Plan has involved numerous community residents as well as public officials. The Planning Commission, staff and consultant team appreciates the assistance of all the individuals that have provided input and their contributions are gratefully acknowledged.

SECTION II - COMMUNITY PROFILE

The Community Profile section provides a “snapshot” of current conditions in the Township with respect to five key aspects of land use planning.

Producing a Master Plan requires a solid foundation of data from both original research and from secondary resources. Analysis of this data can reveal trends and conditions that may be obvious, or not so obvious, to the residents of the Township. This data supports the goals reflected in the other chapters of the Master Plan.

Planning for the long-term should be a process that is not carried at a general level that recognizes the potential for change and provides flexibility. This method will provide a Master Plan that can be useful well into the future instead of becoming obsolete if or when demographic and economic trends stray from the findings of the Community Profile.

This Community Profile section provides a “snapshot” of current conditions in the Township with respect to five key aspects of land use planning. Its purpose is to generally define current conditions and trends and, more importantly, to provide a basis for drawing broad conclusions about the implications they will have on the future of the Township. Each chapter includes an overview of its subject matter along with a brief discussion of the planning trends that are relevant.

CHAPTER 1. NATURAL FEATURES AND THE ENVIRONMENT

It is important to begin an assessment of the community with a description of its natural attributes. The natural environment has had a significant influence on the development of land use patterns in Port Sheldon Township, helping to shape what the community is today. Natural features, in general, can present both constraints to and inducements for various types of land uses. While failure to acknowledge environmental constraints can lead to costly problems, integration of natural features into an overall Master Plan can enhance the quality of life for residents and help preserve the character of the community.

This chapter presents a description of the physiographical details, topography, soils, water resources, and woodlands that provide the physical basis of the community as they pertain to future planning considerations.

CLIMATE

The influence of Lake Michigan on the climate in the Port Sheldon Township area is strong throughout the year. Because of the prevailing westerly winds, spring and early summer temperatures are cooler than further inland locations, while fall and winter temperatures are milder. According to the data from the National Weather Service's station in the City of Grand Haven, the average minimum daily temperature in January is 19.3 degrees and the average maximum daily temperature in July is 79.3 degrees. Data from the weather station in Grand Haven also indicates that the average rainfall during crop season (May-October) is 17.63 inches and the average annual snowfall is 65.4 inches. In communities a short distance to the east, snowfall averages increase to 80 inches.

GEOLOGY, TOPOGRAPHY & SOILS

The bedrock formation that lies under Ottawa County consists of the edges of bowl-like formations that fill the Michigan Basin. The oldest rock is the Marshall Sandstone, which underlies the entire county. It is the uppermost bedrock in the southwest part of the county. The Michigan Formation overlaps the Marshall Sandstone in the southeastern part of the county. The Michigan Formation consists primarily of limestone, gypsum, and dolomite interbedded with shale and sandstone.

The land area of Ottawa County is the result of continental glaciation, which left the foundation rock buried by many feet of glacial debris. This occurred when ice sheets nearly one mile thick covered the Upper Midwest portion of the United States and Canada. As the glaciers moved south, they carried billions of tons of rocks, which were crushed and ground as they moved. Changes in the temperature caused four major retreats and advances of the glaciers. The deposited materials were thoroughly mixed and redeposited again and again. Ottawa County was directly in the path of three of the four major advances. The mass of glacial drift that was deposited during the Wisconsin glacial period overlies the bedrock formations. Ottawa County is situated where the Michigan and Saginaw lobes of the Wisconsin ice sheet met.

The Township is generally flat, but there are some areas of steep slopes. The dune areas along Lake Michigan and the Pigeon River have a high erosion potential because of the slopes and soil conditions. The local topography is generally conducive for agricultural use.

Physical assets and limitations for soils and topography are shown in Map 1. This map shows areas of septic hazard (soil absorption system operation), erosion potential, and slope hazard. As shown on the map, it should be noted that overlaps of these hazards form areas with one or more development constraints. The remaining areas are rated as moderate for development. No areas within Port Sheldon are rated good or excellent for development. Generally, the worst conditions for development are along the Lake Michigan dunes. The areas north and south of Pigeon Lake are also rated with multiple development constraints.

Map 2 General Soils Map, shows the soil classifications in the Township based on data from the Ottawa County Soil Survey. The Township is mainly blow sand which needs to be stabilized when natural ground cover is removed. The soils are generally considered poor for agriculture, although, through proper management of select specialty crops, they may produce yields.

The resource value of soils lies mainly in agriculture. Map 3 illustrates general locations of locally important farm soils. According to the Ottawa County Development Plan, these locally important farm soils include land other than prime farmland, which is used for the production of specific high value food and fiber crops. Examples of such crops are tree nuts, cranberries, fruits and vegetables.

Insert Map 1

Insert Map 2

Insert Map 3

LAKES, WATERSHEDS, WETLANDS AND DRAINAGE

A defining characteristic of the Township is the abundance of freshwater lakes, streams and wetlands. With continued development along the Lake Michigan and Pigeon Lake shorelines, unspoiled natural lakefront areas are becoming rare.

Pigeon River, Ten Hagen Creek and over ten other drainage-ways meander through the Township. Pigeon Lake and Sloan Pond are valuable resources for recreation and enjoyment by Township residents. These water features add appeal and identity to the community.

WATERSHEDS

Water quality within a watershed is directly related to the land management practices within that watershed.

A watershed is a region of land that is drained by a particular river or river system. Watershed systems include many smaller tributaries such as creeks and streams that feed into a larger river and are influenced by elevation or the lay of the land. The Pigeon River Watershed is the primary watershed in Port Sheldon Township, which is fed by several other sub-watersheds.

Water quality within a watershed is directly related to the land management practices within that watershed. For example, if a new development created a large amount of impervious surface (i.e. asphalt) and stormwater was not properly managed, it is possible that the flow of the run off into the creek, stream, or river could be increased to a point that stream bank erosion occurs. Stream bank erosion has the potential of increasing silt material on the streambed, changing the chemistry of the water with phosphates, nitrogen, and other chemicals, and altering the turbidity of the water. All of these changes may have an effect on the wildlife that is dependent on the stream or river for survival. A watershed, being an area where all of these water attributes are interconnected, should be looked at closely when assessing the impacts of new development within the Township.

GROUNDWATER AND SURFACE WATER

As the population in Port Sheldon Township continues to grow, natural resources will inevitably be impacted. The groundwater supplies in the Township, even though abundant, can be affected as more area becomes impervious and with greater demand placed on groundwater supplies.

The State of Michigan has provided funding to many of these organizations through the Clean Michigan Initiative Clean Water Fund.¹ The funding will help organizations expand their database on failing septic systems, which includes identification and elimination of failing systems. Efforts to identify and eliminate point source polluting drains that are illegally connected to storm drains will also be strengthened with this funding.

According to Dr. Roberta Dow of the Michigan Groundwater Stewardship Program at the Michigan State University, there are many different ways ground water can be polluted. Two primary contributors are application of fertilizer on crops and residential lawns and septic tank drainfield effluent. Proper fertilizer application management and septic tank maintenance may help to significantly reduce nitrate levels. Abandoned wells may also be a threat to ground water quality if they have not been properly closed. Open wells may expose groundwater supplies to surface contaminates.

WETLANDS

Without wetlands, water quality decreases, areas are prone to flash flooding and habitat for specialized plants and animals is reduced.

Wetlands play a critical role in regulating the movement of water within watersheds. Wetlands are characterized by water saturation in the root zone, or above the soil surface, for a certain amount of time during the year. The fluctuation of the water table above and below the soil surface is unique to each wetland type. Port Sheldon Township has an abundance of wetlands that span the mid sections of the community (See Map 4).

Wetlands store precipitation and surface water and then slowly release the water in associated water resources, ground water, and the atmosphere. They help maintain the level of the water table and may serve as filters for sediments and organic matter. They may also serve as a sink to catch water, or transform

¹ Michigan Department of Environmental Quality, Surface Water Quality Division website; www.deq.state.mi.us

Insert Map 4

nutrients, organic compounds, metals, and components of organic matter. Wetlands have the ability to impact levels of nitrogen, phosphorous, carbon, sulfur, and various metals. Without them, water quality decreases, areas are prone to flash flooding and habitat for specialized plants and animals is reduced.

The wetlands in Port Sheldon Township are primarily associated with drainages in the County. Wetlands include swamps, marshes, bogs and similar areas often found between open water and higher elevated areas. Wetlands are valuable natural resources that provide such important benefits as surface and ground water quality and storm water management.

Certain wetlands are regulated by the Michigan Department of Environmental Quality (MDEQ). According to the MDEQ, a permit to drain, fill or modify a wetland must be obtained if the wetland(s) is five acres or larger or if the wetland is located within five hundred feet of surface water (i.e. lake or stream). Wetlands that are smaller than five acres may be regulated by a local community ordinance.

FLOODPLAIN

The general locations of the 100-year floodplains are shown on Map 5. These areas are prone to flood one percent of the time in any given year. Specifically, in Port Sheldon Township, these areas are primarily located along the shorelines of the Pigeon River and Pigeon Lake as well as Sloan Pond and Ten Hagen Creek.

One of the purposes of identifying the locations of floodplains or flood prone areas is to discourage incompatible urban development in such areas. Rather than building homes or structures in these areas, they should be utilized by compatible land uses such as for parks.

CRITICAL DUNES AND GREENWAYS

Michigan offers the largest assemblage of freshwater dunes the world. Port Sheldon Township is home to a nearly 6 mile-long stretch of those mountains and of sand. The sand dunes along the Lake Michigan shoreline provide a unique asset to Port Sheldon Township. Not only do the sand dunes slow the rate of erosion of the shoreline, but they offer enhancement to the aesthetic quality of the Township. These dunes also provide

Insert Map 5

benefits by providing homes for numerous varieties of birds and other wildlife. The location of the areas identified as dune regions can be found on Map 6.

About 770 acres of dune lands and open space along Lake Michigan are in public parks. The popularity of this shoreline and sand dune area has led to increased demand for residential development and industrial use (sand mining) within the dunes, creating a conflict between preservation and disturbance. In fact, in many shoreline communities indiscriminate and unwise development has historically resulted in significant damage and in some cases elimination of the beautiful sand dune features.

To protect the sand dunes, the State of Michigan enacted the National Resources and Environmental Protection Act (Act 451 of 1994), administered by the Michigan Department of Environmental Quality (MDEQ). This act expands protection to areas identified as “critical dune areas.” As illustrated on Map 6, nearly the entire shoreline in Port Sheldon Township is designated as a critical dune area.

Land within the designated critical dune areas is subject to strict development regulations and the MDEQ retains some final review and approval authority over local ordinances.

VEGETATION AND WILDLIFE

As shown on Map 7, several acres of woodlands are scattered throughout the Township. These woodlands serve a useful purpose to in the Township. For example, the woodlands provide stable habitat for plants and animals, protection for soils and watersheds, as well as a buffer from sights and sounds of nuisances. Additional, the woodlands provide an important feature of the local landscape helping that define the rural character of the Township.

The brush, woodlands, wetlands, floodplain areas, and waterways in Port Sheldon Township provide a rich environment and habitat for wildlife. Wildlife that can be found in the Township include whitetail deer, cottontail rabbits, raccoons, squirrels, muskrat, opossum, skunk, various songbirds and waterfowl and grouse. The Michigan Natural

Insert Map 6

Insert Map 7

features Inventory (MNFI)² is a complete listing of all State plants, communities and wildlife considered as endangered, threatened or of special concern. This listing is completed annually by the Michigan Department of Natural Resources and Michigan State University. The analysis is done at a County level to provide a more regional approach to species habitat identification. Nearly 100 species have been identified as endangered, threatened or of special concern in Ottawa County.

² Michigan County Element Lists, *Michigan Natural Features Inventory*: March 2001.

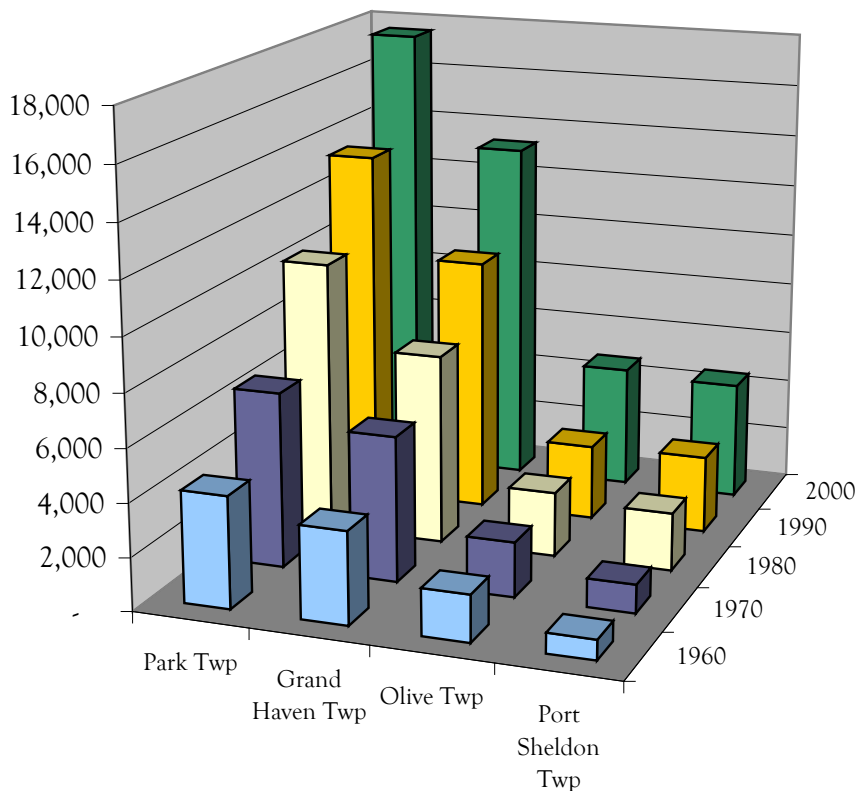
CHAPTER 2. POPULATION

Trends of the past, current assessments, and future predictions are all aspects that will create a vision for the basis of the type and amount of development that will be associated with the population. This section of the Master Plan provides information regarding the population, housing, and economic characteristics of the Township. By comparing data over time and also in relation to surrounding communities, we are able to paint a picture of the demographic conditions in the Township. Such analyses also provide valuable insight regarding potential future conditions and serve as a basis for projections of future population, housing, and economic conditions.

POPULATION TRENDS

Table 1 illustrates population changes in Port Sheldon Township, surrounding communities, and Ottawa County for the period from 1960 to 2000. Port Sheldon has experienced a significant increase in

Figure 1: Historical Population Growth



population from 750 persons in 1960 to the 2000 population of 4,503. The greatest population change in Port Sheldon Township occurred between 1970 and 1980 as it more than doubled and grew from 1,078 to 2,206 persons or 104 percent. During that time, 68 percent or 765 persons of that increase took place between 1970 and 1975.

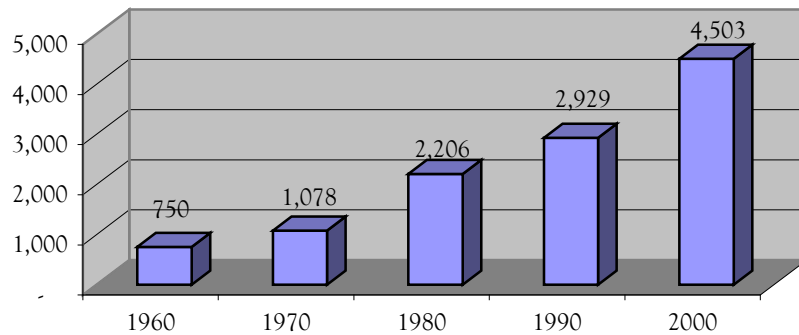
The population increase was the result of Port Sheldon's location between two growing cities (Holland and Grand Haven) and its location along the shoreline of Lake Michigan. Over the past 20 years, Port Sheldon has become an attractive rural area for Ottawa County residents to live and at the same time have a reasonable commute to job markets outside

of the Township including those in Muskegon and in Grand Rapids.

In the last half century, Port Sheldon Township's population has increased by 500% making it the fastest growing community in the area. While the total population in the Township is still small, the rate of growth in Port Sheldon has radically out-paced its neighbors.

In the last half century, Port Sheldon Township's population has increased by 500% making it the fastest growing community in the area.

Figure 2: 50 Years of Population Growth in Port Sheldon Township



The Ottawa County population has grown at a steady pace and has more than doubled in size between 1960 and 2000. The population appears to be increasing between 28,000 to 30,000 persons each decade or at a 20 to 30% increase. According to the U.S. Census Bureau, Ottawa County had a population of 238,314 in 2000. The Ottawa County Development Plan, 1992 indicates that the economic and living environment of Ottawa County and the surrounding region is likely to continue to attract new employers and residents well into the 21st century.

The Ottawa County population has grown at a steady pace and has more than doubled in size between 1960 and 2000.

Grand Haven Township, although it is located immediately north of Port Sheldon Township, has a population well over three times the size of the population of Port Sheldon Township. Grand Haven Township borders the City of Grand Haven and it has become an area for residential development as the need for housing extends beyond the City's border. Since 1960, the population of Grand Haven Township has increased by 9,799 persons or 282 percent to 13,278 persons in 2000. The Township experienced its largest growth in numbers between 1990 and 2000 when it grew by over 3,500 people.

To the immediate south of Port Sheldon Township is Park Township. Similar to the scenario of Grand Haven Township, Park Township has

witnessed a significant increase in population as it is located adjacent to the City of Holland. As indicated in Table 1, the 2000 population of Park Township was 17,579 persons, and remains steadily growing at nearly 30% to 40% per decade.

Olive Township, to the east, grew by just under 20% every decade from 1960 to 1990. However from 1990 to 2000 the townships population ballooned with a growth rate of 63.7%. Olive Township is now very similar in population to Port Sheldon Township with 4,691 people in 2000.

In summary, Table 1 illustrates that the surrounding communities of Grand Haven Township and Park Township have experienced growth pressures from the adjacent cities. It can be assumed that as the populations of adjoining communities continue to grow, the pressures for growth within Port Sheldon Township will continue to accelerate.

LAND AREA POPULATION DENSITY

In 2000, the United States Bureau of the Census evaluated a statistic that had never been assessed in the past. Recent concerns over the inefficient use of land and natural resources relating urban sprawl prompted the government to determine exactly how densely populated a given jurisdiction is based on their total land area.

TABLE 1
2000 Land Area and Population Density

<u>COMMUNITY</u>	<u>TOTAL POPULATION</u>	<u>LAND AREA (SQ. MILE)</u>	<u>PERSONS/SQ. MILE</u>
GRAND HAVEN TWP.	13,278	28.6	463.6
OLIVE TWP.	4,691	36.2	129.6
PARK TWP.	17,579	19.3	912.0
PORT SHELDON TWP.	4,503	22.4	201.4
OTTAWA COUNTY	238,314	565.7	421.3

Source: 2000 Census

Table 1 illustrates that Park Township has the highest number of people per square mile, making it the densest community in the area. Grand Haven Township maintains a nearly average density for the

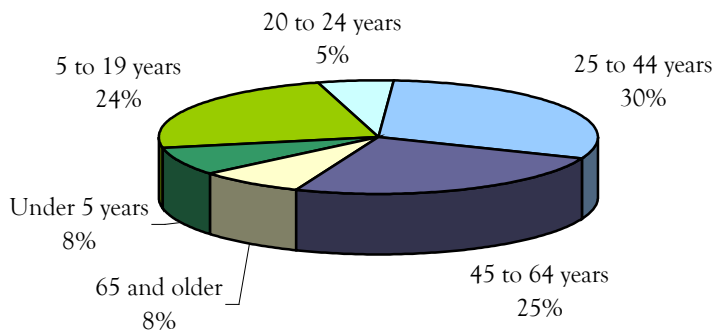
County. Port Sheldon Township remains more rural in character and sustains a lower average density throughout the community.

AGE

Table 3 provides a comparison of the age distribution of persons living in Port Sheldon Township and surrounding communities in 1980, 1990 and 2000. In 1980, the median age of persons living in Port Sheldon Township was 28.7 years, but in 2000 that number jumped to

35.8. Over the last two decades, the percentage of persons under 18 years declined, while the percentage above 65 years increased to 7.9% from 5.6%.

Figure 3: 2000 Age Distribution



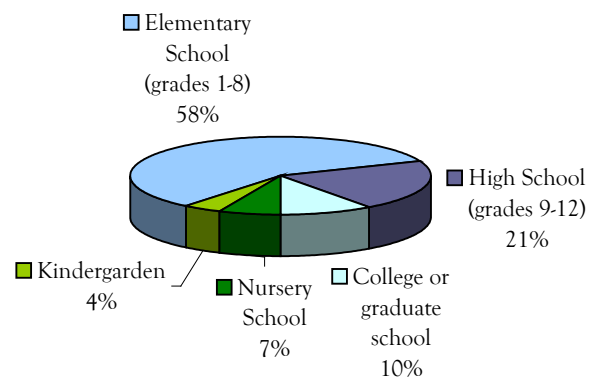
In comparison, Olive Township has a younger population with over 33 percent of its population under 18 years of age and only about 5 percent of its population over 65 years of age.

It is clear the population has been aging throughout the region, except for Olive Township. Yet Port Sheldon Township and its neighbors all have a lower proportion of seniors than the County and a higher percentage of children under 18. The age of local residents is an important consideration in determining the types and levels of public facilities and recreational programs, schools, and transportation services.

EDUCATION

School Districts in and around Port Sheldon reported 5,093 Port Sheldon residents over age three enrolled as students. For elementary students that equates to approximately 360 children per grade level and in high school it translates to

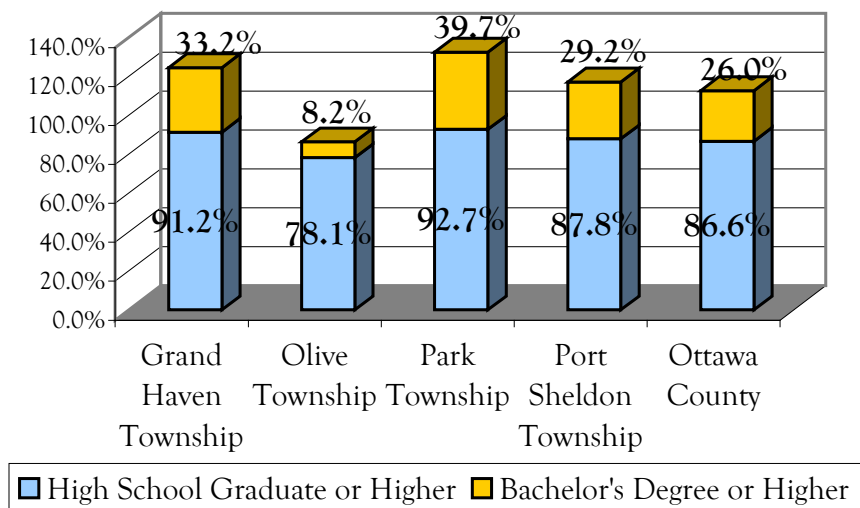
Figure 4: School Enrollment 2000



around 320 students per grade.

Relating to educational attainment in the community, Port Sheldon residents on average has slightly more schooling than Ottawa County residents as a whole. 87.7% of Port Sheldon have a high school diploma or more, while only 86.6% of County residents have completed high school. Likewise, 29.2% of Port Sheldon residents report having a bachelor's degree or higher, while 26% of Ottawa County residents report the same achievement.

Figure 5: 2000 Educational Attainment



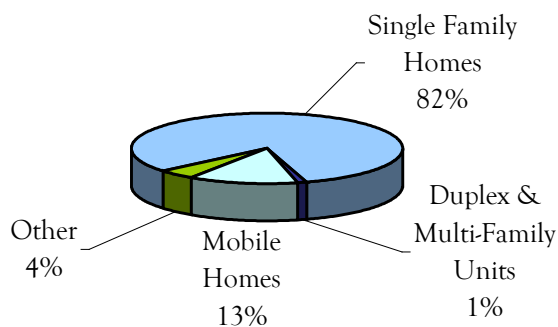
CHAPTER 3. HOUSING, INCOME, AND ECONOMIC DEVELOPMENT

A review of the housing values, income, and economic development can indicate the potential growth of the Township. An expanding population obviously creates the need for new housing. Analyzing trends of per capita income and unemployment of the Township also reveals the availability of jobs and what type of income they may provide.

HOUSING CHARACTERISTICS

Based on the 1990 census counts and local building permit data, as of December 31, 1993, there were 1,536 housing units in Port Sheldon Township. This is a 35.2 percent increase over 1980 or an increase of 541 units. In 2000, 1,854 housing units were reported in in the Township for an increase of 21% since 1993.

Figure 6: 2000 Housing Units by Type



Between 1980 and 2000, Port Sheldon Township experienced a decline in the number of persons per occupied dwelling unit, or average household size. In 1980, there was an average of 3.07 persons per dwelling unit. Based on the 2000 Census, the average persons per unit is now 2.85. This is not unusual, since there has been a noticeable trend nationwide towards smaller family units and lower birth rates. The average size of all households in Ottawa County is 2.81 persons whereas in the State of Michigan it is 2.29 persons.

Figure 7: 2000 Housing Occupancy

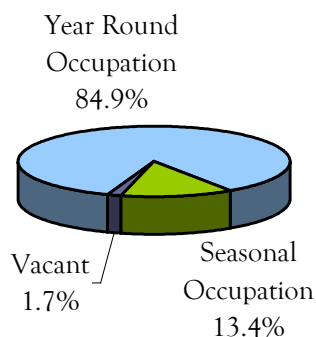


Table 2 gives the number and percentage of dwelling units by type within the Township. The majority of the units (82 percent) are single-family homes, with the second largest category being mobile homes (13 percent). The remaining units include duplexes and multi-family units. Of the year-round housing units, 5.7 percent or 89 units were renter occupied in 2000.

In 1990, the number of vacant units totaled 299 or 23 percent. The high number of vacant houses reflects homes that are seasonal in nature.

However, the proportion of seasonal units to year-round units is

declining. The 2000 Census reported 15.1% vacancy rate or 280 total vacant units. Of those 280 units 13.4% or 248 units were identified as seasonal use.

37.8% of all housing units were constructed at some point over the last decade.

Table 2 categorizes housing construction by decade within the Township. Overall, the Township has been experiencing a high rates of housing construction activity since 1970. 37.8% of all housing units were constructed at some point over the last decade. Already in the 2000, the Township witnessed the construction of 108 new housing units. At that rate of growth, the township could expect to see approximately 830 new homes by 2010. Port Sheldon generally has a younger stock of housing with a little more than 20 percent of the total housing stock being 40 years of age or older. These older homes tend to be costly to maintain and repair, but can be considered valuable assets to a community if they reflect the heritage of the area or help to define the character or identity of the locality.

TABLE 2

Housing Units by Year Structure Built
Township of Port Sheldon

<u>YEARS</u>	<u>NUMBER</u>	<u>TOTAL PERCENT OF NUMBER</u>
<i>1999 TO MARCH 2000</i>	<i>108</i>	<i>6.1</i>
<i>1995 TO 1998</i>	<i>293</i>	<i>16.5</i>
<i>1990 TO 1994</i>	<i>260</i>	<i>15.0</i>
<i>1980 TO 1989</i>	<i>388</i>	<i>18.4</i>
<i>1970 TO 1979</i>	<i>467</i>	<i>15.6</i>
<i>1960 TO 1969</i>	<i>132</i>	<i>6.2</i>
<i>1940 TO 1959</i>	<i>22</i>	<i>11.4</i>
<i>1939 OR EARLIER</i>	<i>142</i>	<i>10.8</i>

Source: U.S. Census Bureau

In 2000 the median value of owner occupied homes in Port Sheldon Township leaped to \$192,100, more than doubling in the 10-year period.

The 1990 median value of owner occupied homes in the Township was \$90,700 compared to \$74,600 for Ottawa County as a whole. In 2000 the median value leaped to \$192,100, more than doubling in the 10-year period. Comparably, housing values in Ottawa County overall had an equally dramatic increase, rising to a median value of \$162,200. Port Sheldon's housing value reflects a 112% increase while the County displays a 117% increase. This suggests that new home construction values are significantly higher than the existing housing stock.

As shown in Table 3, the per capita income for Port Sheldon Township in 2000 was \$26,854. This represented a 210 percent increase from 1980. The per capita income for the Township compares favorably to that of surrounding communities and the County as a whole.

TABLE 3
Per Capita Income 1980-2000
Port Sheldon Township and Surrounding Communities

	<u>1980 PER</u> <u>CAPITA INCOME</u>	<u>1990 PER</u> <u>CAPITA INCOME</u>	<u>2000 PER</u> <u>CAPITA INCOME</u>	<u>PERCENT</u> <u>CHANGE</u>
Port Sheldon Township	\$8,659	\$20,782	\$26,854	210%
Park Township	\$8,712	\$20,578	\$28,777	230%
Olive Township	\$6,579	\$10,795	\$17,023	159%
Grand Haven Township	\$7,771	\$15,584	\$25,025	222%
Ottawa County	\$7,199	\$14,347	\$21,676	201%

Sources: U.S. Census Bureau – K.O.M.A. Databook (GVSU).

EMPLOYMENT

Table 4 lists the occupations of Township residents 16 years of age or older who were employed in 2000. The total workforce in Port Sheldon Township increased from 1,657 workers in 1990 to 2,537 workers in 2000. Managers and professionals made up the largest occupation group, comprising over 29.8 percent of the total. In 1990 management and professional occupations were the second highest category. This increase illustrates both the increase in income and increase in housing values reported earlier in the chapter.

TABLE 4

OCCUPATION OF RESIDENTS 2000
TOWNSHIP OF PORT SHELDON

	<u>NUMBER IN OCCUPATION</u>	<u>PERCENT WORKERS</u>
Managers and Professionals	756	29.8%
Sales and Office Occupations	629	24.8%
Service Occupations	328	12.9%
Farming, Forestry, Fishing & Mining	---	0.0%
Construction, Extraction and Maintenance	193	7.6%
Production, transportation, and material moving	<u>631</u>	<u>24.9</u>
	2,537	100.0%

Source: U.S. Census Bureau

Sales and production employ similar proportions (sales 24.8%; production 24.9%) of the workforce at levels just below the management and professional category. This indicates a strongly diversified employment base in the Township. Diversity in employment and industry is extremely beneficial in maintaining the stability of a local economy.

The number and percent of Township residents employed in various industries during 2000 is presented in Table 5. While the employment of Township residents is well balanced and diverse, a third of the residents were employed in manufacturing industries, particularly the manufacture of non-durable goods. Retail trade was the second largest industry group, providing employment for 15 percent of Township residents. In 2000, 163 workers or almost 6.5 percent of the labor force were self-employed. That number grew from only 64 workers in 1990 indicating a strong entrepreneurial spirit in the Township.

In 2000, 88 percent of Port Sheldon workers used private vehicles to travel alone to work, and another 6.7 percent car-pooled (up from 5% in 1990). The average travel time to work was almost 24 minutes, which is in line with the travel time to the employment centers of the cities of Holland and Grand Haven.

TABLE 5
RESIDENTS EMPLOYED BY INDUSTRY 2000
TOWNSHIP OF PORT SHELDON

<u>INDUSTRY</u>	<u>NUMBER OF WORKERS</u>	<u>PERCENT OF TOTAL</u>
Agriculture, Forestry, Fishery, Mining	5	0.2%
Construction	168	6.6
Manufacturing	837	33.3
Transportation, Communication & Utilities	82	3.2
Wholesale Trade	105	4.1
Retail Trade	383	15.1
Information	25	1.0
Finance, Insurance & Real Estate	69	2.7
Business, Personnel & Entertainment Services	41	2.5
Professional & Related Services	167	6.6
Education, Health and Social Services	334	13.2
Arts, Entertainment, Hospitality & Recreation	178	7.0
Other Services	133	5.2
Public Administration	<u>51</u>	<u>2.0</u>
	2,537	100.0%

Source: U.S. Census Bureau – 1990 Data

CHAPTER 4. LAND USE AND DEVELOPMENT PATTERNS

The total land area of Port Sheldon Township is approximately 24 square miles or 14,000 acres divided into 18 full sections and portions of 6 sections along Lake Michigan. Port Sheldon is located halfway between the cities of Holland and Ferrysburg on the Lake Michigan shore. The Township's land is primarily use residential or agricultural activities, or has remained as natural areas. In many parts of the Township, agricultural land uses are interspersed with small centers of population where residential, commercial, institutional, and some industrial activities have located.

Map 8 illustrates the existing land use in Port Sheldon Township as of the early 1990's. The map is based on data collected from Ottawa County plat maps and aerial photography maps, with verifications on data by the Township's Planning Commissioners.

Port Sheldon is rural in character, with the majority of its land acreage considered agricultural or vacant/unused. Residential is the second most prevalent use. Homes are scattered throughout the Township. The highest concentration of residential use exists along the Lake Michigan lakeshore, including the few subdivisions relatively close to the lakeshore. Additionally, a mobile home park is located in the northeast corner of the Township, just east of U.S.-31.

Commercial and industrial land uses in the Township are very few. Port Sheldon Township has a unique situation as compared to other communities in that it can afford to have such a few number of land uses other than residential or agricultural. Specifically, the Township has two general commercial areas and one industrial area.

Other land uses such as public/semi-public including parks, Township Hall, firebarns, and churches are located at various locations throughout the Township. Following is a description of the specific land uses in the Township.

AGRICULTURAL AND VACANT/OPEN SPACE

Large tracts of agricultural or vacant/open land account for a majority of the Township's land. These open areas appear to be located all throughout the Township. The agricultural uses include specialty agricultural products such as blueberries and Christmas trees. A detailed description of farm soils and crops associated with

Insert Map 8

the Township's agricultural uses can be found in the "Natural Features" chapter.

It may be assumed that the vacant or open space land is being held for future development compatible with the underlying zoning district.

RESIDENTIAL LAND USE

This category includes detached single-family homes, mobile home parks, and seasonal homes. The most common of these residential land uses found in Port Sheldon Township is the detached single-family home. Most of the residentially developed land is concentrated along the Lake Michigan shoreline and developed roads.

Other existing residential land uses can be found spread throughout the Township, some of which are associated with agricultural uses or are non-farm dwelling units in the Agricultural District.

There is one mobile home park within the Township. It is located in the northeast corner of the Township, east of U.S.-31. Currently, the park contains approximately 110 units. There are a small number of mobile homes on single lots located elsewhere in the Township.

The Township's zoning ordinance provides for Single-Family Residential and Agricultural Residential Districts. In the Single-Family Residential Districts, single-family homes and institutional uses (churches, schools, parks) are permitted with a minimum lot size of 20,000 square feet for residential uses and 5 acres for non-residential uses. In the Agricultural District, farms and farm dwellings, institutional, and non-farm dwellings are permitted, with a minimum lot size of 5 acres for farms and farm dwellings and 2 acres for all other permitted uses.

COMMERCIAL LAND USE

The commercial land uses identified within the Township include retail, service, and office types of facilities. The Township has two general commercial corridors. The first is located on the west side of Butternut Street, just south of Wild Wood Drive. This area contains a restaurant and party store, which attract local scaled business.

The other commercial corridor is located in the northeast corner of the Township, adjacent to U.S.-31. Specific commercial uses in this area include service establishments, general retail shops and offices. This corridor has the characteristics of highway-type commercial activity with a regional market consisting of Township residents as well as passerby's using U.S.-31. The Township's existing zoning ordinance provides for a Commercial District. The Commercial District is intended for retail sales, offices, service stations and restaurants. The minimum lot size for the permitted uses in this district is 10,000 square feet.

INDUSTRIAL LAND USE

At this point in time, the only industrial use in the Township includes the Consumers Power Company facility generally located between Croswell Drive and the Pigeon River (north/south) and between 160th Avenue and Olive Shore Avenue (east/west). Although the Consumers Power operation includes a substantial number of acres, the taxes collected from this land use contributes heavily to the overall tax base. As stated above, this affords the Township the ability to limit the amount of additional commercial and industrial land uses.

The Township's existing zoning ordinance provides for an industrial district intended for electric power plants, warehousing, and manufacturing uses. Currently, there is only one area in the Township zoned industrial which is the Consumers Power Company property. Potential industrial uses in the future would require rezoning efforts.

PUBLIC AND SEMI-PUBLIC LAND USE

The public and semi-public land uses indicated on the existing land use map include land and facilities available for use by the general public or specific interest group. Included are public parks and Township facilities. In Port Sheldon, most of these lands can be found throughout the Township, although a few of the public parks are located along Lake Michigan and the Pigeon River. These land uses are described at more length in the "Community Facilities" section.

CHAPTER 5. UTILITIES, INFRASTRUCTURE, TRANSPORTATION

As the population expands in Port Sheldon Township, it is a natural cause and effect relationship for the traffic volume and demands on utilities and infrastructure to increase. These variables may also increase due to an overall expanding population in the surrounding townships of Ottawa County and the greater metropolitan region.

ROAD SYSTEM

All public roads within the Township are under the jurisdiction of the Ottawa County Road Commission. Roads designated as primary roads by the County include the following:

- Port Sheldon Road
- Butternut Drive
- Lakeshore Avenue
- Croswell Street

The remaining roads, with the exception of U.S.-31, are designated as County local roads.

Excluding U.S.-31, there is a total of about 63 miles of public roadway in the Township, of which approximately 49 miles are paved and 14 miles are gravel. Generally, Township residents would prefer that all roads were paved. Unfortunately, the Ottawa County Road Commission has limited funds for road paving. Progress at paving the roads is therefore occurring at a slow pace.

Table 6 presents 24-hour traffic counts taken at selected locations throughout the Township between 1985 and 1993 by the Ottawa County Road Commission. Lakeshore Avenue experiences the largest traffic volumes, with the highest count recorded along Lakeshore Avenue just north of Butternut Drive.

For planning purposes, it is useful to recognize that the various roads within Port Sheldon Township can have different functions. An understanding of these functions can lead to decisions as to the desirable use of each road segment, road right-of-way widths, building setbacks, and adjoining

Insert Table 6
Traffic Counts

land use. Below is a brief description of five road types which are important to consider in Port Sheldon Township.

Limited Access Highway - These facilities are devoted entirely to the movement of large volumes of traffic at high speeds over relatively long distances. These roads provide little or no direct access to individual properties adjoining the roads. Federal Route U.S.-31 passes through the extreme northeast corner of Port Sheldon Township. U.S.-31 is a four-lane highway with several direct access points and is the main travel route connecting Grand Haven and Holland. This highway accounts for a sizeable load of local traffic as well as thousands of cars daily from people who are traveling from points south of Ottawa County to points north. As summer rolls around, a large congestion of traffic emerges on U.S.-31, especially at the drawbridge over the Grand River in Grand Haven.

The proposed Grand Haven Bypass, if built, will serve to thin traffic on US-31. Although it will not significantly impact Port Sheldon Township, this type of highway may allow Township residents that commute to jobs each day via U.S.-31 to travel in and out of the Township more quickly and efficiently.

Major Arterial Roads (County Primaries) - The major function of these roads is to move a fair volume of traffic within and through a community. A secondary function is to provide access to adjacent properties. In Port Sheldon Township, the major arterial are the County primary roads, such as Port Sheldon Road, Lake Shore Avenue, and Butternut Drive. Many residents use these roads when traveling to and from the Township.

Minor Arterial Roads (County Locals) - These roads provide for internal traffic movement within a community and connect local land areas with the major arterial road system. Providing direct access to adjacent properties is an important function of these roads. The majority of the roads in Port Sheldon Township fall under this classification. Examples of such roads include Blair Street, Van Buren Street, and Stanton Street. Over time, as development in the Township increases, traffic along minor arterials will also increase. Some minor arterial streets eventually become major arterial roads.

Local Collector Roads - The sole function of local roads is to provide access to adjoining properties. In many cases, through-traffic is

discouraged. Examples of such roads in Port Sheldon include Polk Street, Pierce Street, and Taylor Street.

Local Feeder Roads - These roads provide for internal traffic movement within a specific area, such as a residential subdivision, serving to funnel traffic from local collector roads to arterial roads. Feeder roads are typically wider than other local roads and may have amenities such as sidewalks and lighting, and could be public or private.

AIRPORTS

The Township of Port Sheldon has one private airport within its boundaries called Jaine Grande. However, along with other residents of Ottawa County, general air services are provided through the Muskegon and Kent County International Airports. Additionally, there are other airport facilities in the Ottawa County area. Two of these airports, Park Township/Holland and Grand Haven Memorial Airpark, are public airports. The other four, Coopersville/Pilot Country, Jenison/Riverview Airport, Nunica/Jablonski and Zeeland/Ottawa Executive, are all private airstrips.

PUBLIC TRANSPORTATION

Presently, the Township is not served by a local transit service or public transportation system. In the County, public transportation systems are in place and utilized in the Grand Haven/Spring Lake and Holland areas.

SEWER AND WATER

The availability of public water and sewer systems can greatly influence the options and patterns of development within a community. When services are present, denser residential, commercial, and industrial developments are possible than in areas without these services. Central sewer services also protect ground water resources through eliminating the need for individual septic disposal systems.

It has been a policy of the Township to provide sewer, water and street improvements only upon resident/citizen petition, and when related to public health and safety. Sewer and water have been developed in the

Northeast portions of the Township, but have not been expanded elsewhere.

SOLID WASTE DISPOSAL

Township residents utilize a private hauler to dispose of solid waste. Every Saturday between 9 a.m. and 12 p.m. the private hauler brings a compactor to the Township Hall for residents to drop off trash. Annually, each household is provided with a supply of trash bags from the Township, the amount of which equals approximately 2 bags per week. Additional bags are available at the Township Hall for \$1.00 a piece.

The Township is discussing the possibility of contracting curbside service for solid waste disposal. It is anticipated that this service would need to be funded through the passing of a half to three-quarter millage.

CHAPTER 6. COMMUNITY FACILITIES & SERVICES

The Township's community facilities provide tangible services to its residents and enhances the local quality of life. As the Township's population grows, the demand for these services will also grow. This will translate into the need to expand existing community facilities; build more recreational facilities, and hire additional public service personnel. As a basis for planning for these future needs, below is a description of existing community facilities within the Township.

TOWNSHIP HALL AND OTHER FACILITIES

The Port Sheldon Township Hall is located at 16201 Port Sheldon Road, east of Holly Drive. Built in 1966 and recently expanded, the Hall currently houses the offices of the Township Supervisor, Clerk, Treasurer, and meeting space. The Hall is located on a parcel 40 acres in size and is a part of the Township Recreational Park. Also, a storage garage and a recycling facility are located adjacent to the Hall.

Currently, there are no public libraries located in Port Sheldon Township. However, the Township may have future space available for a moderate-sized library in the now existing Fire Station at the Township Hall. This space will be available if a Fire Station is constructed east of the Hall as stated in the "Fire Protection" description of this chapter.

There are public libraries located in the City of Grand Haven and Holland, which are 10 miles to the north and 8 miles to the south, respectively.

FIRE PROTECTION SERVICES

The Township maintains one, newly built Fire Station located on Township property just down the street from the Township Hall. The Fire Station is well situated in relation to present concentrations of population and development. The new fire station was built in response to some conflicts in use at the old location. The fire station previously resided in the same building as the Township Hall. Access was difficult when the Hall was being used for larger events or meetings. When the Township decided to expand the Township Hall for administrative purposes, the new fire station was built at the

Port Sheldon Road/160th Avenue intersection, just east of the Township Hall.

The Township has a voluntary Fire Department comprised of 17 volunteers and a Fire Chief. Dispatching is initiated from the 911 County Dispatch in Hudsonville. The Department provides protection for all of Port Sheldon Township and has a mutual aid agreement to provide services to or receive assistance from surrounding communities when needed. At present, the Township has not had to use the assistance program.

POLICE PROTECTION SERVICES

General police protection is provided by the Ottawa County Sheriff's Department, which operates out of Hudsonville. However, Port Sheldon Township receives police support from the Sheriff's post located in the City of Holland. The Sheriff's Department has two units which patrol the general Township area. Ottawa County participates in a "911" emergency notification system for County residents. On average, approximately 2 to 3 percent of the County's response to 911 calls comes from the Port Sheldon Township area.

As the local and County population has increased, the need for police patrol has also increased. At present, the national average of officers to population is about 1.7 officers per 1,000 persons; Ottawa County's average is about .5 officers per 1,000 persons. In response to the capacity of the County's police protection, the County has hired Grand Valley State University to conduct a study and to produce a Master Plan for combining police forces.

PARKS AND RECREATION FACILITIES

Port Sheldon Township owns and maintains three parks throughout the Township and leases two parcels of land from Consumers Power for recreational use. The following includes a description of parks and recreational facilities currently utilized by the Township.

Kouw Park - This 3.7 acre park is located along 200 feet of beachfront on Lake Michigan at the end of Van Buren Road. The park features improved facilities including picnic areas, play equipment, restrooms and parking. Kouw Park is owned and maintained by the Township.

Windsnest Park - Windsnest Park is located on 4 acres of land and provides large sandy beach front on Lake Michigan for the public to enjoy. The main activities include swimming and picnicking. The park also provides play equipment, restrooms, and improved parking facilities. Although the Township maintains Windsnest Park, the land is owned by Consumers Power and leased to the Township for \$1.00 per year.

Sheldon Shores - Sheldon Shores is situated on approximately 6 to 7 acres of land located on the north side of the Pigeon River just east of Lake Shore Drive. This area includes street right-of-way in which the road has been unused, along with a strip of woods between the river and the right-of-way. The park has three land boat launches which enable sportsmen access to the Pigeon River. The Township leases this land from Consumers Power for \$1.00 per year as well as maintains the privacy fence separating the park from remaining Consumers Power property.

Township Recreational Park - The Township Recreational Park is located on 40 acres of land near the center of the Township. Also located on this parcel is the Township Hall and the Fire Station. Indoor facilities include a gymnasium/multi-purpose room, a kitchen area and a public restroom, available on a rental basis. Outdoor facilities include a softball diamond, tennis courts, basketball courts, picnic and play equipment, shuffle board, seating areas and parking. The park is owned and maintained by the Township.

Zwemer Park - Zwemer Park is comprised of 3.2 acres of wooded land located along the Stanton Road right-of-way between Lake Shore Drive and Lake Michigan. This piece of land is generally used as parking for beach users and does not have improved facilities at this point in time. The park is owned and controlled by the Township.

Other Recreational Opportunities - The County provides Kirk Park to the north, Tunnel Park to the south, and Pigeon Park to the east of Port Sheldon Township. Also, the County and local communities continue efforts to develop a County-wide bike path/cross country trail system.

The State maintains two popular parks, Holland State Park and Grand Haven State Park. Both of these parks provide extensive sandy beach frontage. The primary activities include swimming, camping, picnicking and other water-related activities (pier fishing, wind surfing, etc.). The Department of Natural Resources maintains

a public boat launch facility on Pigeon Lake which is heavily used for access to Pigeon Lake and Lake Michigan. Although the boat launch is operated by the MDNR, the property is owned by Consumers Power and is leased to the MDNR for \$1.00 a year.

SCHOOLS

The Township is divided into two public school districts. The southern half of the Township is within the jurisdiction of the West Ottawa School District while the northern half is part of the Grand Haven School District. Both school districts provide elementary through secondary levels.

CHAPTER 7. PUBLIC INPUT

During the completion of the last master plan the Township distributed a community attitude survey to all property owners and occupants in 1994. The results of the 1994 Citizen Attitude Survey mailed out to the Township residents in early February have been tabulated. Of the approximately 1,400 surveys mailed out, the Township received over 370 survey replies, equaling a good response rate of 26.5 percent. A copy of the survey is in the appendix.

Listed below are the results of each question or statement (in bold print) included in the 1994 survey as well as the results of the comparable question from the survey used in the 1982 Land Management Plan. The Port Sheldon Planning Commission greatly appreciates the response received by the residents.

1. **Residential development has encroached to the detriment of areas of natural beauty**
1994: 37% yeas, **39% no**, 24% undecided
1982: **68% yes**, 22% no, 10% undecided
2. **Commercial development has encroached upon areas of natural beauty.**
1994: 29% agree, **48% disagree**, 23% undecided
1982: **47% agree**, 37% disagree, 16% undecided
3. **Lot size require a 100 foot minimum frontage. This is an efficient minimum frontage**
1994: **62% agree**, 28% disagree, 10% undecided
1982: No comparable question was included on this survey.
4. **Traffic congestion is becoming more of a problem.**
1994: 33% agree, **53% disagree**, 14% undecided
1982: 37% agree, **49% disagree**, 14% undecided
5. **Due to increased population, the Township should provide more land for parks and open space.**
1994: 38% agree, **40% disagree**, 22% undecided
1982: **53% agree**, 36% disagree, 11% undecided
6. **Scenic environment.**
1994: **74% very important**, 25% important, 1% not important, 0% undecided
1982: **73% very important**, 21% important, 5% not important, 1% undecided

7. **Convenient commuting distance to your job.**
1994: 21% very important, 37% **important**, 35% not important, 7% undecided
1982: 29% very important, 33% **important**, 31% not important, 7% undecided
8. **Slow paced rural life.**
1994: 57% **very important**, 33% important, 8% not important, 2% undecided
1982: 58% **very important**, 31% important, 9% not important, 2% undecided
9. **Recreational facilities.**
1994: 53% **very important**, 37% important, 9% not important, 1% undecided
1982: 28% very important, 43% **important**, 21% not important, 9% undecided
10. **The bike path program.**
1994: 30% very important, 43% **important**, 25% not important, 2% undecided
1982: 31% very important, 51% **important**, 11% not important, 7% undecided
11. **More commercial development**
1994: 20% yes, 80% no
1982: 18% yes, 82% no
12. **More industrial development**
1994: 14% yes, 86% no
1982: 15% yes, 85% no
13. **More high density housing**
1994: 6% yes, 94% no
1982: 11% yes, 89% no
14. **Stricter enforcement of zoning laws.**
1994: 58% yes, 42% no
1982: 69% yes, 31% no
15. **More recreational areas.**
1994: 45% yes, 55% no
1982: 53% yes, 47% no
16. **More consideration should be given to environmental impact of development**
1994: 79% yes, 21% no
1982: 88% yes, 12% no
17. **The Township should discourage strip commercial.**
1994: 81% yes, 19% no
1982: 88% yes, 12% no
18. **Increase taxes for curbside garbage pickup and recycling.**
1994: 18% yes, 82% no
1982: No comparable question
19. **Increase taxes to allow public water extension of public water into the Twp.**
1994: 26% yes, 84% no
1982: No comparable question.

RESULTS COMPARISON (1982 PLAN VS. 1994 PLAN)

1. The residents attitudes have taken a big change. In the early 80's, the residents strongly agreed with this statement whereas presently they appear to feel more confident in the status of residential development.

2. Similar to residential development, the residents feel that commercial development has become less of a threat to the Township. The attitude towards both of these types of development may be due to proper planning and land management over the past decade which reinforces the idea of keeping up-to-date with land use planning (master plan update).
3. This statement has no comparable question from the earlier survey. However, it should be known that the residents feel comfortable with the 100 foot minimum lot frontage requirement.
4. The attitude regarding traffic congestion becoming more of a problem remains relatively the same. Although, this time around the residents felt a little stronger in disagreeing with traffic congestion being a problem.
5. The resident's attitude towards the Township providing more land for parks has taken a change. In the 80's the residents strongly supported the statement. However, presently they disagree slightly more than they agree with the statement. A few of the surveys indicated that rather than providing more land for parks, etc., the Township should better maintain the existing parks.
6. With almost identical results, both surveys indicate the residents feel that the scenic environment is very important. It appears that the residents highly desire to preserve and enhance the scenery around the Township. This may suggest that the goals and objectives should address this desire.
7. It appears that convenient commuting distance to jobs still seems to be important to the residents but not a high factor to encourage persons to live in Port Sheldon Township.
8. With almost identical percentages, both surveys indicate the residents highly desire a slow paced rural atmosphere as part of their living conditions in this Township.
9. These results show that the residents attitudes have taken a swing in how they value the recreational facilities in the Township such as Pigeon Lake and Lake Michigan. Before, a majority of the residents thought they were important with a significant number feeling they were not important. Presently, the residents strongly value recreational facilities.

10. This statement does not have a comparable statement on the earlier survey. It should be known that the residents feel that the bike path program is an important attribute of the Township.
11. and 12. Similar to the 1982 survey, the residents strongly oppose additional commercial or industrial development.
13. With even a stronger opinion, the residents indicate that they oppose more high density residential such as condominium or apartments.
14. Although the residents show less importance in enforcing zoning laws, the majority still felt it should be done.
15. In support of statement number 5 and 9 of the surveys, most of the residents discourage additional recreational areas.
16. While still important to the residents, it appears that the issue of more consideration given to environmental impact of development within the Township has become slightly less of a concern. This may indicate that the residents, over time, have become more comfortable with the practice of the Township.
17. In support of number 11 of the surveys, the residents strongly discourage strip commercial development.
18. and 19. These questions have no comparable questions on the earlier survey. However, it should be known that the residents would not support an increase in taxes for either curbside garbage pickup or for the extension of public water.

SECTION III FUTURE LAND USE PLAN

This section of the Plan is the culmination of the entire planning process. It includes the overall goals and objectives of the Township as developed through the futuring process and ultimately as expanded in the preparation of this plan.

It also sets forth in Chapter 9 the Future Land Use Plan and map for the Township. Finally, in Chapter 10, offers a framework for the implementation of the Plan.

CHAPTER 8. GOALS AND OBJECTIVES

Goals also express a consensus of community direction of public and private agencies, groups, and individuals.

Planning goals and objectives must be founded on the fundamental values of the residents of Port Sheldon Township. They advance those values and shape the Master Plan. An effective goal statement must describe a desired condition or end state the community seeks to achieve and it must enjoy broad-based support within the community. Generally, a goal statement should look twenty to twenty-five years into the future and be stated in positive terms. An objective statement is often described as a milestone or sub-element of the goal. Objectives are more specific than goals and should have some measurable aspect so that progress toward the objective may be noted.

The following goals and objectives have been adopted by the Planning Commission to form the policy foundations for this Plan.

NATURAL FEATURES

The citizens of Port Sheldon Township will continue to enjoy the natural features of the community as manifested in the rolling woodlands, meadows, wetlands and farmlands and the clean waters of the Pigeon River and its tributaries. A central purpose of this Master Plan is the preservation of these valuable assets both as natural areas and for recreational purposes to serve current and future residents.

Objectives:

1. Establish a comprehensive inventory of natural features in the Township. These features include public land, TenHagen Creek, Lake Michigan shoreline, Pigeon Lake and River, all dune areas, Sloans Pond and others.
2. Establish zoning and other mechanisms to encourage open space and cluster development options that preserve natural features.
3. Foster and maintain cooperative arrangements with the Ottawa County Parks Department with regard to park planning and development.

4. Conduct Township park and recreation planning in accord with the Township Master Plan.
5. Establish mechanisms to encourage the establishment of scenic easements within private development projects.
6. Establish mechanisms to assure the inclusion and maintenance of open and natural areas in private development.
7. Acquire property for preservation purposes when available.

LAND USE

Port Sheldon Township will preserve the character of its residential areas by, managing growth to foster low density development that preserves and compliments the natural features of the community. Appropriately scaled commercial, industrial and office development that is carefully integrated with natural features will be encouraged where served by public utilities and effective roadway connections.

Objectives:

1. Utilize the Master Plan to guide growth and development and avoid land use conflicts.
2. Establish and implement zoning and other regulatory measures to encourage housing to address all life cycle needs.
3. Encourage innovation and creativity in design, landscaping and development techniques.
4. Establish regulatory mechanisms to require public water and wastewater services for new development in the Township.

QUALITY OF LIFE

Life in Port Sheldon Township will be characterized by excellence in the quality of community services, schools and the arts; aesthetics in design and natural features; clean air, water and land; and a culture of support and cooperation among families, neighborhoods and the entire community.

Objectives:

1. Work with appropriate regional emergency health care providers to secure a 24-hour emergency medical facility in or near the Township.
2. Work with the Ottawa County Sheriff's Department to increase the level of policing within the Township.
3. Establish and implement programs to foster and strengthen a sense of community among Township residents and businesses.
4. Promote strong and effective cooperative linkages between the Township and the public and private schools serving the community for the purpose of achieving shared goals.

MANAGED GROWTH AND OPPORTUNITIES

Growth within Port Sheldon Township will be guided in a balanced and sequential manner using innovative and flexible approaches to encourage appropriate development in areas served with utilities carefully integrated into the Township's natural features.

Objectives:

1. Provide opportunity and implement mechanisms to permit the extension of water and wastewater utilities by developers to areas proposed for new development.
2. Limit new utility extensions to areas where growth is to be encouraged.
3. Develop zoning standards to permit open space design development techniques as an option to traditional land divisions.

UTILITIES

Utilities will be provided in a rational and sequential manner to promote the continued protection of groundwater and to encourage development that supports the land use goals of the Township. Additional connections to existing utility lines will be encouraged to further the public health benefits of public systems.

Objectives:

1. Establish mechanisms to monitor the effectiveness of on-site wastewater systems and to promote connections to public water and wastewater systems.
2. Work cooperatively with Ottawa County to promote the rational and sequential expansion of utility systems with equitable and predictable financial structures.
3. Monitor discharge points of upstream wastewater treatment facilities to assess the impact on the Pigeon River and associated systems.

INTERGOVERNMENTAL COOPERATION

Port Sheldon Township will cooperate with neighboring communities and with the metropolitan region to manage growth, seeking to establish consistent and compatible land use, transportation and utility policies and to effectively communicate those policies to other units of government and to the public.

Objectives:

1. Work cooperatively with surrounding communities and with Ottawa County to broaden shared services in Police and Fire protection and emergency response for Township residents.

TRANSPORTATION

The roadway network and transit services in Port Sheldon Township will be developed and maintained to safely and effectively serve the needs of the Township and the region, providing efficient and aesthetically attractive linkages between neighborhoods, shopping and employment centers. Expansions to the transportation system will be completed in accord with the Township's land use objectives.

Objectives:

1. Establish mechanisms to preserve the rural character of existing roads.
2. Implement effective access management techniques to optimize the carrying capacity of arterial roads in the Township.
3. Develop and implement plans to improve north-south and east-west connections through the Township.

4. Actively participate in transportation and mass transit planning and implementation to serve the needs of Township residents and workers.

PEDESTRIAN CONNECTIONS

Pedestrian and non-motorized connections will be developed and expanded between and among land uses and neighborhoods to promote safe, healthy and attractive alternatives to vehicular travel and to meet the recreational needs of Township residents.

Objectives:

1. Prepare and implement regulations to require sidewalks in appropriate areas.
2. Establish mechanisms to enable the installation of sidewalks within existing developments.
3. Prepare and implement programs to establish pedestrian and non-motorized paths along community arterial roadways.

CHAPTER 9. FUTURE LAND USE PLAN

The Port Sheldon Township Future Land Use Plan establishes general patterns of land use to guide growth and development for the next twenty to twenty-five years. Its importance is continually reinforced as it is frequently the first resource consulted when considering newly proposed land use changes. The Land Use Plan also provides the most fundamental resource for developing Township zoning, design criteria, and other regulations.

The intent is to foster orderly patterns of development that preserve the community's important natural features.

The intent of the Future Land Use Plan is to foster orderly patterns of development that preserve the community's important natural features, promote high quality and appropriately scaled residential, and commercial development, provide efficient transportation connections, and enhance quality of life for local residents. By encouraging relatively intense development within the areas serviced by public utility systems, the Township will be able to accommodate the anticipated growth while maintaining high quality residential and commercial development.

This plan generally conforms to and complements the broad development framework outlined in the previous Port Sheldon Township Land Use Plan adopted in 1995. However, since then, some changes have occurred in the community and in Michigan law that make it appropriate for the Township to adjust its planning documents in recognition of those changes. In response to these changing factors affecting the community, this Master Plan recognizes the following underlying ideas that are ongoing in project review in planning the future of Port Sheldon Township.

PLAN ASSUMPTIONS

The goals and policies previously outlined and analysis of the Township's physical, social and economic makeup have allowed the formulation of five broad assumptions that were used in the development of a long-range development plan. These include:

1. The majority of Township residents prefer living in a natural or rural undeveloped setting.

2. The population is expected to increase over the next two decades, but not at a significant rate.
3. The location of public sewer and water in the northeast corner of the Township makes that area a natural location for growth and new development to occur.
4. There are several opportunities to expand and enhance the open space network within the Township to preserve important natural features.
5. The potential for utility services from adjacent communities would permit a Rural Residential area to change to a Single Family Residential area.

THE RELATIONSHIP OF PLANNING TO ZONING

The relationship between land use planning and zoning is an important one. Planning is basically the act of planning the uses of land within a community for the future from a policy standpoint, while zoning is the act of regulating the use of these lands by law or ordinance. The laws of the State of Michigan require that a community engage in land use planning activities, including the preparation of a comprehensive plan or Master Plan, prior to the initiation of a zoning ordinance in a community.

The following narrative provides a better understanding of the terms “planning” and “zoning.”

Land Use Planning

Land use planning is the process of guiding the future growth and development of a community. Generally, a document is prepared known as the Master Plan, which addresses the various factors relating to the growth of a community. Through the processes of land use planning, it is intended that a community can preserve, promote, protect and improve public health, safety and general welfare. Additional considerations include comfort, good order, appearance, convenience, law enforcement and fire protection, preventing the overcrowding of land to avoid undue concentration of population, facilitating the adequate and efficient provision of transportation,

water, sewage requirements and services, and conservation, development, utilization and protection of natural resources within the community.

Zoning

Zoning is one of the instruments, along with capital improvements programming and the administration of local subdivision regulations, which implements the goals and policies of a Master Plan. The enactment and administration of the Zoning Ordinance are legislative and administrative processes conducted by local units of government relating to the implementation of the goals and policies of the Master Plan.

LAND USE CATEGORIES

The over-arching intent of this plan is to foster efficient patterns of development that preserve the community's important natural features and rural character while accommodating the anticipated growth.

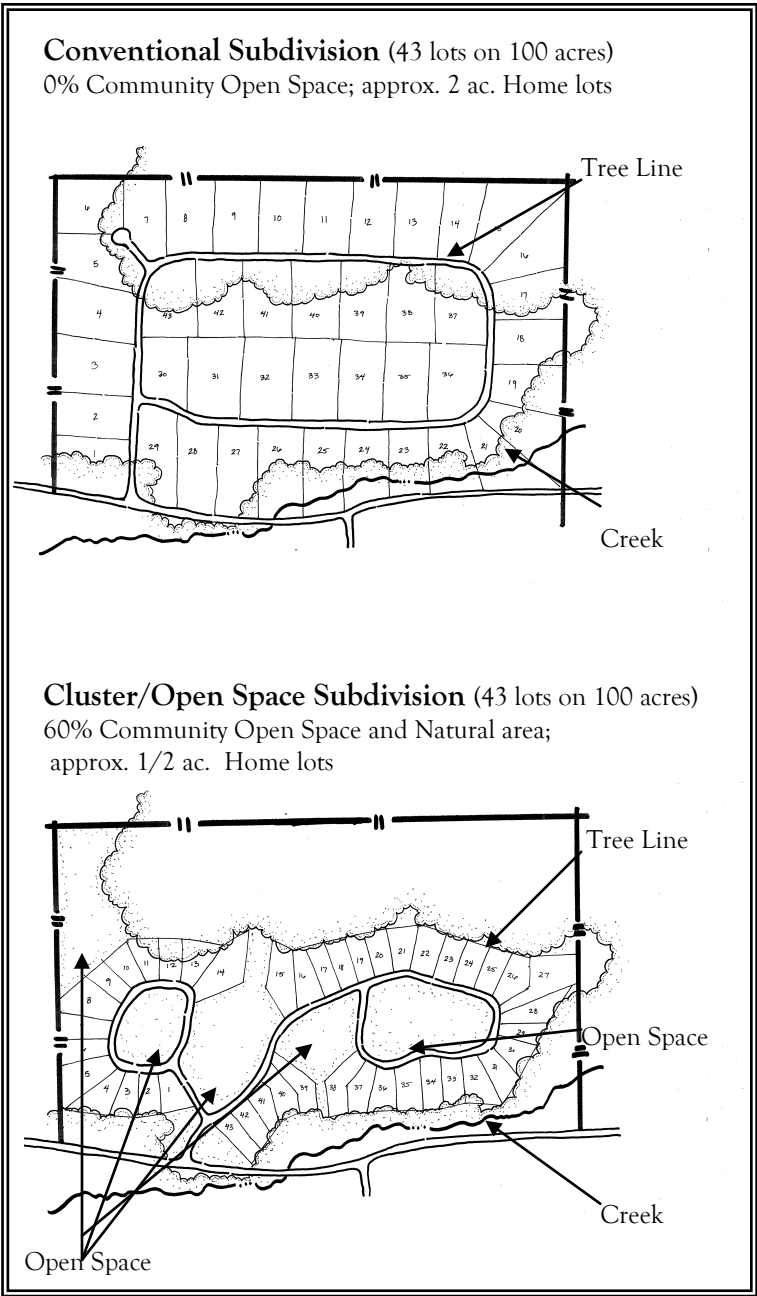
The Port Sheldon Township Master Plan establishes general patterns of land use to guide growth and development for the next twenty to twenty-five years. This Plan constitutes a viable and integrated approach to accommodate the impacts of growth through the designation of land use districts. The over-arching intent is to foster efficient patterns of development that preserve the community's important natural features and rural character while accommodating growth. The following describes each of the future land use designations as illustrated on Map 9.

RURAL RESIDENTIAL (RR)

The intent of the Rural Residential future land use designation is to promote land uses and parcel sizes that are conducive to the preservation of rural character. Any future non-farm residential development will be located in a manner as to reduce conflicts with existing agricultural activities. While densities will be quite low for active farms, smaller lot sizes (two to four acres) and cluster type developments will be promoted to preserve the agricultural integrity of larger unfragmented parcels. Field crops, orchards, vineyards, hobby farms, tree farms, and livestock ranches may be permitted within this designation.

This land use designation is intended primarily to address the need for scattered single-family development in rural and low-density patterns. These areas are not intended to be served with large-scale public utility systems that would promote greater densities.

**Future Land Use Map
Insert Map 9**



The primary land use within this area will be single family homes developed on parcels of 2 acres, or more, or in conservation clusters that result in the preservation of significant open lands and overall densities of less than 1/2 a unit per acre. As can be noted from the Future Land Use Plan map, the bulk of the property in Port Sheldon Township is designated as rural residential.

The Michigan Legislature enacted Act 177 of the Public Acts of 2001, effective December 15, 2001. Act 177 requires certain provisions, to be known as “open space preservation” provisions of the zoning ordinance. Act 177 requires the Township to allow the developer the option to develop on a cluster basis, preserving no less than 50% open space *as specified by the township*. The Act is directed specifically towards low-density residential zoning districts. The open space preservation provisions will apply to zoning districts with 2 or less units per acre in areas not serviced by utilities and 3 or less units per acre in areas that are serviced by utilities.

The Rural Residential District is the perfect match for the State’s required open space preservation development option. Single-family home clustering that preserves 25% or more of developable land containing significant natural features or open space should be encouraged in this land use district.

SINGLE FAMILY RESIDENTIAL (SFR)

In proximity to more intense land uses the Township will encourage single family residential development. The single family residential (SFR) is intended for platted residential and related uses. It has been drawn to reflect both existing development and as the first urbanized

transitional use from commercial uses to lower density residential within the RR areas.

The primary land use within this area will be single family, two-family, and small scale multi-family homes developed in density patterns ranging from four to six dwelling units per acre or in conservation clusters that result in the preservation of significant open space and somewhat greater overall densities. Conservation design techniques will be encouraged, where appropriate, to establish small pockets of natural lands within this development form. These neighborhoods are scaled for public transit or for passenger car travel with good pedestrian connections to commercial and institutional land uses nearby. In all cases, public or properly licensed private utilities will be required in developments in the single family land use designation.

Residential platting should be the most common form of development, though it is expected that there will be dwelling clusters or site condominiums as well. Also, other non-residential uses, such as churches, schools, medical emergency stations, and other uses related directly to residentially developed areas, should be considered for this area.

There will be a potential for additional buffering and setback requirements to any new development in this district at the northern border of the township. Grand Haven Township, which neighbors Port Sheldon Township to the north, will maintain the adjoining property in an agricultural designation.

COASTAL AREA SINGLE FAMILY RESIDENTIAL (SF-CA)

The areas identified as SF-CA represent lands designated by the Michigan Department of Natural Resources (MDNR) as critical dune area, pursuant to PA 222 of 1976, the Sand Dunes Protection and Management Act. Generally these SF-CA lands are located between the Lake Michigan shoreline and Lake Shore Drive. This area is planned for single family growth modified to meet coastal needs. Multi-family residential, commercial and industrial development is discouraged since those higher intensity uses would have greater impacts on the fragile dune areas. The maximum density of this area is one dwelling unit per acre for any new development.

MEDIUM DENSITY RESIDENTIAL/PLANNED UNIT DEVELOPMENT (MDR/PUD)

The Medium Density Residential/PUD designation is intended to provide areas in the Township primarily for multiple family residential, including duplexes, apartments, senior facilities and condominiums. Medium Density Residential may also include office service uses in the area of U.S. 31. This designation will also serve as a transitional area between lower density residential land uses and commercial areas. These areas will be designed to provide efficient pedestrian and vehicular access to commercial and recreational services. In all cases, water and sewer facilities will serve developments in this designation. Growth in this designation will be approved only in a rational and sequential pattern to promote proper zoning techniques and the efficient allocation of water and sewer services.

A PUD is a zoning Technique and discussion of such a tool is typically confined to a Zoning Ordinance rather than a Future Land Use Plan. A PUD permits desirable development in a manner that is more flexible than could normally be accomplished under traditional zoning regulations. In a PUD, a development is planned and built as a single unit and variations could be permitted from such normal zoning regulations as density, land use, setbacks and other site design standards. Through proper design, certain land uses (such as multi-family housing and office uses) in a PUD can be made to be compatible with adjacent land uses.

In order to insure good design approval or denial, a PUD should be based on a careful evaluation of the following criteria, or performance standards, as applied to the site proposed for the PUD, properties abutting this site and the general surrounding area.

PUD Plan Design Review Criteria

- | | |
|-------------------------|--------------------------------------------|
| (a) Traffic | amount and type |
| (b) Access | safety and convenience |
| (c) Parking | location, screening, amount, lighting |
| (d) Signs | size, location, lighting, character |
| (e) Landscaping | location, buffers amount, types, age, size |
| (f) Noise | amount, frequency |
| (g) Natural Environment | soils, trees, vegetation, wetlands |

- (h) Circulation on-site, vehicle, pedestrian, public trans.
- (i) Architectural Character height, size, siting of structure
- (j) Utilities (water, sewer) availability, capacity
- (k) Schools location, needs, impact
- (l) Public Safety Facilities access, availability, need
- (m) Land Use Transition on-site, off-site
- (n) Air Pollution type, amount, odor
- (o) Energy Consumption type, amount, availability
- (p) Drainage location, capacity, type
- (q) Density net, adjacent

There will be a potential for additional buffering and setback requirements to any new development in this district at the northern border of the township. Grand Haven Township, which neighbors Port Sheldon Township to the north, will maintain the adjoining property in an agricultural designation.

NEIGHBORHOOD COMMERCIAL (NC)

The purpose of the Neighborhood Commercial designation is to provide a “village scale” commercial area. It is intended for neighborhood commercial businesses and business offices. It is designed to provide goods and services primarily to meet the needs of residents along Pigeon Lake and the big lake. Facilities will be developed in harmony with the area’s natural features and in a scale and form to encourage pedestrian access and to minimize auto-pedestrian conflicts. Innovative techniques will be encouraged to include a mix of office and residential uses with local retail land uses. In those locations where mixed commercial and residential can be accommodated effectively consistent with the goals and objectives of this Plan, planned developments will be encouraged.



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Development and redevelopment of these areas must be sensitive to the existing residential neighborhoods in terms of noise, landscaping, lighting, and signage. Uses in these areas need to serve the adjoining neighborhood, not conflict with the residents. The Neighborhood Commercial area is intended to act as an anchor for future commercial development, which should be permitted only when local demand warrants.

One of the most important features of this type of land use is the need for adequate neighborhood access. Zoning regulations should acknowledge this by providing ample standards for parking, driveways, and pedestrian safety. Local retail land uses can be thought of as a source of identity and often considered landmarks in a community. Unique design features such as outdoor seating, awnings and heightened landscape standards should be encourage in local retail areas.

Also since this land use area is so closely related to the residential areas they are intended to serve, some degree of conflict with adjacent residential properties is likely to occur. These conflicts can be minimized by:

1. Require screening, green belting, and berming for properties that abut sensitive residential properties.
2. Allow limited transitional activities in the adjacent residential area where such properties directly abut the residential areas. Such uses may include parking or storage activities with extensive screening and landscaping.

COMMERCIAL (C)

The commercial (C) areas are intended for more generalized commercial activities including office uses, highway commercial, regional and community based retail, and general business activities that service other businesses as well as the public. These areas are located along U.S. 31.

The general commercial areas are intended for a full variety of commercial uses, short of manufacturing and processing operations. In addition to special use regulations, future zoning should account for special circumstances related to all commercial uses allowed. Such development standards as uniform setbacks related to street type, zero lot line, condominium ownership, access control, parking, signage and minimum requirements for lot area, lot width, floor area, building height, and so on. Special areas will require specifically tailored regulations depending upon the area and type of zone.

INDUSTRIAL (I)

The industrial land use designation is intended to provide for the Consumers Power Company land, located on Pigeon Lake and the Pigeon River. The facility consumes a great deal of land area. Because of Consumers Power, Port Sheldon Township has a great deal more land dedicated to industrial use than most rural Townships. Therefore, the Township prefers to limit its industrial development to include the power plant only. In further support, the Township citizen's survey results indicate that the residents do not want any additional industrial areas. No other lands are staged or planned to be converted to industrial.

OPEN SPACE (OS)

The area designated as Open Space is primarily publicly owned land for preservation of recreational areas and open space. Development within the open space area is very restricted. However, some farming activities and governmental buildings (as a special use) are permitted. The majority of the open space land is centrally located within the Township, south of Sheldon Road. The preservation of significant open space for the future will be very important in managing Port Sheldon's growth. Most of the area within the Open Space areas are forested and either associated with Pigeon River or larger blocks of undeveloped land. The minimum lot size within the open space designated areas is ten acres.

CHAPTER 10. IMPLEMENTATION

In order for the Future Land Use Plan to serve as an effective guide for the continued development of Port Sheldon Township, it must be implemented. Primary responsibility for implementing the Plan rests with the Port Sheldon Township Board of Trustees, the Planning Commission and the Township staff. This is done through a number of methods. These include ordinances, programs, and administrative procedures which are described in this chapter.

The private sector is also involved in fulfilling the recommendations of the Master Plan by the actual physical development of residential, commercial, and industrial land uses. The authority for this, however, comes from the Township. Cooperation between the public and private sectors is therefore important in successful implementation of the Master Plan.

1. EVALUATE AND REVISE THE ZONING ORDINANCE

The Zoning Ordinance is the primary implementation mechanism for this Plan. In many of the strategies, reference is made to evaluations and updates of the Ordinance to conform with this Plan. This strategy contemplates a complete evaluation of the entire Ordinance including all of the other, more specific, recommendations included in this Master Plan. This will include a revision of the Zoning Map to support the future land use map, and a revision of some zoning classifications to better conform to the future land use designations in this Master Plan. In addition, the Ordinance should be evaluated for flexibility to address innovative development techniques and for its ability to control inefficient development patterns. In this connection, the Zoning Ordinance should be amended to permit open space/cluster development in all districts such that flexible, open space development becomes the norm in the Township as opposed to the traditional subdivision of land.

2. INVENTORY KEY NATURAL AND CULTURAL FEATURES

A key aspect of the Township's Master Plan is the preservation of the natural beauty and important features of the community. The purpose of this strategy is to prepare an inventory of important natural features and to identify the likely trends or conditions that may threaten them.

The idea of protecting woodland areas around the Township has been discussed on many different occasions. Rapid growth and increasing demands upon natural resources have had the effect of encroaching upon, despoiling or eliminating many of the trees, other forms of vegetation, and natural resources and processes associated with natural woodlands. An inventory of these resources would aid in their protection.

Wetlands are another natural resource that provides benefits to the entire community beyond the understanding of many individuals. The State of Michigan regulates and protects this resource but there are limits to the level of protection they provide. Once an inventory has identified the wetland resources, the Township should explore a local ordinance geared to supplement the State law.

Using automated or manual mapping, the Township may develop a set of mapped exhibits that would serve as a guide to future land use decisions. In some areas, it may be appropriate to develop overlay zoning or other preservation mechanisms. These inventories must eventually be field-verified, and with modern global positioning systems (GPS) this process can be accomplished fairly efficiently. In addition, as private property owners submit site plans for consideration, independent and professionally prepared natural features determinations may be collected for incorporation into this inventory.

Standards for the preservation of such features will need to be developed which are effective, yet which permit some reasonable use of private lands. These would be structured to permit proposed buildings to be shifted on a site to preserve features. In addition, as recommended in the Grand Valley Metro Council's Blueprint, it is clear that in some instances, the best mechanism for preservation is acquisition. The Township should work with the Grand Valley Metro Council and the West Michigan Land Conservancy to build a larger trust for this purpose.

3. DEVELOP A PROGRAM FOR NATURAL BUFFERS AND SCENIC EASEMENTS

Developing mechanisms to encourage and require scenic easements and natural buffers within developments will enhance open space and maintain a rural character.

The Township could use its PUD mechanism to provide for natural area buffers while preserving the right of property owners to realize an appropriate yield from their lands. The PUD ordinance will be

evaluated for the flexibility to promote the preservation of open lands and natural area buffers. With regard to larger tracts of natural features, the Township will consider the formation of a nonprofit conservancy or the use of existing conservancies in the area to accept title or easements. The use of a non-profit conservancy may be important to provide tax incentives, in some instances.

In addition to buffers and open lands, this strategy will also include the formation and implementation of a long-range plan to create non-motorized connections between neighborhoods, activity centers, parks and schools. These pathways will help to relieve some of the traffic and vehicle/pedestrian conflicts at critical intersections. More importantly, they will add a further amenity to the Port Sheldon Township Community.

4. CREATE A RESIDENTIAL CLUSTER ORDINANCE

Conservation cluster and open space design techniques should be promoted to enable a reasonable yield for development purposes while seeking to preserve the rural character and natural features of the area.

Where conservation cluster developments are proposed, the Township may utilize a new cluster mechanism to implement a development that is consistent with this Plan. The first step would be to conduct a site analysis to identify those features on the site that should be preserved and those portions that may be developed without impact. Based on the underlying zoning density, a set of performance standards will be developed to mitigate possible impacts. These may include buffer/filter strips from stream or wildlife corridors, isolation from steep slopes, tree protection and other appropriate techniques. To the extent development can be accommodated within a portion of the site without impact on the important features, some additional density may be permitted. Conservation easements should be strongly encouraged as a part of such a development to assure that the undeveloped portions of the site remain in a natural state.

5. IMPROVE PUBLIC UNDERSTANDING OF GROWTH MANAGEMENT BENEFITS

Prepare a program of public service announcements, speaker's bureau, and school curriculum on the importance of the careful management of the Township's open lands, natural areas, and farmlands. The theme may be directed at explaining that it is possible and desirable to

have both development and rural character, but effective management is needed. The speaker's bureau would periodically target service clubs, neighborhood and community organizations, and other interest groups.

6. IMPROVE NON-MOTORIZED TRANSPORTATION NETWORK

The Township has been working toward improving opportunities for non-motorized transportation and recreation. The Committee has identified broad corridors in the Trail Plan in order to develop a true "trail network." It is the intent of the Township that the trail follows the best and most logical route in the corridors – not the route that is left over after development is established. The Township will accomplish the actual construction of the trail network by working with developers as development projects occur. The Township understands that there may be a need for the Township to fund, design, and construct some areas of the trail network, as there will be gaps in the system.

To reach the desired trail network, the Township will perform the following activities:

- Prioritize the construction of the remaining segments of the trail network.
- Create a mechanism to encourage or require developers to participate in development of the trail network.
- Set standards for the trail design, characteristics and management.

NEXT STEPS

Revisions to the Master Plan

The Master Plan should be updated periodically (minor review every one to two years, major review every five to ten years) in order to be responsive to new growth trends and current Township attitudes. As growth occurs over the years the Master Plan goals, land use information, population projections, and other pertinent data should be reviewed and revised as necessary so the Plan can continue to serve as a valid guide to the growth of the Township.

Adopting the Master Plan

This Master Plan has been prepared with the oversight and extensive input of the Planning Commission, staff and the input of township residents. The Planning Commission has been instrumental in the overview of the document and provided substantial input. This coupled with extensive public input including a citizen survey and several public input sessions were the primary public input elements of this plan. The adoption of the Plan will be coordinated with the Township Board prior to the required public hearing.

Effect of Adoption

Michigan's new Coordinated Planning Act encourages Township Board members to vote to adopt newly created master plans. Since the elected representatives of the citizens may adopt the Master Plan, within the township, the Master Plan is more than merely a guiding document. State law provides that the Township Board must refer matters dealing with the construction, location, or character of public streets, public structures, public utilities or public land to the Planning Commission for advice and recommendation before taking final action. If the Township Board does not concur with the recommendation of the Planning Commission, it must obtain a vote of not less than a majority of its membership in order to override that recommendation.

Policy Implementation of the Master Plan

After the Master Plan has been adopted, the Planning Commission must use its persuasion to bring about the adoption of ordinances which will carry out the policies of the plan. Only elected officials can adopt these laws. After the adoption of the Master Plan, revisions to the zoning ordinance and subdivision ordinance should be sent to the Township Board for consideration. The Planning Commission should meet with the Township Board to review the policies and the provisions within them. After the Township Board and the Planning Commission reach an agreement, the Planning Commission will introduce the ordinances and schedule a public hearing to obtain additional comments, points of disagreement, or additional ideas. The Planning Commission will then make the final corrections to the ordinances, or the maps which are part of the ordinances, and vote to recommend their adoption by the Township Board.

The Township Board will place the ordinances on its agenda and consider them at its regular public meeting. The Township Board will

hear any further comments or suggestions from the public prior to taking final action. If it desires, the Township Board may refer the ordinances back to the Planning Commission for final advice upon any questions raised by the public at the Township Board meeting prior to final adoption.

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