

PORT SHELDON TOWNSHIP

Master Plan

2017

Approved by the Planning Commission July 26, 2017

Approved by the Township Board August 10, 2017

**PORT SHELTON TOWNSHIP PLANNING COMMISSION
OTTAWA COUNTY, MICHIGAN
(Resolution No. 2017-11)**

At a regular meeting of the Port Sheldon Township Planning Commission held on July 26 2017, at the Port Sheldon Township Hall, the following Resolution was offered for adoption by Planning Commission Member DeLeeuw and was seconded by Planning Commission Member VanGinhoven:

**A RESOLUTION RECOMMENDING APPROVAL OF THE UPDATED
PORT SHELTON TOWNSHIP MASTER PLAN TO THE TOWNSHIP
BOARD AND CONSTITUTING PLANNING COMMISSION APPROVAL
OF SUCH MASTER PLAN**

WHEREAS, the Michigan Planning Enabling Act, MCL 125.3801 *et seq.* ("MPEA") authorizes the Planning Commission to prepare a Master Plan for the use, development and preservation of all lands in the Township; and

WHEREAS, the Planning Commission prepared an amended Master Plan and submitted such plan to the Township Board for review and comment; and

WHEREAS, on April 13, 2017, the Port Sheldon Township Board received and reviewed the proposed Master Plan prepared by the Planning Commission and authorized distribution of the Master Plan to the Notice Group entities identified in the MPEA; and

WHEREAS, notice was provided to the Notice Group entities as provided in the MPEA; and

WHEREAS, the Planning Commission held a public hearing on today's date to consider public comment on the proposed amended Master Plan, and to further review and comment on the proposed amended Master Plan; and

WHEREAS, the Planning Commission finds that the proposed amended Master Plan is desirable, proper, and reasonable and furthers the use, preservation, and development goals and strategies of the Township;

NOW, THEREFORE, BE IT HEREBY RESOLVED AS FOLLOWS:

1. ***Approval of 2017 Master Plan.*** The Planning Commission approves the proposed Master Plan, including all of the chapters, figures, descriptive matters, maps and tables contained therein.

2. ***Distribution to Township Board.*** Pursuant to MCL 125.3843, the Township Board has asserted by resolution its right to approve or reject the proposed Master Plan and therefore, the approval granted herein is not the final step for adoption of the plan as provided in MCL 125.3843. In addition, the Planning Commission hereby approves distribution of the proposed amended Master Plan to the Township Board. The Planning Commission respectfully recommends to the Township Board that the Township Board give final approval and adoption of the proposed Master Plan.

3. ***Findings of Fact.*** The Planning Commission has made the foregoing determination based on a review of existing land uses in the Township, a review of the existing Master Plan provisions and maps, and input received from the Township Board and at the public hearing, as well as the assistance of a professional planning group. The Planning Commission also finds that the amended Master Plan will accurately reflect and implement the Township's goals and strategies for the use, preservation, and development of lands within Port Sheldon Township.

4. ***Effective Date.*** The Master Plan will be effective upon the date that it is approved by the Port Sheldon Township Board.

YEAS: Van Ginhoven, Stump, Petroelje, Van Malsen, Timmer, DeLeeuw, Monhollon

NAYS: None

ABSENT: None

RESOLUTION DECLARED ADOPTED.

Respectfully submitted,

Dated: July 26, 2017

By Lori Stump
Lori Stump
Planning Commission Secretary

**PORT SHELDON TOWNSHIP
OTTAWA COUNTY, MICHIGAN**

(Resolution No. 2017-13)

At a regular meeting of the Port Sheldon Township Board held on August 11, 2017, at the Port Sheldon Township Hall, the following Resolution was offered for adoption by Board Member Esther Van Slooten and was seconded by Board Member Gerald Smith:

**A RESOLUTION ADOPTING THE PROPOSED
PORT SHELDON TOWNSHIP MASTER PLAN UPDATE**

WHEREAS, the Michigan Planning Enabling Act, MCL 125.3801 *et seq.* ("MPEA") authorizes the Planning Commission to prepare a Master Plan for the use, development and preservation of all lands in the Township; and

WHEREAS, the Planning Commission prepared an updated Master Plan and submitted such plan to the Township Board for review and comment; and

WHEREAS, on April 13, 2017, the Port Sheldon Township Board received and reviewed the proposed Master Plan prepared by the Planning Commission and authorized distribution of the Master Plan to the Notice Group entities identified in the MPEA; and

WHEREAS, notice was provided to the Notice Group entities as provided in the MPEA; and

WHEREAS, the Planning Commission held a public hearing on July 26, 2017 to consider public comment on the proposed Master Plan, and to further review and comment on the proposed Plan; and

WHEREAS, after the public hearing was held, the Planning Commission voted to approve the updated Master Plan on July 26, 2017, and recommended adoption of the proposed Master Plan to the Township Board; and

WHEREAS, the Township Board finds that the proposed Master Plan is desirable, proper, reasonable, and furthers the use, preservation, and development goals and strategies of the Township;

NOW, THEREFORE, BE IT HEREBY RESOLVED AS FOLLOWS:

Adoption of 2017 Master Plan. The Port Sheldon Township Board hereby approves and adopts the proposed updated Master Plan, including all of the chapters, figures, descriptive matters, maps and tables contained therein.

Distribution to Notice Group. Pursuant to MCL 125.3843, the Township Board approves distribution of the updated Master Plan to the Notice Group.

Findings of Fact. The Township Board has made the foregoing determination based on a review of existing land uses in the Township, a review of the existing Master Plan provisions and maps, and input received from the Planning Commission and the public, as well as the assistance of a professional planning group. The Township Board also finds that the updated Master Plan will accurately reflect and implement the Township's goals and strategies for the use, preservation, and development of lands within Port Sheldon Township.

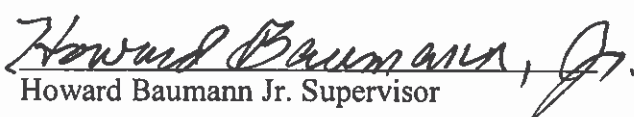
Effective Date. The amended Master Plan shall become effective on the adoption date of this resolution.

YEAS: Esther Van Slooten, Gerald Smith, Kathy Van Voorst, Bill Monhollon and Howard Baumann Jr.

NAYS: None

ABSENT/ABSTAIN: None

RESOLUTION DECLARED ADOPTED.


Howard Baumann Jr. Supervisor


Kathy Van Voorst, Clerk

CERTIFICATION

I hereby certify that the above is a true copy of a resolution adopted by the Township of Port Sheldon Township Board of Trustees at the time, date, and place specified above pursuant to the required statutory procedures.

Respectfully submitted,

Dated: August 11, 2017

By Kathy Van Voorst
Kathy Van Voorst
Port Sheldon Township Clerk

PORT SHELDON TOWNSHIP 2017 MASTER PLAN

Planning Commission

Josh Van Malsen	Chair
Duke DeLeeuw	Vice Chair
Lori Stump	Secretary
Bill Monhollon	Township Board Representative
Delwyn Petroelje	Member
Nicole Timmer	Member
David Van Ginhoven	Member

Township Board

Howard Baumann, Jr.	Supervisor
Kathy Van Voorst	Clerk
Esther Van Slooten	Treasurer
Gerald Smith	Trustee
Bill Monhollon	Trustee

Zoning Administrator

Nathan Perton
Eric Davis

Technical Support

Katie Van Slooten

Prepared with assistance from:

williams&works
engineers | surveyors | planners

Andy Moore, AICP
Maxwell Dillivan, AICP
Yuting Sun
Nicholas Govan

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SECTION 1. INTRODUCTION

This Master Plan represents 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 Michigan Planning Enabling Act, 33 of 2008, 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

This plan is an update to, and restatement of, the Port Sheldon Township Master Plan of 2003. 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 2016 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 involves four inter-related phases:

Community Profile - Documenting Existing Conditions

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. This phase culminated in the preparation of this Community Profile Report. This report will comprise the first seven chapters of the Plan.

The objective of the second phase is to establish a policy basis for the Township's planning and land use regulations. Using the input from the community residents, the planning team will review and refine goals and objectives for the future of Port Sheldon Township.

The third phase involves drawing together the input from the previous two and preparing a revised Future Land Use Plan which will be reflected in Section III of this Plan. From these analyses, the future land use designations and map (Chapter 9) will be developed.

The final phase of the process will involve the development of specific implementation strategies to carry out the plan. These strategies will be tasks, that, if implemented, will result in the fulfillment of the plan's vision. These strategies will be reflected in Chapter 10.

THE ORGANIZATION OF THE PLAN

This Plan will be 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 acknowledgments to those involved. Section II is the Community Profile, which presents an overview description of Port Sheldon Township from the perspective of:

- » **Natural Features and the Environment** (Chapter 1)
- » **Population and Demographics** (Chapter 2)
- » **Housing, Income, and Economic Development** (Chapter 3)
- » **Land Use and Development Patterns** (Chapter 4)
- » **Utilities and Infrastructure and Transportation** (Chapter 5)
- » **Community Facilities and Services** (Chapter 6), and
- » **Public Input** (Chapter 7)

Section III constitutes the Future Land Use Plan, which includes the Township's **Goals and Objectives** (Chapter 8), the **Future Land Use Plan** (Chapter 9) and the **Implementation Strategies** (Chapter 10).

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 2. COMMUNITY PROFILE

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.

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



CHAPTER 1

NATURAL FEATURES AND THE ENVIRONMENT

1 CHAPTER

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 geographical details, topography, soils, water resources, and woodlands that provide the physical basis of the community as they pertain to future planning considerations.

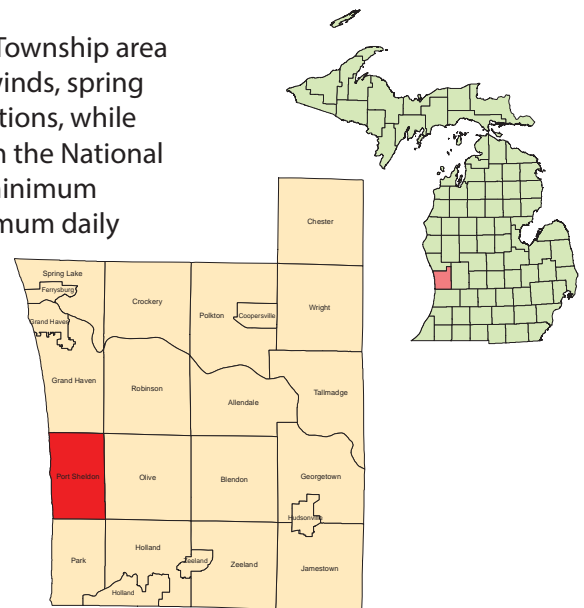
CLIMATE

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 about 70 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



Map 1. Location



Lake Michigan has a profound impact on the climate and weather in Port Sheldon Township

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.

Soils information is shown in maps 2 and 3. Map 2 shows areas of prime farmland, while Map 3 shows generalized soil texture. Generally, most of Port Sheldon Township is located on sandy soils. The soils are generally considered poor for agriculture, although, through proper management of select specialty crops, they may produce yields. Port Sheldon Township has a number of successful blueberry farms, which grow best in well-drained, sandy soils, within its boundaries.

Map 3 shows the soil texture 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.

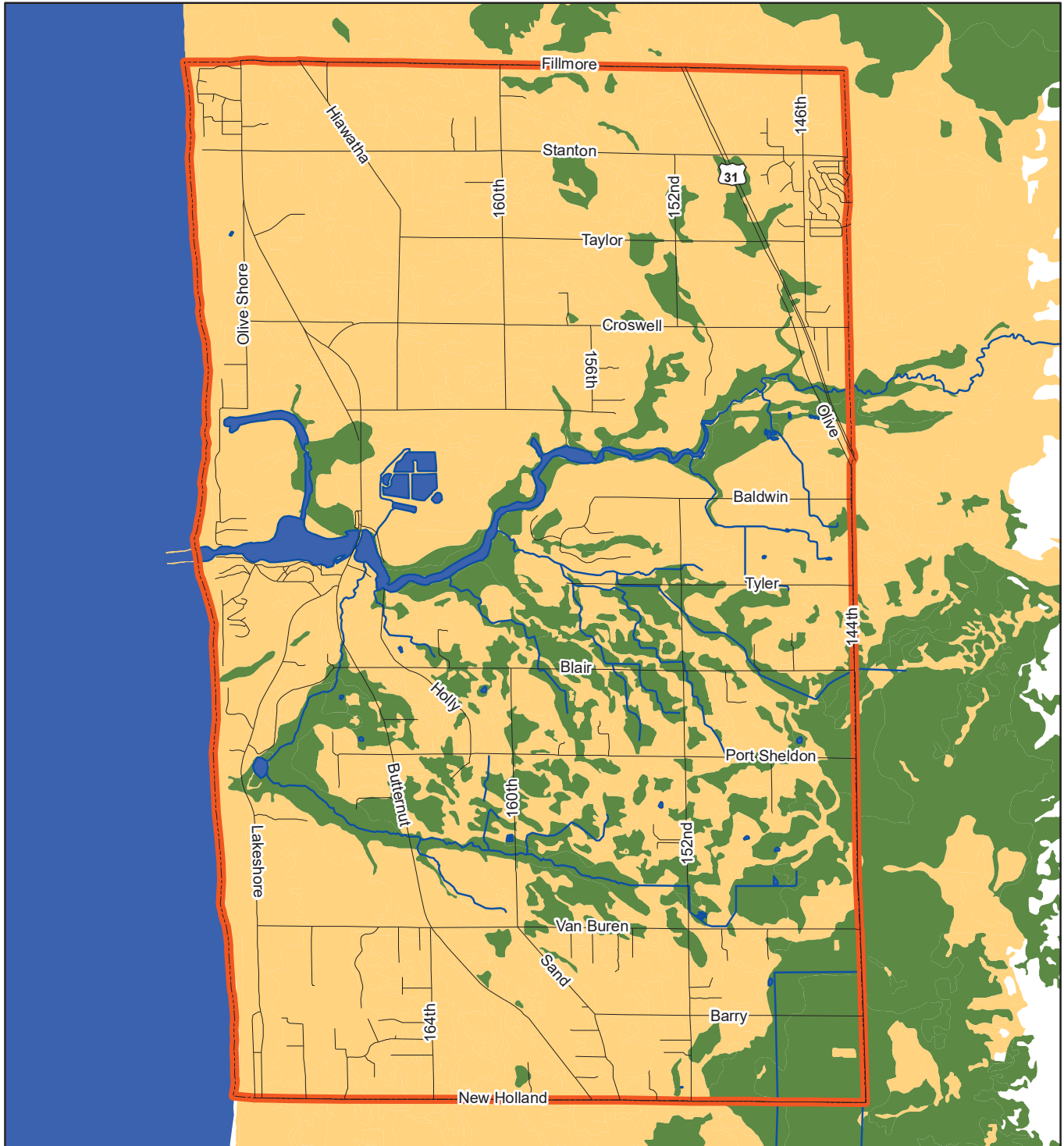
LAKES, WATERSHEDS, WETLANDS AND DRAINAGE

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 Lake Michigan are valuable resources for recreation and enjoyment by Township residents. These water features add appeal and identity to the community.

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.



Port Sheldon Township
Ottawa County, Michigan

2017 Master Plan

Map 3. Soil Texture

Legend

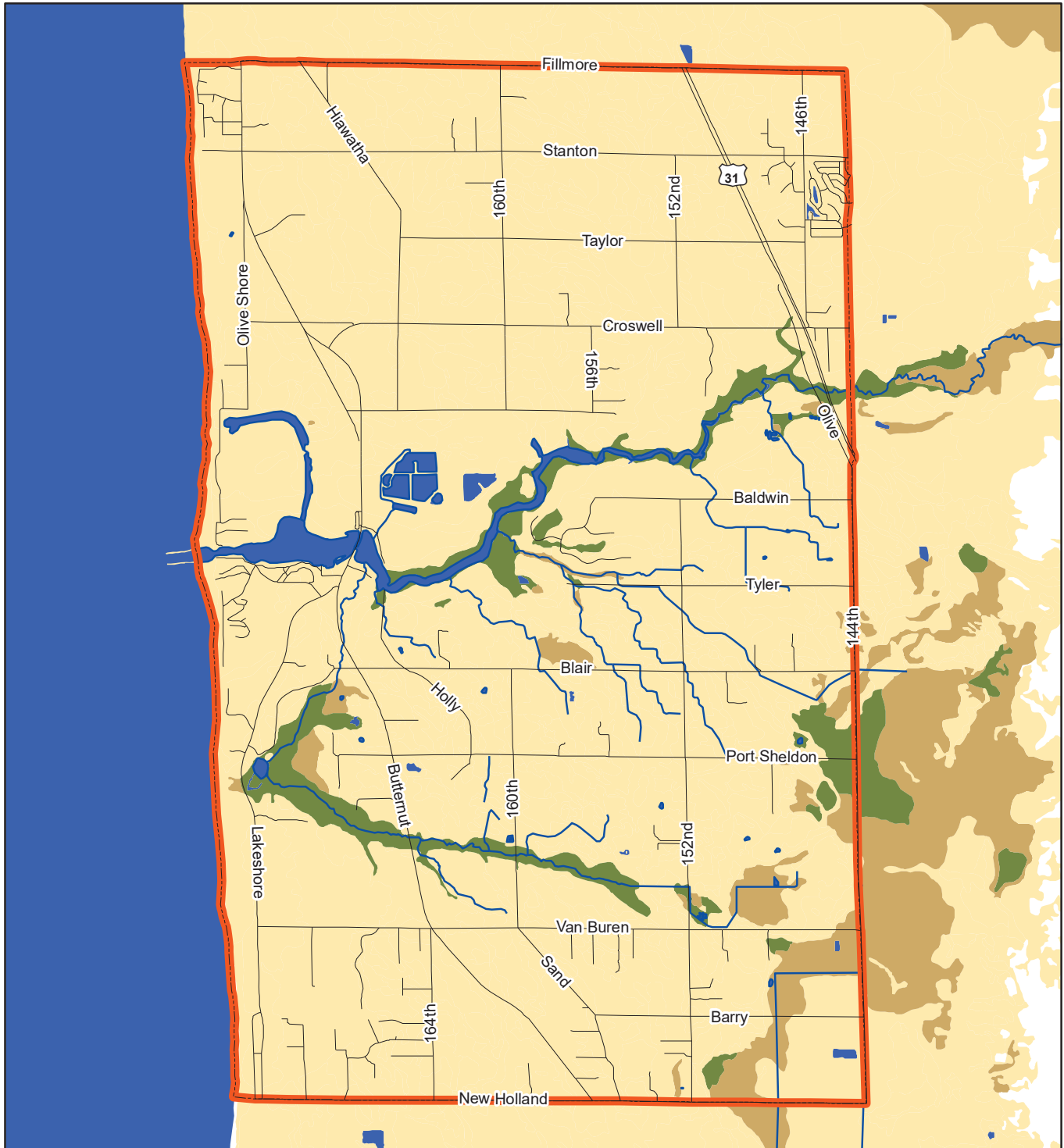
Soil - farmland suitability

- Farmland of local importance
- Not prime farmland

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Feet

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Port Sheldon Township
Ottawa County, Michigan

2017 Master Plan

Map 3. Soil Texture

Legend

Soil Texture

- Marsh or muck
- Sandy
- Loamy
- Water

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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. 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 contaminants.

WETLANDS

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 nutrients, organic compounds, metals, and components of organic



The Lake Michigan shoreline and sand dunes are a defining characteristic of Port Sheldon Township.



Pigeon Lake is the largest lake in Port Sheldon Township and flows directly into Lake Michigan

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



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

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.

FLOODPLAINS

100-year floodplains are 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 are within the 100-year floodplain. The boundaries of the floodplain are determined by the Federal Emergency Management Agency (FEMA).

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 or natural areas.

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 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 5.

There are about 877 acres of critical dune areas in Port Sheldon Township. 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 of this unique natural feature. In some shoreline communities, indiscriminate and unwise development has

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

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 5, 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.



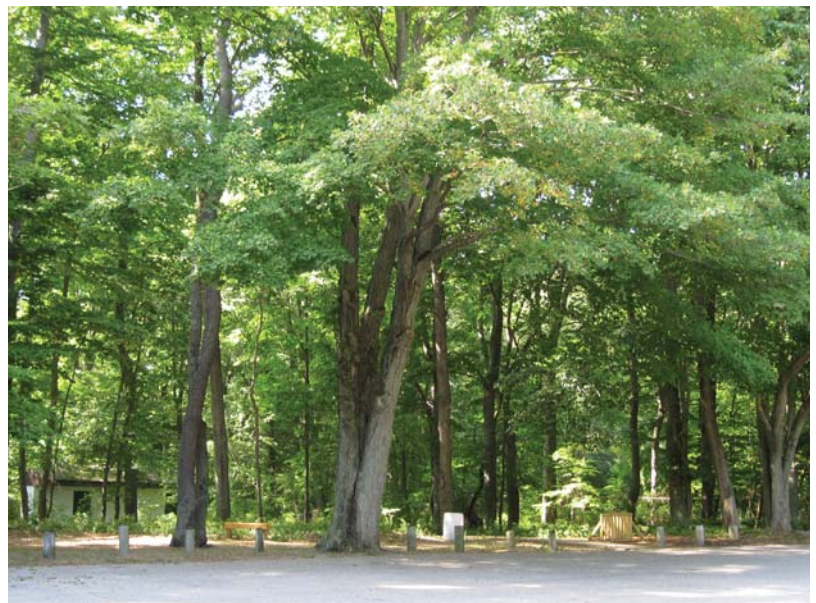
Port Sheldon Township contains extensive sand dunes along Lake Michigan

VEGETATION AND WILDLIFE

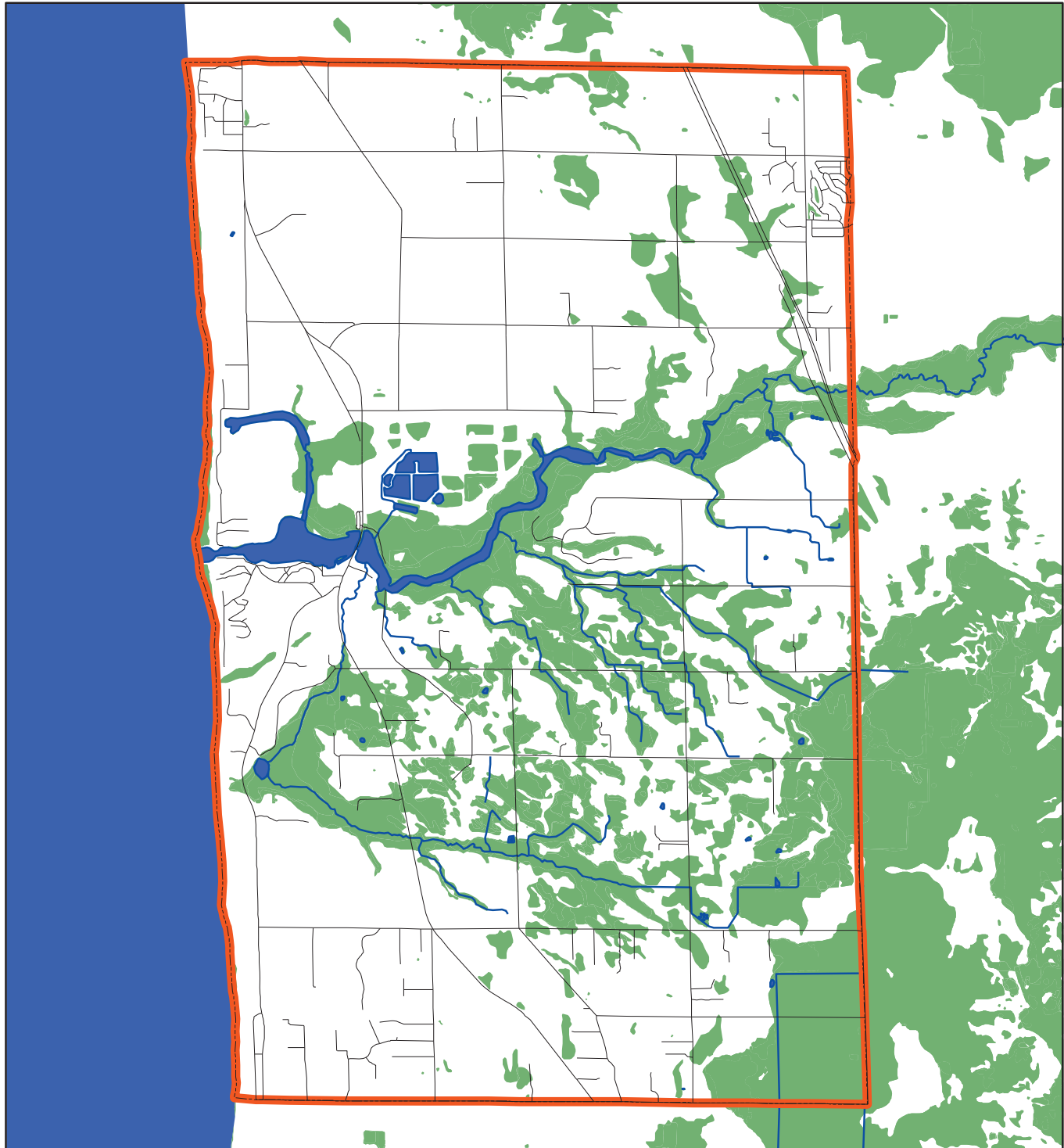
Hundreds of acres of woodlands in the Township serve a useful purpose. They provide stable habitat for plants and animals, protection for soils and watersheds, as well as a buffer from sights and sounds of nuisances. Additionally, the woodlands provide an important feature of the local landscape helping 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 features Inventory (MNFI) 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.



Port Sheldon Township contains numerous large, healthy stands of trees (Kouw Park)



Port Sheldon Township
Ottawa County, Michigan

2017 Master Plan

Map 4. Wetlands

Legend

Potential Wetland Areas*

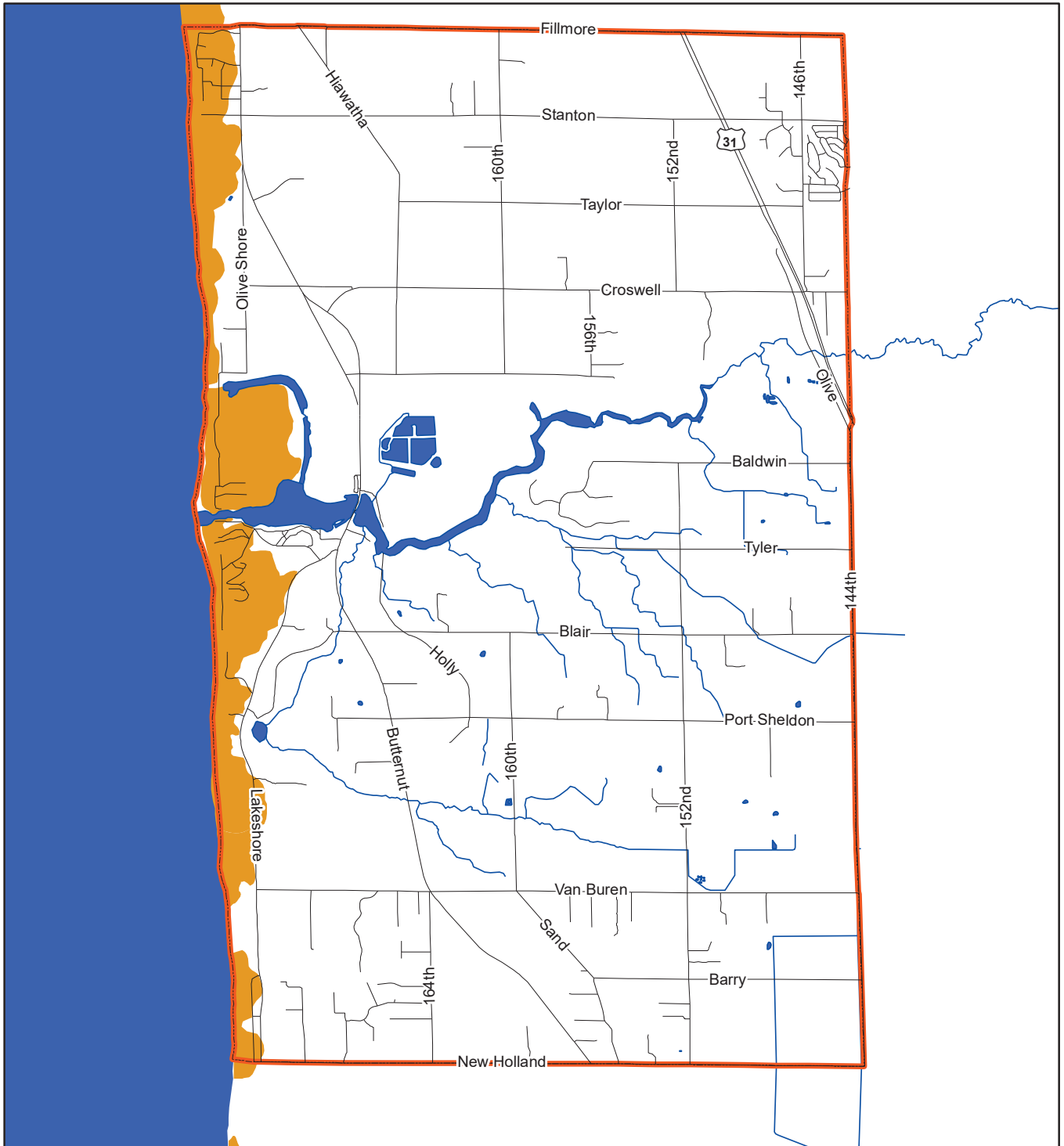
This Wetlands Inventory Map is intended to be used as one tool to assist in identifying wetlands and provide only potential and approximate locations of wetlands and wetland conditions.

This map is not intended to be used to determine specific locations and jurisdictional boundaries of wetland areas subject to regulation under part 303 Wetlands Protection Act, 1994 PA 451, as amended. Only an on-site evaluation performed by MDEQ in accordance with Part 303 shall be used for jurisdictional determination. A permit is required from the MDEQ to conduct certain activities in jurisdictional wetlands.

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Port Sheldon Township
Ottawa County, Michigan

2017 Master Plan
Map 5. Critical Dunes

Legend

 Critical Dune Areas

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CHAPTER 2

POPULATION AND DEMOGRAPHICS

2 CHAPTER

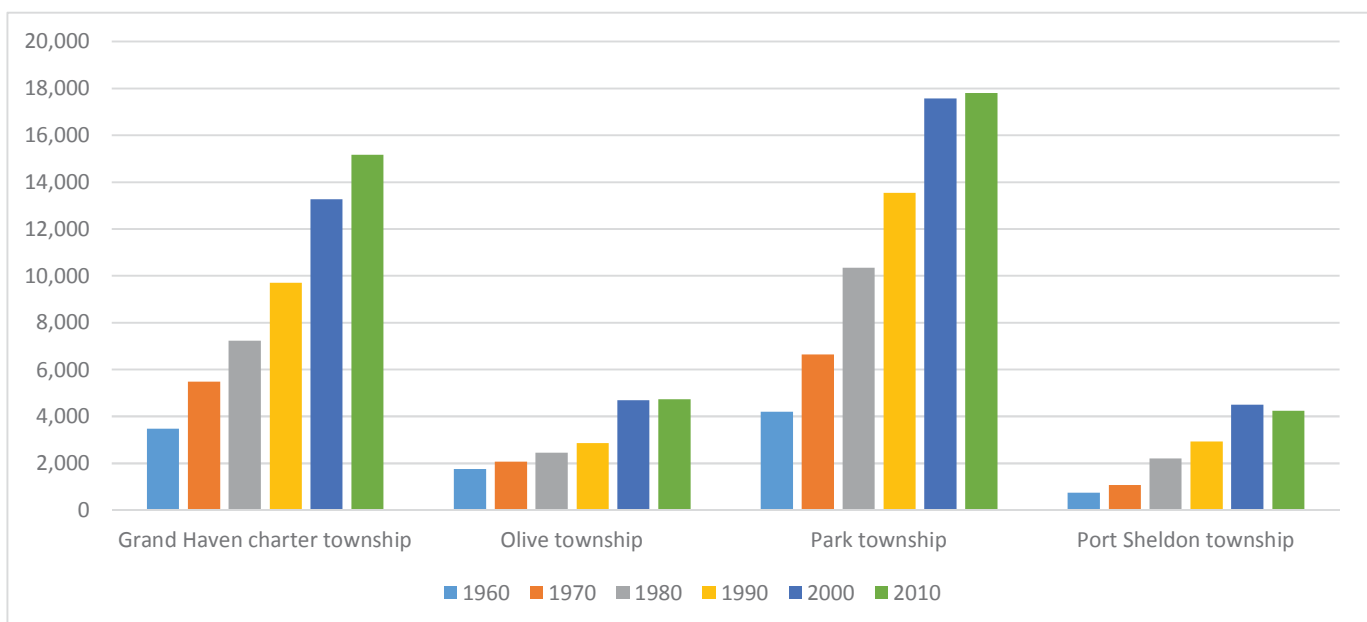
Trends of the past, current assessments, and future predictions are all aspects that will create a vision for the basis of the type and amount of development that will be associated with the population. This section of the Master Plan provides information regarding the population, housing, and economic 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

Figure 1 illustrates population changes in Port Sheldon Township and surrounding townships the period from 1960 to 2010. Port Sheldon has experienced a significant increase in population from 750 persons in 1960 to the 2000 population of 4,503, but the township experienced slightly population loss from 2000 to 2010. 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.

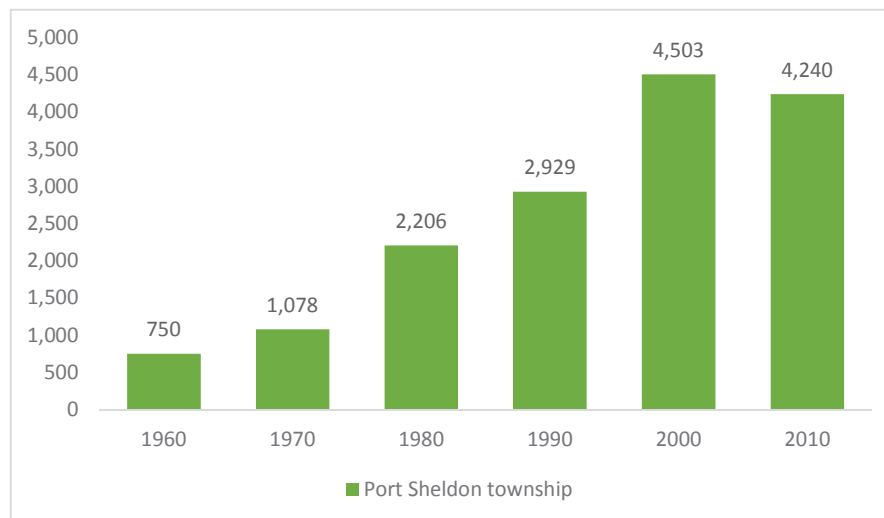
The population increase before 2000 was the result of Port Sheldon's location between two growing cities (Holland and Grand Haven) and its location along the shoreline of Lake Michigan. Port Sheldon has become an attractive rural area for Ottawa County residents to live and at the same time have a reasonable commute to job markets outside of the Township including those in Muskegon and in Grand Rapids.

Figure 1: Historical Population Growth



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: Population Growth in Port Sheldon Township



The population of the Township decreased slightly from 2000 to 2010. This is similar to what was experienced by numerous rural and suburban communities during the same time frame, as figure 1 illustrates a noticeably slower rate of growth throughout the region. This is likely attributed to several factors, including an aging population, families having fewer children, rising fuel prices, the economic recession that began in 2008, and others.

In the last half century, Port Sheldon Township's population has generally increased by more than 500% making it one of the fastest growing communities 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.

However, the Ottawa County population has grown at a steady pace and has more than doubled in size between 1960 and 2010. The population appears to be increasing 33,000 persons each decade in average or at a 20 to 30% increase. According to the U.S. Census Bureau, Ottawa County had a population of 263,801 in 2010. It is likely that the economic and living environment of Ottawa County and the surrounding region will 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

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 below 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 little bit higher than the average density for the County. Port Sheldon Township and Olive Township as well remain more rural in character and sustain a lower average density throughout the community.

Table 1. Population Density in Port Sheldon Township

Community	2010 Population	Land Area (sq. miles)	Population Density (per sq. mile)
Grand Haven Twp	15,178	28.68	529.2
Olive Twp	4,735	36.18	130.9
Park Twp	17,802	19.20	927.3
Port Sheldon Twp	4,240	22.30	190.1
Ottawa County	263,801	563.47	468.2

AGE

Table 2: Median Age of Port Sheldon Township

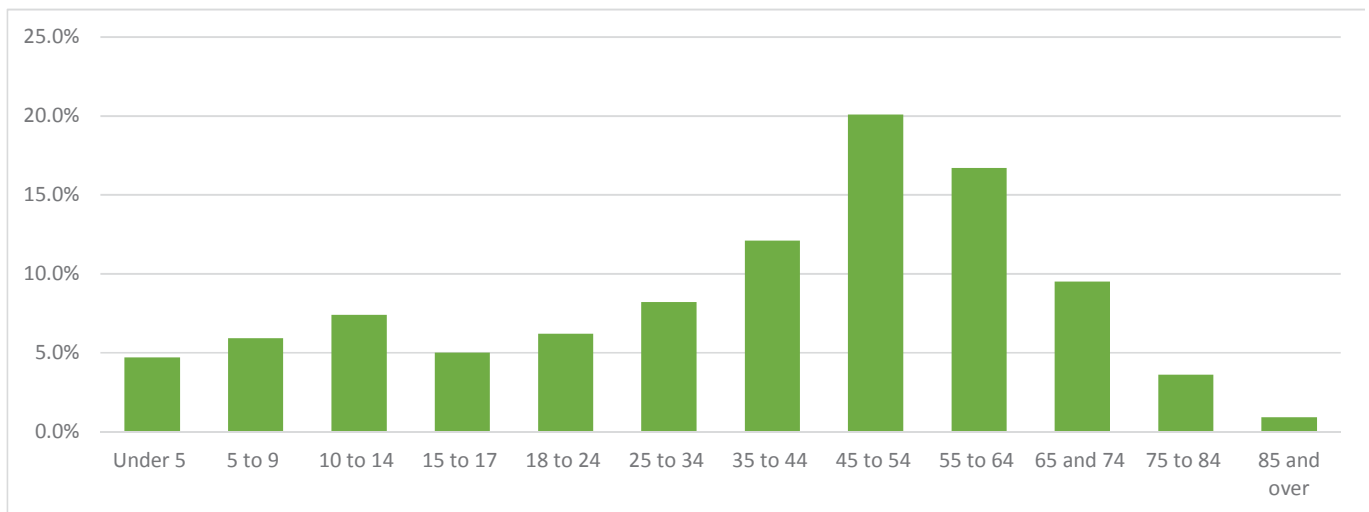
Year	Median Age
1980	28.7
1990	32.8
2000	35.8
2010	45.3

Figure 3 provides a comparison of the age distribution of persons living in Port Sheldon Township in 2010. 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, and increased again to 45.3 in 2010. Over the last three decades, the percentage of persons under 18 years declined, while the percentage above 65 years increased to 13.9% from 5.6%.

In comparison, Olive Township has a younger population with nearly 28 percent of its population under 18 years of age and only 6.7 percent of its population over 65 years of age.

It is clear the population has been aging throughout the region, even including Olive Township. Port Sheldon Township is undergoing faster process of aging throughout the region and the average pace in the County. 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.

Figure 3: 2010 Age Distribution



EDUCATION

Port Sheldon Township is within two school districts: Grand Haven Public Schools and West Olive Public Schools. Grand Haven Public Schools have a total enrollment of 6,203 (as of 2015) and West Ottawa Public Schools reported a 2015 enrollment of 6,905. According to the 2015 American Community Survey, about 700 Township residents are enrolled in grades K-12. There are about 175 students enrolled into college, and 50 students enrolled in graduate or professional schools.

Relating to educational attainment in the community, Port Sheldon residents on average are slightly more educated than Ottawa County residents as a whole. 34.5% of people in Port Sheldon received bachelor's degree or higher, with 29.9% in the County level. 90.3% of Port Sheldon have a high school diploma or more.

Figure 4:
School Enrollment 2010

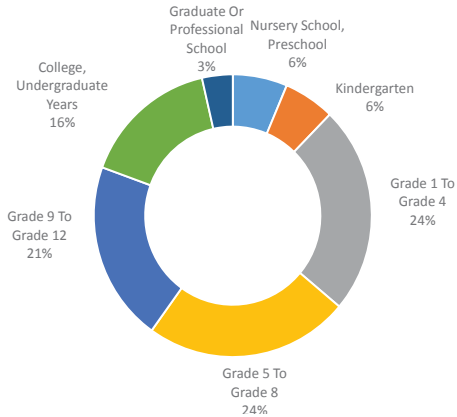
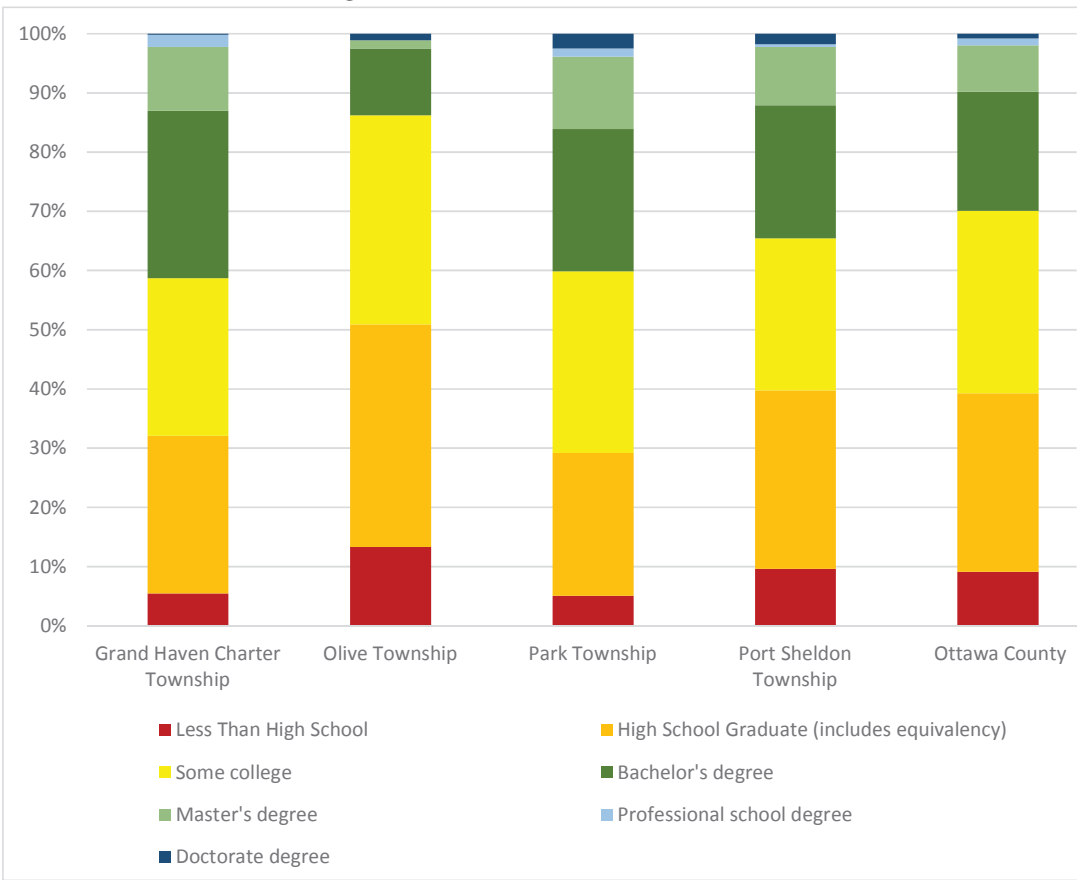


Figure 5: 2010 Educational Attainment





CHAPTER 3

HOUSING, INCOME, AND ECONOMIC DEVELOPMENT

3

CHAPTER

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 2010 census counts, there were 1,972 housing units in Port Sheldon Township, 81.9% of which were occupied. This is a 6.4 percent increase or an increase of 118 housing units since 2000 when 1,854 housing units were reported in the Township.

Figure 6: Occupancy Status (2010)

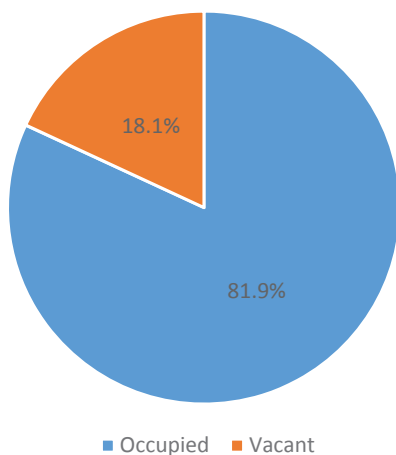
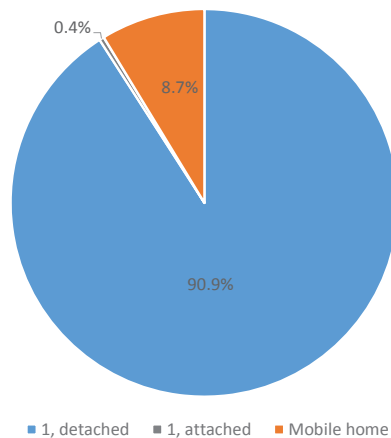


Figure 7: Housing Types (2013)



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. In 2000, it was 2.85. Based on the 2010 Census, the average persons per unit was 2.61. 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 was 2.73 persons whereas in the State of Michigan it was 2.49 persons.

Figure 7 provides 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, 5.5 percent or 89 units were renter occupied in 2010.

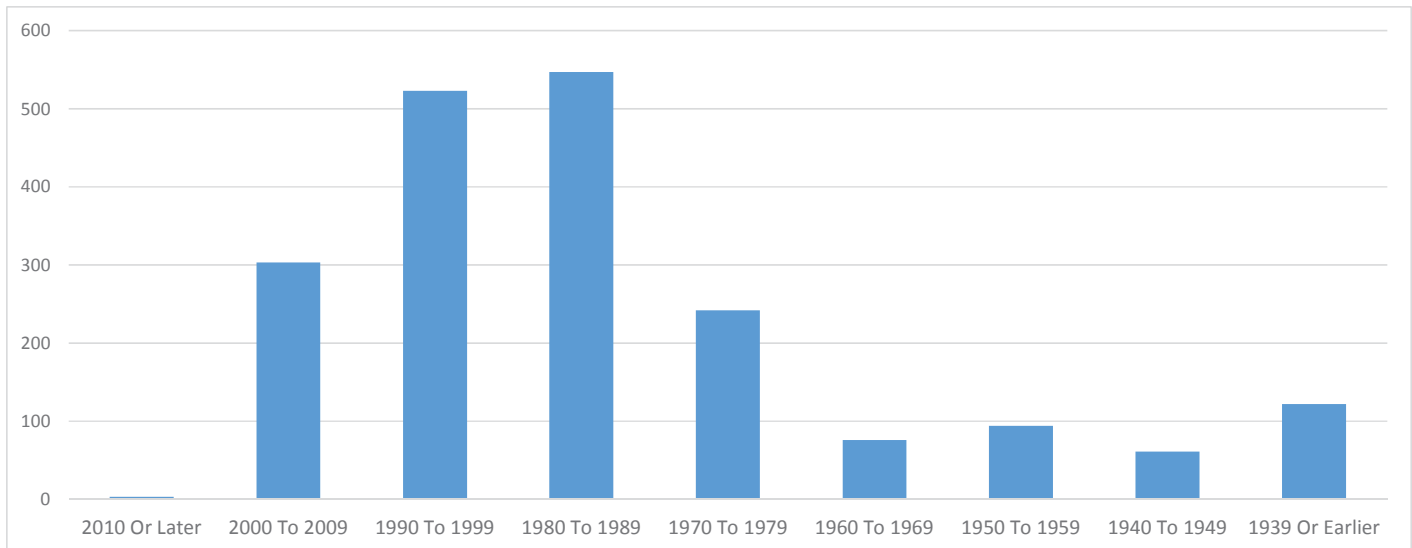
In 1990, the number of vacant units totaled 299 or 23 percent. The high number of vacant houses reflects homes that are seasonal in nature. However, the proportion of seasonal units to year-round units is declining. The 2000 Census reported 15.1% vacancy rate or 280 total vacant units. Of those 280 units 13.4% or 248 units were identified as seasonal use. In 2010, the vacancy rate is 18.1% or 357 units.

Figure 8 categorizes housing construction by decade within the Township. Overall, the Township has been experiencing a high rates of housing construction activity since 1970. 82.2% of all housing units were built after 1970. It reached the peak of building houses from 1980 to 2000, with more than 1,000 units constructed. In the 2000s, the Township witnessed the construction of 306 new housing units. Port Sheldon generally has a younger stock of housing with less 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.

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. In 2013, the median house value for all owner-occupied housing units reached \$204,100. 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 2010 was \$38,147. This represented a 83.6 percent increase from 1990. The per capita income for the Township compares favorably to that of surrounding communities and the County as a whole.

Figure 8: Year Structure Built (2013)



EMPLOYMENT

Table 4 lists the occupations of Township residents 16 years of age or older who were employed in 2010. The total workforce in Port Sheldon Township decreased from 2,537 workers in 2000 to 1,992 workers in 2010. Managers and professionals still made up the largest occupation group, comprising over 43.4 percent of the total.

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.

Table 3: Per Capita Income 1990-2010
Port Sheldon Township and Surrounding Communities

	Grand Haven Township	Olive Township	Park Township	Port Sheldon Township	Ottawa County
1990	\$15,584	\$10,795	\$20,578	\$20,782	\$14,347
2000	\$25,025	\$17,023	\$28,777	\$26,854	\$21,676
2010	\$29,429	\$20,559	\$34,396	\$38,147	\$25,045

The number and percent of Township residents employed in various industries during 2010 is presented in Table 4. 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. Educational services, and health care and social assistance was the second largest industry group, providing employment for 17 percent of Township residents.

The vast majority (90.4 percent) of Port Sheldon workers used private vehicles to travel alone to work, and another 6.4 percent car-pooled. The majority of people, 78.6%, travel to work within 30 minutes, which is in line with the travel time to the employment centers of the cities of Holland and Grand Haven.

Table 4: Occupation by Industry For Employed Civilian Population 16 Years And Over (2010)

Industry	Port Sheldon Twp		Ottawa County	
	Number	Percent	Number	Percent
Agriculture, forestry, fishing and hunting, and mining	55	2.8%	2,453	1.9%
Construction	294	14.8%	7,373	5.8%
Manufacturing	665	33.4%	30,822	24.1%
Wholesale trade	106	5.3%	4,884	3.8%
Retail trade	136	6.8%	13,992	10.9%
Transportation and warehousing, and utilities	23	1.2%	5,090	4.0%
Information	48	2.4%	2,049	1.6%
Finance and insurance, and real estate and rental and leasing	116	5.8%	6,280	4.9%
Professional, scientific, and management, and administrative and waste management services	87	4.4%	8,884	6.9%
Educational services, and health care and social assistance	339	17.0%	27,312	21.4%
Arts, entertainment, and recreation, and accommodation and food services	74	3.7%	9,918	7.8%
Other services, except public administration	39	2.0%	6,115	4.8%
Public administration	10	0.5%	2,758	2.2%

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CHAPTER 4

LAND USE AND DEVELOPMENT PATTERNS

4

CHAPTER

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 2001. The map is based on data collected by the State of Michigan. 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, Fire Station, and churches are located at various locations throughout the Township. Following is a description of the specific land uses in the Township.

AGRICULTURAL AND OPEN SPACE

Large tracts of agricultural or open land account for a majority of the Township's land. These open areas are located 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 the Township's agricultural uses can be found in the "Natural Features" chapter.

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 located on large lots (2 acres or more).

There is one mobile home park, West Olive Estates, which falls within the boundaries of the Township. It is located in the northeast corner of the Township east of US-31. The western half of the park lies within the Township while the eastern half lies within neighboring Olive Township. Currently, the park has not reached maximum capacity, and approximately 121 units are located within the Township's half of the park out of a total of 290 units. The park has a total capacity of 770 units (both townships). Additionally, 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, Lakeshore 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 five 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 five acres for farms and farm dwellings and 2 acres for all other permitted uses. In the Lakeshore Residential District, lots must be 40,000 square feet for residential uses and five acres for non-residential uses.



Port Sheldon Township is home to a variety of unique agricultural operations.

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, a party store, and some storage facilities, which attract local scaled business.

The other commercial corridor is located in the northeast corner of the Township, adjacent to US-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 passersby using US-31. The Township's existing zoning ordinance provides for two commercial districts, a general commercial district for uses along US-31 and a neighborhood commercial district for areas on Butternut Drive.

INDUSTRIAL LAND USE

The only industrial use in the Township includes the Consumers Power Company JH Campbell 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, which consists of hundreds of acres. Potential industrial uses in the future would require rezoning efforts.

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CHAPTER 5

UTILITIES, INFRASTRUCTURE & TRANSPORTATION

5

CHAPTER

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 US-31, are designated as County local roads.

Excluding US-31, there is a total of about 63 miles of public roadway in the Township, nearly all of which are paved with a few minor exceptions (Fillmore Street between Hiawatha Dr. and Lakeshore Dr. and Stanton Street west of Lakeshore Dr.).

Table 6 presents 24-hour traffic counts taken at selected locations throughout the Township between 2006 and 2015 by the Ottawa County Road Commission. Aside from US-31, Lakeshore Drive experiences the largest traffic volumes with the highest count recorded just north of Stanton Street (4,636 trips per day). US-31 naturally carries the greatest volume of traffic with approximately 22,500 trips each day.

For planning purposes, it is useful to recognize that the various roads within Port Sheldon Township have different functions. An understanding of the unique functions each of these road types have will help lead to better decisions regarding the desirable or appropriate land uses located along each road segment, road right-of-way widths, building setbacks, and adjoining land use. Below is a brief description of five road types which are important to consider in Port Sheldon Township.

Table 6. Traffic Counts Port Sheldon Township 2006 to 2015

Road	Location	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
152nd Avenue	N of New Holland St.	-	1,644	-	1,368	-	1,416	-	1,477	-	-
152nd Avenue	S of Port Sheldon St.	-	1,009	-	1,213	-	1,106	-	1,032	-	-
152nd Avenue	N of Port Sheldon St.	-	731	-	738	-	748	-	598	-	-
172nd Avenue	S of Croswell	457	-	464	-	807	-	551	-	-	1,196
Blair Street	W of 144th Ave.	789	-	686	-	539	-	653	-	-	516
Blair Street	E of Butternut Dr.	620	-	651	-	657	-	475	-	-	565
Butternut Drive	N of New Holland	3,796	-	311	-	3,183	-	3,196	-	-	2,966
Butternut Drive	S of Port Sheldon St.	3,286	-	2,696	-	2,785	-	2,778	-	-	2,899
Butternut Drive	S of Lakeshore Ave.	3,402	-	3,354	-	3,690	-	2,879	-	-	3,462
Croswell Street	W of West Olive Rd.	1,450	-	900	-	1,833	-	1,015	-	-	1,584
Croswell Street	E of Lakeshore Ave.	563	-	844	-	683	-	932	-	-	1,063
Lakeshore Avenue	N of New Holland St.	-	3,122	-	2,533	-	2,739	-	-	3,026	-
Lakeshore Avenue	S of Butternut Dr.	-	1,675	-	1,766	-	1,987	-	-	1,398	1,242
Lakeshore Avenue	N of Butternut Dr.	-	1,772	-	1,869	-	2,158	-	-	1,175	-
Lakeshore Avenue	N of Croswell St.	-	4,101	-	4,005	-	3,701	-	-	3,205	-
Lakeshore Avenue	N of Stanton	-	3,841	-	2,925	-	3,684	-	-	3,392	4,636
New Holland Street	W of 152nd St.	1,479	-	1,083	-	970	-	813	-	-	931
New Holland Street	W of Butternut Dr.	2,609	-	1,741	-	1,706	-	1,562	-	-	1,595
New Holland Street	E of Lakeshore Ave.	695	-	505	-	703	-	503	-	-	566
Port Sheldon Street	E of 152nd Ave.	2,505	-	2,560	-	2,327	-	2,203	-	-	2,211
Port Sheldon Street	W of 152nd Ave.	1,838	-	1,419	-	1,597	-	1,459	-	-	1,809
Port Sheldon Street	E of Butternut Dr.	1,560	-	1,208	-	1,354	-	1,178	-	-	1,428
Stanton Street	W of US-31 @ RR	-	1,198	-	-	-	1,067	-	-	733	-
Stanton Street	E of Lakeshore Dr.	-	699	-	404	-	909	-	-	428	-
Van Buren Street	E of 144th Ave.	720	-	456	-	641	-	594	-	-	718
Van Buren Street	E of Butternut Dr.	496	-	378	-	421	-	378	-	-	373
Van Buren Street	W of Butternut Dr.	661	-	537	-	658	-	565	-	-	754
West Olive Road	S of Croswell St.	1,149	-	738	-	844	-	945	-	-	896

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. US Highway 31 passes through the extreme northeast corner of Port Sheldon Township. US-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 sizable 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. During the summer months which sees an influx of tourism in the region, a large congestion of traffic emerges on US-31, especially at the drawbridge over the Grand River in Grand Haven.

The M-231 Grand Haven Bypass, recently completed, will serve to ameliorate 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 US-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, Olive Shore Avenue, 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

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. The Park Township/Holland and Grand Haven Memorial Airpark are airports open to the public, and there are several other private airstrips in the region.

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.

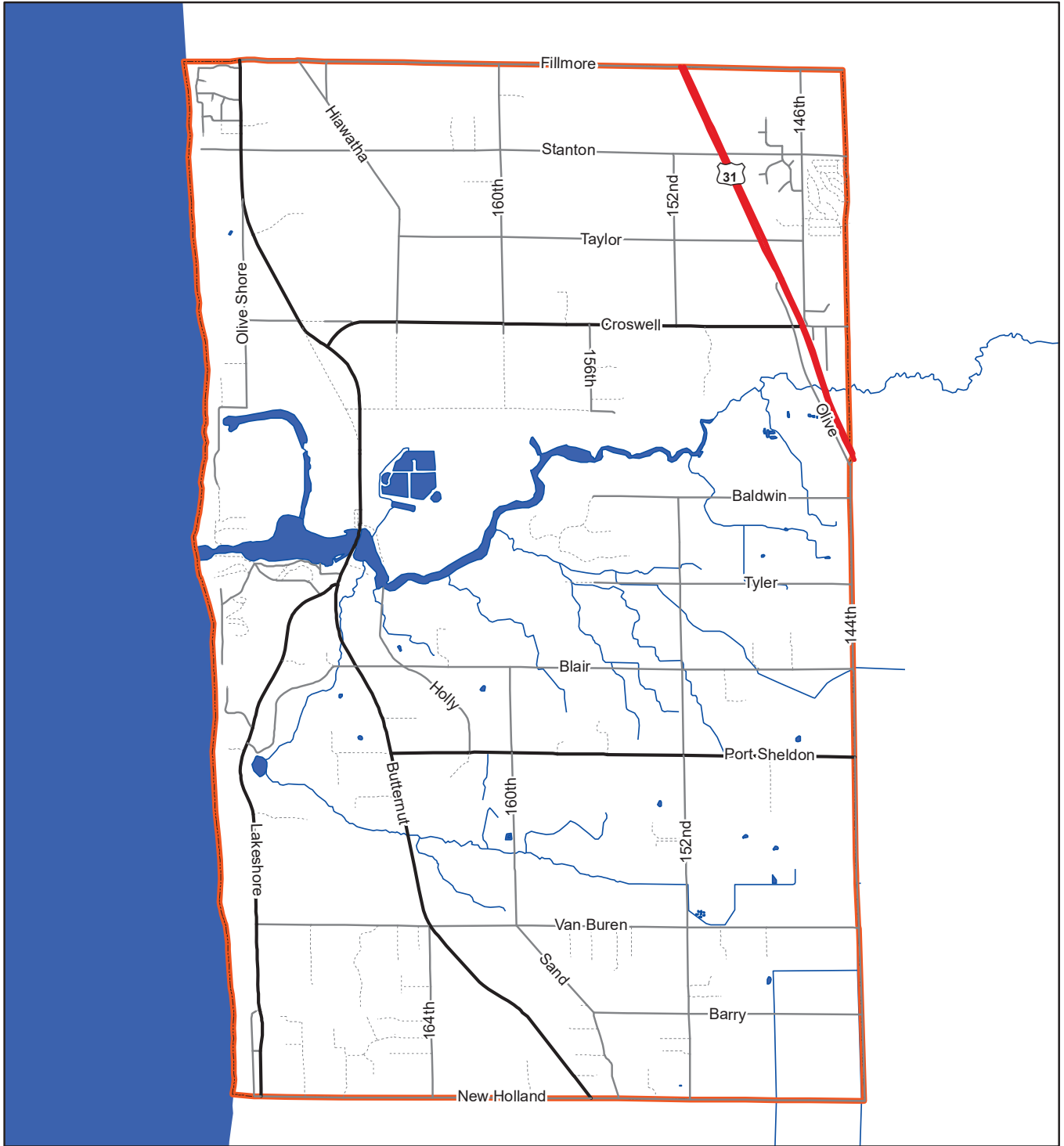
SEWER AND WATER

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.

Public water and sewer services are available in Port Sheldon Township near US-31 and Fillmore Street. Generally, 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. The Township's zoning, subdivision and site condominium ordinances are reflective of this policy by requiring public water and sewer services for new development and Planned Unit Developments.

SOLID WASTE DISPOSAL

Township residents utilize a private hauler to dispose of solid waste. Every Saturday between 8 a.m. and 11 a.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 a piece.



Port Sheldon Township
Ottawa County, Michigan

2017 Master Plan

Map 7. Road Classification

Legend

- Unlimited Access Highway
- Principal Arterial
- Minor Arterial
- Residential Street
- other

0 2,000 4,000 8,000
Feet

williams&works
engineers | surveyors | planners





CHAPTER 6

COMMUNITY FACILITIES & SERVICES

6 CHAPTER

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 which contains playground equipment, a softball field, basketball courts, and tennis courts. Also, a storage garage is located adjacent to the Hall, and a wireless communication tower is also located on the property.

Currently, there are no public libraries located in Port Sheldon Township. There are public libraries located in the cities 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 a newly-built fire station located on Township property just east of the Township Hall. The fire station is well-situated in relation to present concentrations of population and development. Originally, the fire station resided in the same building as the Township Hall but a new facility was constructed in response to conflicts of use at the former location. 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 22 volunteer firemen including officers. Dispatching is initiated from the 911 County Dispatch located on Stanton Street. The Department provides protection for all of Port Sheldon Township and has a mutual aid agreement to provide or receive assistance from surrounding communities when needed.



Port Sheldon Fire Station located at 16045 Port Sheldon Street.

POLICE PROTECTION SERVICES

General police protection is provided by the Ottawa County Sheriff's Department, which operates out of Hudsonville. 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.



The Township Fire Department is located on Port Sheldon Street just east of the Township Hall.

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. Throughout 2013 and 2014, Port Sheldon Township made a number of improvements to Kouw Park.
- » **Windsnest Park** - Windsnest Park is located on four 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 \$250 a year.
- » **Sheldon Landing** - Sheldon Landing is situated on approximately seven acres and located on the north side of the Pigeon River just east of Lake Shore Drive. This area includes a public street right-of-way where 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 per year and 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. The property also contains 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, playground equipment, shuffle board and pickleball courts, a picnic shelter, 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 owns and operates Olive Shores County Park and Hemlock Crossing/Pine Bend County Park which are located in Port Sheldon Township. Additionally, Kirk Park, Tunnel Park and Pigeon Park are all near the boundaries of Port Sheldon Township. The County and local communities, including Port Sheldon Township, continue efforts to develop a County-wide bike path/cross country trail system.

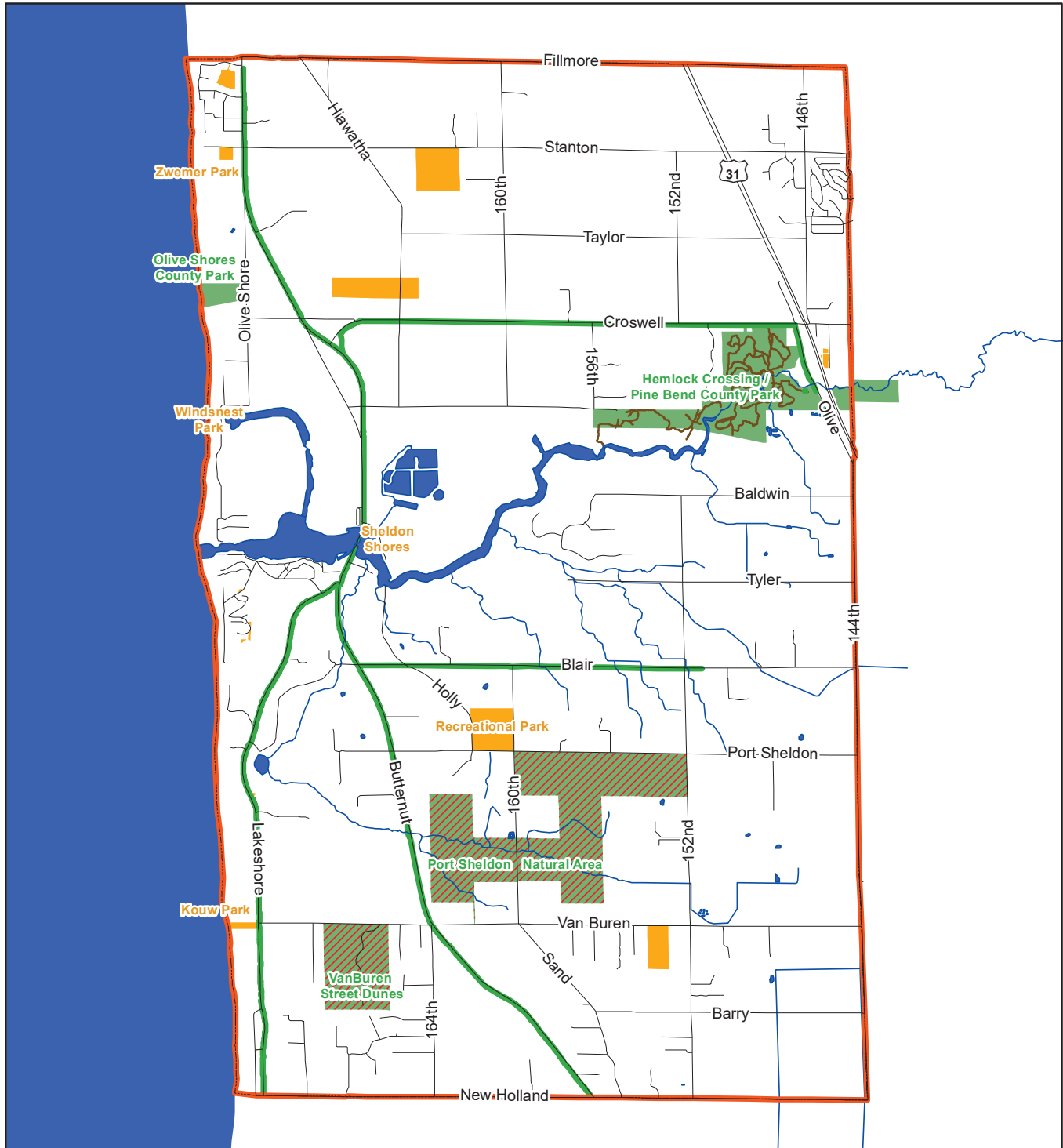
The State maintains two popular parks, Holland State Park and Grand Haven State Park. Both of these parks provide extensive sandy beach frontage. The primary activities include swimming, camping, picnicking and other water-related activities (pier fishing, wind surfing, etc.). The Department of Natural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



Kouw Park offers some spectacular views of Lake Michigan.



The Township Recreational Park is located behind the Township Hall and contains a variety of amenities



Legend

- Bike Paths
- Hiking Trails
- /// Hunting Lands
- County Parks and Open Space
- Township Parks and Open Space

0 2,000 4,000 8,000 Feet

williams&works
engineers | surveyors | planners



Port Sheldon Township
Ottawa County, Michigan

2017 Master Plan

Map 8. Recreation and Non-Motorized Trails

NON-MOTORIZED TRANSPORTATION

Port Sheldon Township contains several non-motorized trails, and the Township has worked in recent years to expand this network. There are two segments along Lakeshore Drive and Butternut Drive completed in the 1980s that are “separated” (i.e., separated from the roadway with a grassy buffer in between to enhance safety).

In the last decade, the Township completed three additional segments: a 2.5 mile separated path along the south side of Croswell Street from West Olive Road to Lakeshore Drive, a segment along West Olive Road from Croswell to Hemlock Crossing/Pine Bend County Park, and a two-mile segment on the south side of Blair Street from Sheldon Woods Elementary to Butternut. Additionally, Hemlock Crossing/Pine Bend County Park contains numerous hiking trails for users.



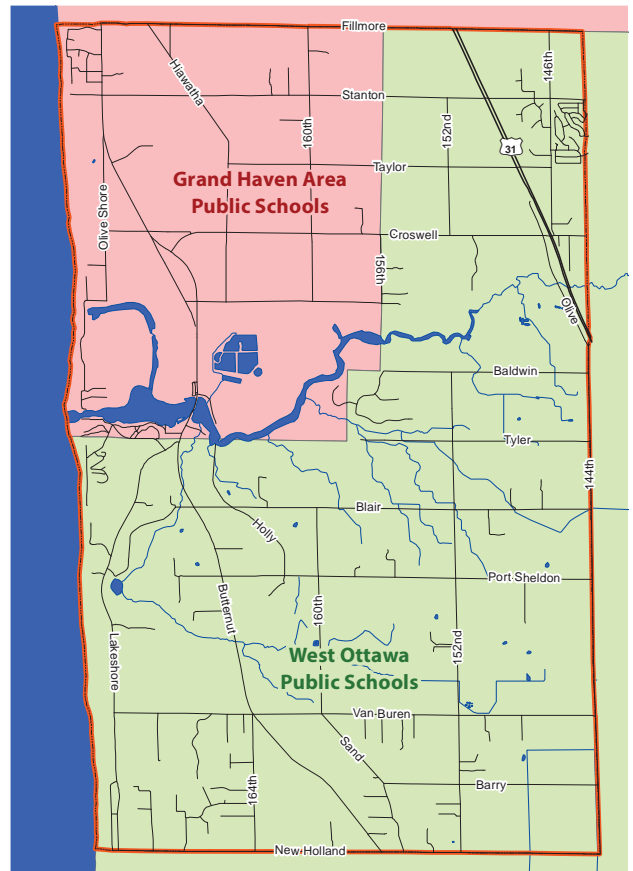
Separated non-motorized path along Butternut Drive at Van Buren Street.

More recently, the Township has been coordinating with the Ottawa County Road Commission to include widened shoulders when roads are re-surfaced to accommodate cyclists. In 2015, wide shoulders were added along Lakeshore Drive from New Holland Street to Butternut Drive. Port Sheldon Township’s non-motorized trails are used heavily during the summer months and have proven to be a great asset to its residents. The Township’s Parks and Recreation Plan calls for additional improvements to the non-motorized trail network.

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. West Ottawa Public Schools enrolls about 6,900 students, while Grand Haven Area Public Schools have an enrollment of about 6,200 students.

The Grand Haven Area school district generally includes properties north of Tyler Street and west of 156th Avenue, while the remainder of the Township is within the West Ottawa district. Map 9 illustrates the approximate boundaries of school districts within Port Sheldon Township. Sheldon Woods Elementary, part of the West Ottawa district, is located in the Township along Blair Street, just east of 152nd Avenue.



Map 9. School Districts



CHAPTER 7

PUBLIC INPUT

7 CHAPTER

Based on a series of public surveys and a public workshop event, key community issues and opportunities were identified. These issues and opportunities identified throughout the public input process and translated into the recommendations and goals contained in the Implementation chapter of this plan (Chapter 10). The recommendations and policies prescribed in this plan should guide the community when making decisions about Port Sheldon Township's future.

A public workshop event was held in preparation of this master plan on June 29, 2016. While attendance at the open house was relatively light with approximately 25 participants, input from the event was helpful in addressing future land use and implementation policies of the plan. The outcomes of the event are summarized below:

- » Township residents wish to keep single-family development in rural areas to a very low density of two or more acres.
- » A senior living facility located within the Township is desired.
- » Small-scale mixed-use development would be appropriate near the intersection of Lakeshore Dr. and Butternut Dr. This location is ideal for business/retail/shopping with residential units included.
- » Preservation of natural features is essential to the overall health and image of the Township. Preserving woodlands, ground and surface water, and productive farmland ranked highest among residents who attended the workshop.
- » Township residents recognize that extension of public water and sewer utilities into the Township would facilitate additional development and growth. However, residents who attended the workshop indicated they would be willing to pay a higher local millage for expanded services such as water, recycling, additional bike paths, and zoning enforcement.

During the completion of the 1994 Master Plan, the Township distributed a community attitude survey to all property owners and occupants. The results of the Citizen Attitude Survey mailed out to the Township residents in early February were then tabulated. The responses were then compared to results of the 1982 iteration of the survey. 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 and the results may be open found in the appendix.

Port Sheldon Township is updating their Master Plan, and your input is requested!

Possible topics of discussion include:

- Open space and rural preservation
- Growth and development
- Agriculture
- Groundwater protection
- Housing
- Traffic and transportation
- Utilities
- Trails and recreation

WHAT Port Sheldon Township Master Plan **Open House**

WHEN Wednesday, **June 29, 2016**
6 - 8 PM **Presentation starts @ 6**

WHERE **Port Sheldon Township Hall**
16201 Port Sheldon St
West Olive, MI 49460

Flyer for the Master Plan Open House held on June 29, 2016.



SECTION 3. 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

8

CHAPTER

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 goal 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:

- » 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.
- » Establish zoning and other mechanisms to encourage open space and cluster development options that preserve natural features.
- » Research and incorporate best management practices for low impact development (LID) into local zoning and development regulations to minimize impacts from stormwater runoff.
- » Foster and maintain cooperative arrangements with the Ottawa County Parks Department with regard to park planning and development.
- » Conduct Township park and recreation planning in accord with the Township Parks and Recreation Master Plan.
- » Establish mechanisms to assure the inclusion and maintenance of open and natural areas in private development.
- » Acquire property for preservation purposes when available.

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

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:

- » Utilize the Master Plan to guide growth and development and avoid land use conflicts.
- » Establish and implement zoning and other regulatory measures to accommodate housing that addresses all income and life cycle needs.
- » Encourage innovation and creativity in design, landscaping, and development techniques.
- » Maintain and strengthen 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:

- » Work with appropriate regional emergency health care providers to secure a 24-hour emergency medical facility in or near the Township.
- » Work with the Ottawa County Sheriff's Department to increase the level of policing within the Township.
- » Establish and implement programs to foster and strengthen a sense of community among Township residents and businesses.
- » 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:

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

UTILITIES

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:

- » Establish mechanisms to monitor the effectiveness of on-site wastewater systems and to promote connections to public water and wastewater systems.
- » Work cooperatively with Ottawa County to promote the rational and sequential expansion of utility systems with equitable and predictable financial structures.
- » 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:

- » 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:

- » Establish mechanisms to preserve the rural character of existing roads such as increased front yard setbacks and cluster design techniques along key corridors.
- » Implement effective access management techniques to optimize the carrying capacity of arterial roads in the Township.
- » Develop and implement plans to improve north-south and east-west connections through the Township.
- » 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:

- » Prepare and implement regulations to require sidewalks in appropriate areas.
- » Establish mechanisms to enable or require the installation of sidewalks within existing developments.
- » Prepare and implement programs to establish pedestrian and non-motorized paths along community arterial roadways.
- » Continue to build out the Township's non-motorized pathway network, including establishing connections to key destinations within the Township and to regional trail networks.

COMPLETE STREETS

This Master Plan supports complete streets policy. Complete streets are thoroughfares that are planned, designed and constructed to allow access to all legal users safely and efficiently, without any one user taking priority over another. Users in Port Sheldon Township include pedestrians, bicyclists, motorists users of assistive devices and truck drivers. Complete streets can result in increased safety for non-motorized users, improved public health, a cleaner environment, mobility equity and enhanced quality of life through increased modal choices and more inviting streets.

In addition, another key motivation to enact complete streets policies is that Michigan law encourages MDOT to give additional consideration to enhancement and other grant applicants with such policies. The Michigan Planning Enabling Act has also been amended to stipulate that transportation improvements be respectful of the surrounding context, further ensuring that more equitable and attractive streets become reality.

The Township's primary objective will be to work jointly with surrounding communities to promote healthy lifestyles for people of all abilities through the continued development of a non-motorized network. Much of this work has been ongoing for many years as the Township as developed a non-motorized trail network on key streets as illustrated on Map 8 of this Plan. However, more could be done, such as sidewalks on both sides of a roadway or street (where appropriate); pedestrian signals and signage; bike lanes; and other features. Some of these items are highlighted in the Township Parks and Recreation Plan.

Even though much of Port Sheldon Township is a rural community, these elements are feasible in many developed areas of the Township. More urban pedestrian features are not likely to occur in the community at this time. Some features may be accomplished through simple road restriping and the addition of signage. Other projects may be more involved and may only be practicable when coordinated with major roadway reconstruction. Because most of the Township's roadways are under the jurisdiction of the County Road Commission, much of the Township's work in implementing complete streets policy will involve working with neighboring communities, the Road Commission, MDOT, and other pertinent agencies.



CHAPTER 9

FUTURE LAND USE PLAN

9

CHAPTER

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 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 and 2003. 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.

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

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:

- » The majority of Township residents prefer living in a natural or rural undeveloped setting.
- » The population is expected to increase over the next two decades, but not at a significant rate.
- » 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.
- » There are several opportunities to expand and enhance the open space network within the Township to preserve important natural features.
- » The potential for utility services from adjacent communities may enable 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 requires that a community must have its zoning regulations based on land use planning activities, including the preparation of a comprehensive plan or Master Plan.

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.

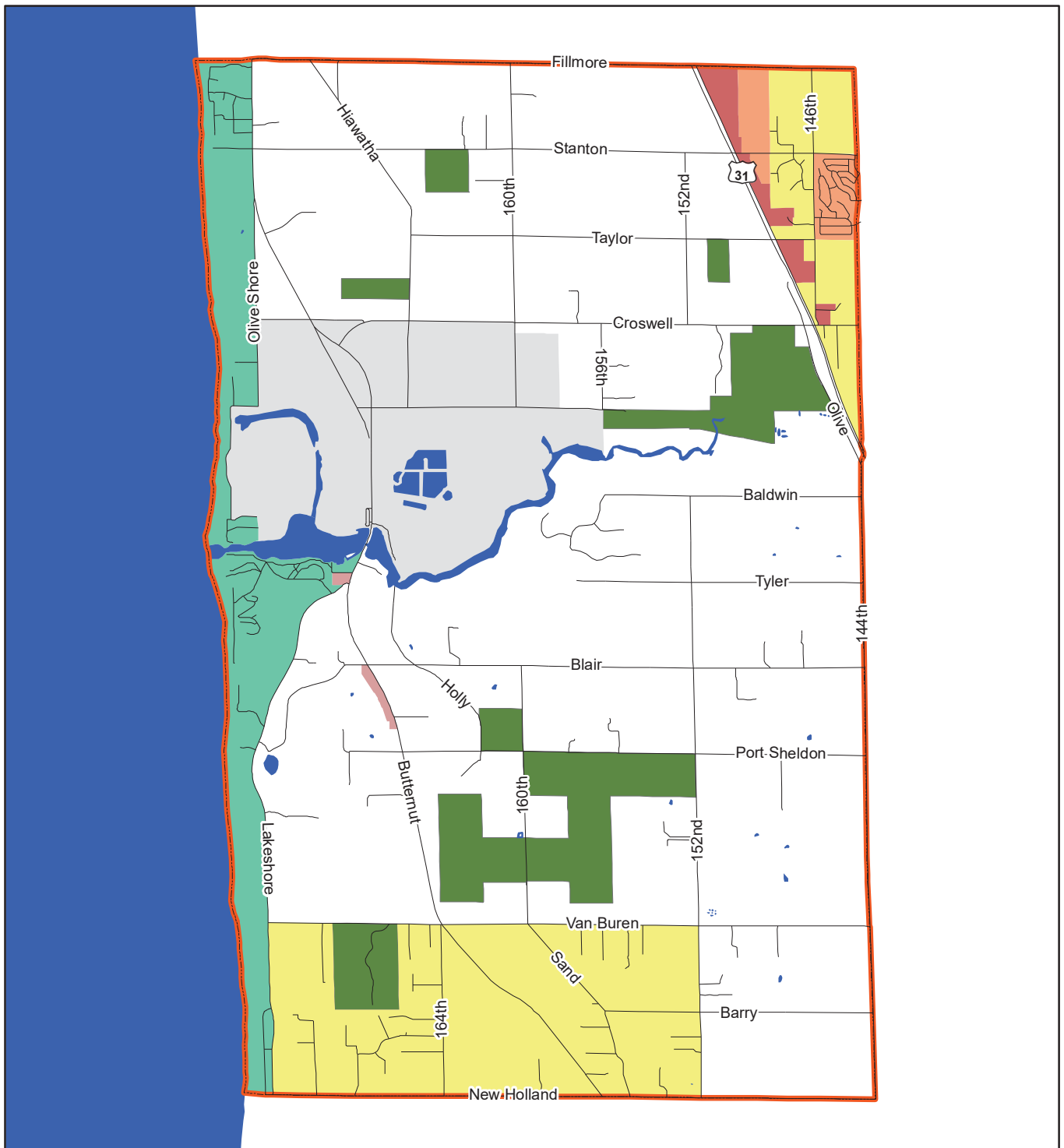
ZONING

Zoning is one of the instruments, along with capital improvements planning, the administration of local subdivision regulations, and others, 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 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. In areas where two future land use designations are adjoining, either designation may be appropriate depending on existing and future land uses in the vicinity, the availability of utilities, and other factors.

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.



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engineers | surveyors | planners









Port Sheldon Township

Ottawa County, Michigan

2017 Master Plan

Map 10. Future Land Use

Legend

	AGR, Agricultural and Rural Residential		NC, Neighborhood Commercial
	SFR, Single Family Residential		C, Commercial
	LSR, Lakeshore Residential		I, Industrial
	MDR, Moderate Density Residential		OS, Open Space

0 2,000 4,000 8,000
Feet



The future land use designations are also intended to be somewhat flexible. The following describes each of the future land use designations as illustrated on Map 9.

AGRICULTURAL AND RURAL RESIDENTIAL (RR)

The intent of the Agricultural and Rural Residential future land use designation is to promote land uses and parcel sizes that are conducive to the preservation of farmland and rural character. Any future non-farm residential development should 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, stables 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. Unless connected to public water and sewer utilities, plats and site condominiums are generally discouraged in this designation.

The primary land uses within this area will be farms, open spaces and 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 ½ a unit per acre. As can be noted from the Future Land Use Map, the bulk of the property in Port Sheldon Township is designated as rural residential.

The Michigan Zoning Enabling Act (Act 110 of 2006) 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 open space preservation provisions will apply to zoning districts with 2 or less units per acre in areas not served by utilities and 3 or less units per acre in areas that are served by utilities.

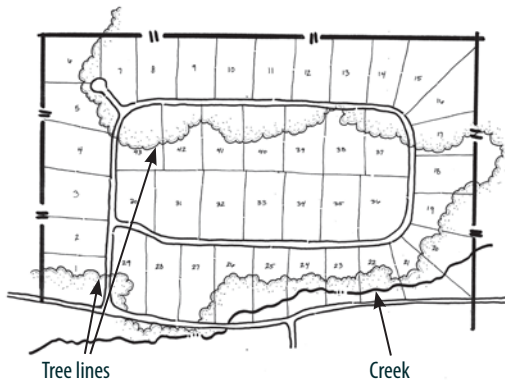
The Rural Residential District is the perfect match for the State's required open space preservation development option. Single-family home clustering that preserves 25% or more of developable land containing significant natural features or open space should be encouraged in this land use district.

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 single-family 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.

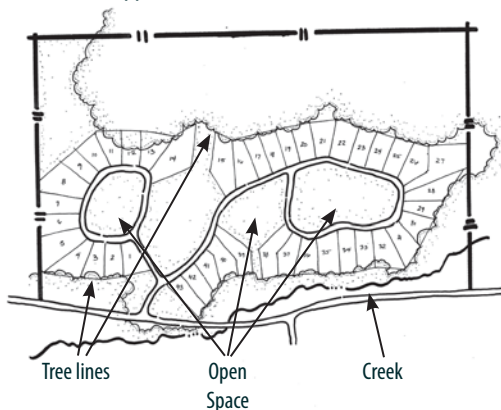
*Conventional Subdivision
(43 lots on 100 acres)*

*0% Community Open Space;
Approx. 2-acre lots*



*Cluster/Open Space Subdivision
(43 lots on 100 acres)*

*60% Community Open Space;
approx. 0.5-acre home lots*



This designation is located generally in two areas: south of Van Buren Street and west of 152nd Avenue, and in the northeast corner of the Township, east of US-31. The SFR area south of Van Buren is generally built-out with large-lot residential homesites of two acres or greater, and this Plan expects that pattern to continue for the foreseeable future. Because it is not likely that wastewater utilities will service this area, greater densities are not likely to occur.

East of US-31, greater densities are anticipated where public water and sewer utilities are available. The primary land use within this area will be single family and two-family homes developed in density patterns ranging from two to four dwelling units per acre in conventional or 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 plats or site condominiums should be the most common form of development in this designation. Also, other non-residential uses, such as parks, 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 primarily rural residential and agricultural designations.

LAKESHORE RESIDENTIAL (LR)

The Lakeshore Residential designation characterizes lands are located between the Lake Michigan shoreline and Lakeshore Drive. This area is mostly built out with relatively low-density single family seasonal and permanent homesites 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 and because the area lacks public water and sanitary sewer services to support high intensity development. The maximum density of this area is around one dwelling unit per acre for any new development.

MEDIUM DENSITY RESIDENTIAL (MDR)

The Medium Density Residential designation is intended to provide areas in the Township primarily for multiple family residential developments, including duplexes, apartments, senior facilities and attached 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.

There will be a potential for additional buffering and setback requirements to any
Future Land Use Plan

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 primarily in an agricultural and rural residential designation.

NEIGHBORHOOD COMMERCIAL (NC)

The purpose of the Neighborhood Commercial designation is to provide a “village scale” commercial area along Butternut Drive south of Pigeon Lake. It is intended for neighborhood commercial businesses and business offices, and similar low-intensity uses and to provide goods and services primarily to meet the needs of residents along Pigeon Lake and Lake Michigan. Development will be built in harmony with the area’s natural features and in a scale and form to encourage pedestrian and bicycle access and to minimize auto-pedestrian conflicts. Innovative techniques will be encouraged to include a mix of office and residential uses with local commercial activities.



Source: Walkable Communities, Inc.

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 overall residential character of the area. The Neighborhood Commercial area is intended to act as an anchor for future commercial development, which should be permitted only when local demand warrants.

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 encouraged in local retail areas. Since this area is adjacent to the Township’s non-motorized pathway system, sites should be designed to accommodate pedestrians and bicyclists in addition to vehicular traffic.

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 heavy manufacturing and processing operations. In addition to special use regulations, future zoning should account for special circumstances related to all commercial uses allowed, such as uniform setbacks related to street type,

access control, parking, signage and minimum requirements for lot areas. Special areas will require specifically tailored regulations depending upon the surrounding neighborhood.

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 most industrial development to include the power plant only.

However, there is some support in the community for diversification of the Township's industrial base. Most industrial activities contemplated by this Master Plan are light manufacturing and assembly activities that can be permitted in the Township's commercial areas along or very near US-31. No other lands are staged or planned to be converted to industrial at this time.

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 Port 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.

ZONING PLAN

The following table relates the more general future land use designations with the zoning districts and discusses features and factors to be considered in reviewing requests to rezone lands in the Township consistent with this Plan.

In considering a request to rezone property in Port Sheldon Township, the Planning Commission shall consider the future land use map and the future land use descriptive narrative of this Plan. The succeeding table shall be used to evaluate the degree to which the proposed rezoning is, or may be, consistent with this Plan together with an evaluation of the specific request. The proposed rezoning decision shall also consider whether the proposed site may be reasonably used as it is currently zoned, whether the proposed site is an appropriate location for any and all of the land uses that might be permitted within the requested zoning district, whether there may be other locations in the community that are better suited to accommodate such uses and any potential detrimental impact on the surrounding property that could result from the proposed rezoning.

In all cases, this zoning plan shall be applied as a guideline for the Planning Commission subject to the appropriate application of the discretionary authority permitted to the Planning Commission and Township Board by statute, case law and good planning practice. Nothing in this zoning plan will preclude the Planning Commission and Township Board from considering amendments to this Land Use Plan to better serve the public interests of the community.

Future Land Use Designation	Primary Compatible Zoning District	Potentially Compatible Zoning District	Notes
Agricultural/Rural Residential	AG-1 Agricultural	R-1 Single-Family Residential OS Open Space	If water and sewer utilities are available, or if property is very near or adjacent to a more intense residential neighborhood, R-1 zoning may be appropriate. Land acquired for preservation or public/quasi-public uses may be rezoned to OS
Single-Family Residential	R-1 Single-Family Residential	AG-1 Agricultural	Where utilities are not available and where large-lot rural homesites are prevalent, AG-1 zoning may be appropriate
Lakeshore Residential	LSR Lakeshore Residential	None	
Medium Density Residential	R-1 Single-Family Residential	None	Mixed use developments may also be appropriate in this area, if water and sewer utilities are available
Neighborhood Commercial	C Commercial	None	The creation of a neighborhood commercial zoning district should be considered
Commercial	C Commercial	I Industrial	Industrial zoning may be appropriate for small scale, light industrial land uses
Industrial	I Industrial	None	
Open Space	OS Open Space	None	

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CHAPTER 10

IMPLEMENTATION STRATEGIES

10

CHAPTER

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. CONTINUALLY 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. The Zoning Ordinance was thoroughly re-written and updated in 2015-2016 and that effort included a review and affirmation of several policies that are supported by this Master Plan. However, in some instances this plan expands on the policy direction of the Zoning Ordinance, so some adjustments to the new Zoning Ordinance may be needed.

This strategy contemplates continual attention to and revisions, if needed, to the Zoning Ordinance, where appropriate, to include recommendations of this Master Plan. This may include revisions to 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 continually for flexibility to address innovative development techniques and for its ability to control inefficient development patterns.

Further, the Planning Commission and Township staff must remain abreast of current planning trends, case law and legislative changes that affect zoning in the community.

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 geographic information systems (GIS) this process can be accomplished 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 within the Zoning Ordinance to provide for natural area buffers while preserving the right of property owners to realize an appropriate yield from their lands. The PUD provisions should be evaluated for the flexibility to promote the preservation of open lands and natural area buffers when such lands are developed. The Township may require that a portion of the site be permanently protected via a conservation easement, deed restriction, or similar instrument. Such policies can help to preserve rural character and ensure the preservation of key natural features and open spaces over the long term. Where possible, preserved areas should be connected to other natural areas to help preserve a healthy and connected ecosystem.

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 DISTRICT

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. CONTINUE TO DEVELOP NON-MOTORIZED TRANSPORTATION NETWORK

The Township has been working toward improving opportunities for non-motorized transportation and recreation. The existing Parks and Recreation Plan 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.

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SECTION 4. APPENDICES

This section of the Plan contains various supplemental data and information which was used for purposes of the formulation of the plan content, goals, and recommendations.

APPENDIX **A**

CITIZEN ATTITUDE SURVEY (1982 & 1994)

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% yes, **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.

APPENDIX **B**

OPEN HOUSE REPORT (2016)

MEMORANDUM

To: Port Sheldon Township Planning Commission
Date: July 19, 2016
From: Andy Moore, AICP
RE: **Master Plan Open House Results**

The purpose of this memorandum is to provide Port Sheldon Township with a summary of the public input received at the June 29, 2016 Open House. Attendance at the Open House was relatively light with only about 25 participants. The results from the open house will be useful to the Township as it looks to revise the future land use and implementation policies of the Township Master Plan.

At our July 27 meeting, please be prepared to discuss the results of the meeting and any other items related to the Master Plan and the public input process.

Participant Activity Stations

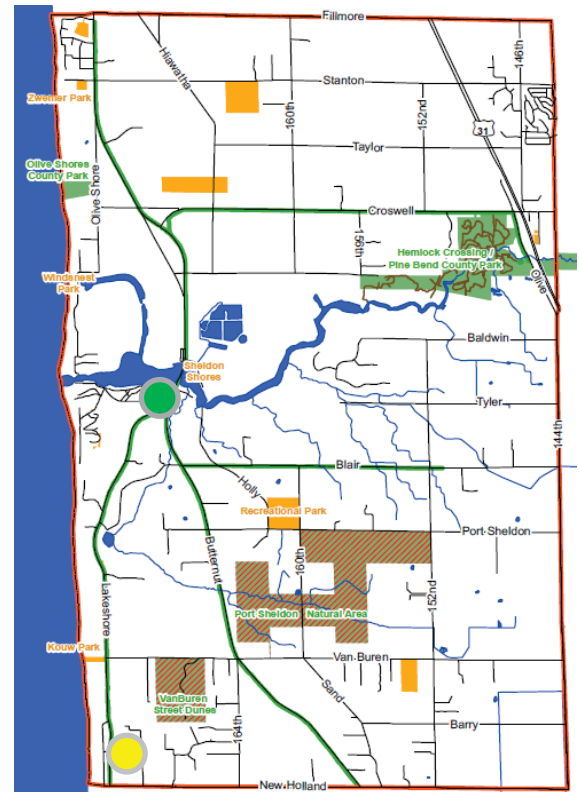
Station 1 – Port Sheldon Township Housing Types

This activity asked participants to consider the future of housing within Port Sheldon Township and where certain housing types shall be located. The following illustrates the results:

-  Single Family / Rural Estates (2+ acres)
-  Single Family / Large Lots (1-2 acres)
-  Single Family / Small Lots (<1 acre)
-  Attached Condos / Apartments
-  Small-Scale Mixed Use
-  Senior Living Community

Additional Comments:

- Single family 2+ acres only
- Senior living
- Please include long range plan of County for Port Sheldon natural area(s)



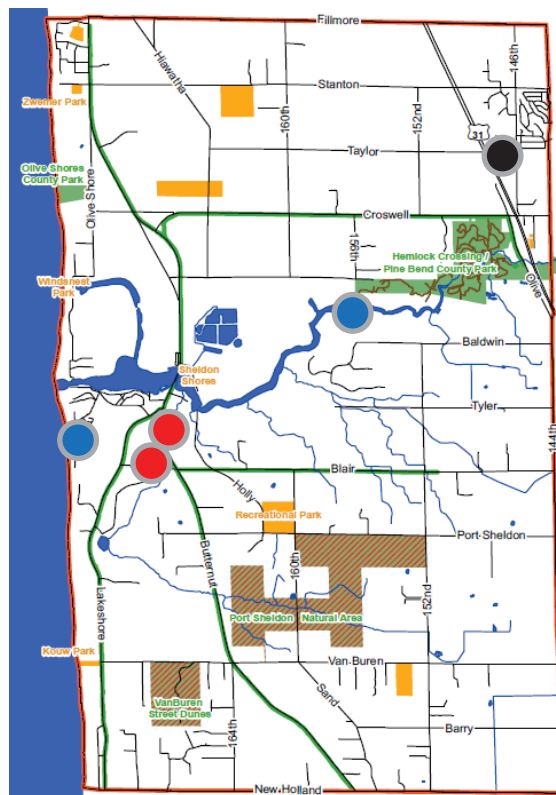
Station 2 – Port Sheldon Township Land Uses

This activity asked participants to consider the land uses within Port Sheldon Township and where land uses shall be located. The following illustrates the results:

- Residential
- Business / Retail / Shopping
- Natural Features Preservation
- Agricultural Preservation
- Light Industrial / Jobs

Additional Comments:

- Increase natural features
- Agriculture
- No industrial



Station 3 – Port Sheldon Township Utilities

This activity asked participants to consider expansion of utilities within Port Sheldon Township and where any expansion should be located. The following illustrates the results:

Question: How concerned are you about the Township's limited availability to develop due to the extent of water and sewer utilities?

<u>Level of Concern</u>	<u>Participant Replies</u>
Very Concerned	3
Somewhat Concerned	2
Non Concerned	3

Note: There were no participants indicating where they wanted utility expansion located.

Station 4 – Port Sheldon Township Services

This activity asked participants to consider expanded public services provided by Port Sheldon Township, which services are desired, and if they would be willing to pay more taxes to pay for those services. The following illustrates the results:

Question: What is your level of interest in expanding public services in the Township?

<u>Level of Interest</u>	<u>Participant Replies</u>
Interested	5
Somewhat Interested	2
Non Interested	0

Question: What Township services are desired?

- Water
- Recycling (2)
- Snow plow bike paths in winter for walkers
- Zoning law enforcement
- Additional bike paths
- More industrial
- No more bike paths
- Water / sewer for residential, not industrial

Question: Would you be willing to pay a slightly higher local millage rate to pay for expanded services?

- Yes (6)
- No (0)

Penny Jar Activity

In this exercise, participants were given cups with ten pennies and told that the pennies represented their tax dollars. Jars were placed on a table containing the ten topics below, and participants were asked to “invest” their pennies in any way they wanted. Therefore, the greater amount of money below can indicate more desired investment in that particular topic.

Preserving woodlands	\$0.19
Protecting groundwater resources	\$0.18
Preserving productive farmland	\$0.14
Protecting surface water quality	\$0.14
Preserving scenic views	\$0.13
Attracting new employment opportunities	\$0.10

Expanding the trail network	\$0.09
Expanding public water and sewer services	\$0.06
Creating more affordable housing options	\$0.00
Increasing and diversifying the tax base	\$0.00

Written Comments

- Regulate Kouw Park Usage
- Enhance communications with Township residents – was not aware of the planned changes to Kouw Park as well as the change to be open to anyone for free.

Susan Krupp // 7428 Margaret Ave, West Olive, MI // susanjkrupp@gmail.com

- Water!!! – Would love to get public water

Chuck DePree // 4827 Rosabelle Beach

- I would like to see the township stay primarily agricultural and residential. The surrounding areas have lots of industry. I like our oasis.
- Overtime I would like to expand sewer and water availability.

Kris Pierce // 16500 VanBuren St // Peircefamily88@sbcglobal.net

- Do not assume we want it developed
- Prefer to keep rural – single family 2+ acres
- Prefer not to develop winds nest park at all
- Add a fee or regulate use of Kouw Park/Windsnest, parking, trash, fires, alcohol, safety, dune degradation, cigarettes, rebuild dunes, and signage to stay off dunes.
- Consider a current (reduced) use tax to protect, non-developed land like New Hampshire
- Get rid of small stones at benches at Kouw Park – use sand!!

Open House Participants

Name	Address	Email	Phone
Kathy Brady	6965 Lakseshore	kathyb399@gmail.com	616.399.4584
Chuck & Barb DePree	4827 Rosabelle Beach		616.994.6240
David & Cheryl Reman	5716 Lakeshore Dr		
Paul Rose	5149 Kanesway		616.738.9649
Mike Kaiser	5181 Christy Ln		616.499.3635
Matt Verley	5872 Butternut		
Susan Krupp	7428 Margaret Ave		708.267.7787
Robert Righswold	VanBuren		
Jim Casemter	6355 Whispering Trails		
Matt Coleman	6901 Frontier Dr	mcn@tenantco.com	
Mick & Lois Nienhuis	6040 – 160 th Ave	mnl4jusus@gmail.com	
Kris Pierce	16500 VanBuren St	piercefamil88@sbcglobe.net	
Raynetta Praest	6607 Timber Cove	raynetta@fivestarlakeshore.com	