

## Chapter 7 – Action Program

The Action Program is a succinct set of actions needed to begin implementation of the Community Master Plan. The program is direct, focused, and responds to the higher priority strategies recommended by the Master Plan Steering Committee. These “Actions” include:

1. Establish zoning provisions to allow for compact, higher density and walkable residential neighborhoods called “settlements.”
2. Permit higher density residential developments within areas served by public sanitary sewer, and phase new development with the expansion of the public sanitary sewer system. Incorporate into zoning revisions provisions to follow Smart Growth best practices and LEED-Neighborhood rating guidelines.
3. Allow residential development to occur within areas with unique natural features while protecting the natural resource base.
4. Creation of pedestrian-oriented mixed-use commercial areas at two predominate intersection locations in the Township.
5. Recognize that the Village of Spring Lake downtown is the downtown area for Spring Lake Township.
6. Establish vehicular commercial areas along M-104 and 174th for banks, auto-related businesses, medical offices, and professional offices using corridor access management and the Future Land Use Map to guide development.
7. Establish a corridor improvement authority along 174th to redevelop and encourage balanced commercial and office development.
8. Employ an overlay-zoning district to preserving the rural character along Fruitport, Leonard, and Boom Roads.
9. Conduct a Township-wide natural features assessment and integrate provisions regarding development in these areas and their preservation into the zoning ordinance.
10. Provide a mechanism to encourage connectivity within and between residential and non-residential developments.

The table entitled, Implementation Matrix identifies by “Action” topic a description of the intended action, the “Strategies and Goals” linked to the action, and the programs facilitating the change and achievement of the “Action.”



The governmental actions required to facilitate involve the application of specific state statutes, for example the Zoning Enabling Act, the use of Brownfield redevelopment authority programs, or the establishment of a Corridor Improvement Authority. In addition, each of the governmental actions are classified by responsible party who include the Township Board of Trustees, Planning Commission, or township administration.

**Table 7.1  
Action Program**

<b>1</b>	<p><b>Settlement Overlay - create opportunities for integrated neighborhoods</b></p> <p><i>Strategies and Goals</i></p> <ul style="list-style-type: none"> <li>▶ New Residential Areas</li> <li>▶ Walkability</li> <li>▶ New Urbanism and Smart Growth</li> <li>▶ Workforce Housing</li> </ul> <p><i>Actions Required to Facilitate Change</i></p> <ul style="list-style-type: none"> <li>▶ Establish Settlement Overlay Zoning District</li> <li>▶ Require Submittal of Guidelines and Development Standards</li> <li>▶ Incorporate Density Transfer Provision in PUD Ordinance</li> <li>▶ Incorporate portions of LEED Neighborhood guidelines in Overlay</li> <li>▶ Plan and Implement "Safe Routes to School"</li> </ul>	<p><i>Responsible Party</i></p> <ul style="list-style-type: none"> <li>→ Planning Commission</li> <li>→ Planning Commission</li> <li>→ Planning Commission</li> <li>→ Planning Commission</li> <li>→ Township Administration</li> </ul>
<b>2</b>	<p><b>Higher Density Residential - maximize infrastructure investment by encouraging higher density residential developments (4-7 units per acre). Phasing of sanitary infrastructure required.</b></p> <p><i>Strategies and Goals</i></p> <ul style="list-style-type: none"> <li>▶ New Residential Areas</li> <li>▶ Walkability</li> <li>▶ Infrastructure Planning</li> </ul> <p><i>Actions Required to Facilitate Change</i></p> <ul style="list-style-type: none"> <li>▶ Zoning Ordinance Revision Relating to Infrastructure Capacity</li> <li>▶ Incorporate portions of LEED Neighborhood guidelines in Overlay</li> <li>▶ Plan and Implement "Safe Routes to School"</li> </ul>	<p><i>Responsible Party</i></p> <ul style="list-style-type: none"> <li>→ Planning Commission</li> <li>→ Planning Commission</li> <li>→ Township Administration</li> </ul>
<b>3</b>	<p><b>Resource Residential - Balance residential development with the preservation of natural landscapes, especially development in dune ecosystems and riparian areas.</b></p> <p><i>Strategies and Goals</i></p> <ul style="list-style-type: none"> <li>▶ New Residential Areas</li> <li>▶ Natural Features Assessment and Ordinance Provisions</li> </ul> <p><i>Actions Required to Facilitate Change</i></p> <ul style="list-style-type: none"> <li>▶ Zoning Code Revisions requiring Natural Features Inventory</li> <li>▶ Cluster Open Space and Development Regulations</li> <li>▶ Prepare a Natural Features Assessment</li> <li>▶ Plan and Implement "Safe Routes to School"</li> </ul>	<p><i>Responsible Party</i></p> <ul style="list-style-type: none"> <li>→ Planning Commission</li> <li>→ Planning Commission</li> <li>→ Township Administration</li> <li>→ Township Administration</li> </ul>
<b>4</b>	<p><b>Commercial Nodes - Organize commercial uses into compact pedestrian-oriented mixed-use bodes at the intersection of 148th and M-104, and 174th and Hickory.</b></p> <p><i>Strategies and Goals</i></p> <ul style="list-style-type: none"> <li>▶ New Residential Areas</li> <li>▶ Walkability</li> <li>▶ New Urbanism and Smart Growth</li> </ul> <p><i>Actions Required to Facilitate Change</i></p> <ul style="list-style-type: none"> <li>▶ Zoning Code Revision allowing for Commercial Mixed-Use Development</li> <li>▶ Rezone intersections for Commercial Mixed-Use</li> <li>▶ Incorporate into Code Specific Dimensional Standards and Guidelines</li> <li>▶ Establish Site and Landscaping Standards</li> <li>▶ Adopt M-104 Access Management Overlay Ordinance</li> <li>▶ Develop Access Management Program for 174th Corridor</li> </ul>	<p><i>Responsible Party</i></p> <ul style="list-style-type: none"> <li>→ Planning Commission</li> <li>→ Planning Commission</li> <li>→ Planning Commission</li> <li>→ Planning Commission</li> <li>→ Township Board</li> <li>→ Township Board</li> </ul>
<b>5</b>	<p><b>Downtown Spring Lake - Recognize the Village of Spring Lake's downtown as the downtown for the Township.</b></p> <p><i>Strategies and Goals</i></p> <ul style="list-style-type: none"> <li>▶ Intergovernmental Planning and Growth Management</li> </ul> <p><i>Actions Required to Facilitate Change</i></p> <ul style="list-style-type: none"> <li>▶ Limitation of "Big Box" retail in Zoning Code</li> <li>▶ Develop Commercial Design and Site Guidelines for M-104 Corridor</li> </ul>	<p><i>Responsible Party</i></p> <ul style="list-style-type: none"> <li>→ Planning Commission</li> <li>→ Township Administration</li> </ul>

**6 Vehicular Commercial - Establish vehicular-oriented commercial areas on M-104 and 174th for banks, auto-related uses, and professional offices.**

- Strategies and Goals*
- ▶ Traffic Access Management
  - ▶ Intergovernmental Planning and Growth Management
- Actions Required to Facilitate Change*
- ▶ New Vehicular-Oriented Commercial district in Zoning Code
  - ▶ Adopt M-104 Access Management Overlay Ordinance
  - ▶ Develop Access Management Program for 174th Corridor
  - ▶ Establish Corridor Improvement Authority along 174th
- Responsible Party*
- Planning Commission
  - Township Board
  - Township Board
  - Township Board

**7 174th Corridor - Encourage coordinated redevelopment of this regional travel corridor using the Corridor Improvement Authority to guide and promote redevelopment and finance infrastructure improvements.**

- Strategies and Goals*
- ▶ Infill Redevelopment
  - ▶ Mixed-Use Development
  - ▶ Traffic Access Management
- Actions Required to Facilitate Change*
- ▶ Establish Corridor Improvement Authority along 174th
  - ▶ Prepare Corridor Improvement Plan
  - ▶ New Vehicular-Oriented Commercial district in Zoning Code
  - ▶ Establish Site and Landscaping Standards
  - ▶ Zoning Code Revision allowing for Commercial Mixed-Use Development
  - ▶ Develop Access Management Program for 174th Corridor
- Responsible Party*
- Township Board
  - Township Administration
  - Planning Commission
  - Planning Commission
  - Planning Commission
  - Township Board

**8 Rural Road Overlay - Preserve the rural character and scenic qualities along Fruitport Road, Leonard Road, and Boom Road.**

- Strategies and Goals*
- ▶ Natural Features Preservation
  - ▶ Maintain Community Character and Identity
- Actions Required to Facilitate Change*
- ▶ Zoning Code Overlay Regulating Activities and Establishing Guidelines
- Responsible Party*
- Planning Commission

**9 Natural Features Overlay District - Encourage prudent and best practices in land development in areas with natural features and sensitive ecosystems and landscapes.**

- Strategies and Goals*
- ▶ New Residential Areas
  - ▶ Natural Features Assessment and Ordinance Provisions
- Actions Required to Facilitate Change*
- ▶ Zoning Code Revisions requiring Natural Features Inventory
  - ▶ Prepare a Natural Features Assessment
  - ▶ Zoning Code Revision creating Overlay District
- Responsible Party*
- Planning Commission
  - Township Administration
  - Planning Commission

**10 Connectivity - Provide a mechanism in the Zoning Code to encourage internal and external pedestrian and vehicular connections in residential and non-residential developments.**

- Strategies and Goals*
- ▶ Walkability
  - ▶ New Urbanism and Smart Growth
  - ▶ Integrated Sidewalks and Trails
- Actions Required to Facilitate Change*
- ▶ Zoning Code Provision establishing Connectivity Index
  - ▶ Incorporate "Connectivity" into PUD and Site Plan Provisions
  - ▶ Plan and Implement "Safe Routes to School"
- Responsible Party*
- Planning Commission
  - Planning Commission
  - Township Administration

**11 Preservation of Natural Areas - Encourage prudent and best practices in land development in coastal dunes and riparian areas.**

- Strategies and Goals*
- ▶ Natural Features Preservation
  - ▶ Maintain Community Character and Identity
- Actions Required to Facilitate Change*
- ▶ Prepare a Riparian Overlay District
  - ▶ Enhance PUD provisions to protect dune and riparian areas
- Responsible Party*
- Planning Commission
  - Planning Commission

**12 Zoning Ordinance Modifications - Review and update Zoning Ordinance to incorporate new districts and provisions and resolve conflicts.**

*Strategies and Goals*

- ▶ New Residential Areas
- ▶ Walkability
- ▶ New Urbanism and Smart Growth
- ▶ Maintain Community Character and Identity
- ▶ Infrastructure Planning

*Actions Required to Facilitate Change*

- ▶ Revise Subdivision, Site Condo and PUD provisions to require sidewalks and pathways between residential developments → *Responsible Party* Planning Commission
- ▶ Revise Subdivision, Site Condo and PUD provisions to require public transit options → Planning Commission
- ▶ Prepare alternative energy ordinance addressing siting, height, and size requirements. → Planning Commission

**13 Administrative and Planning Initiatives - Implementation of special studies, administrative and organizational tools which improve operations and program capital investment.**

*Strategies and Goals*

- ▶ New Residential Areas
- ▶ Walkability
- ▶ New Urbanism and Smart Growth
- ▶ Maintain Community Character and Identity
- ▶ Infrastructure Planning
- ▶ Intergovernmental Planning and Growth Management

*Actions Required to Facilitate Change*

- ▶ Preparation of a Municipal Tree Restoration Program → Township Administration
- ▶ Preparation of a Development Review and Smart Growth Checklist → Township Administration
- ▶ Prepare a Master Utility Plan → Township Administration
- ▶ Coordinate jurisdictional land use decisions with adjacent Municipalities → Township Administration

**Zoning Ordinance Revisions**

Several of the Action Program recommendations involve modifications to the Spring Lake Township Zoning Ordinance including the introduction on overlay districts. Overlay districts are zoning districts in which additional regulatory standards are superimposed over existing zoning providing special restrictions in addition to those required by the underlying zoning. Recommended zoning ordinance changes include:

**Reorganization of Residential Zoning Classifications -**

To reflect the residential densities of the future land use map the residential zoning classifications should be modified per the table. It is also recommended that revisions to the residential zoning districts provide for opportunities such as “granny flats” and Accessory Dwelling Units (ADU) as defined by Medicare.

**Table 7.2  
Proposed Residential Zoning Classifications and Schedule of Regulations**

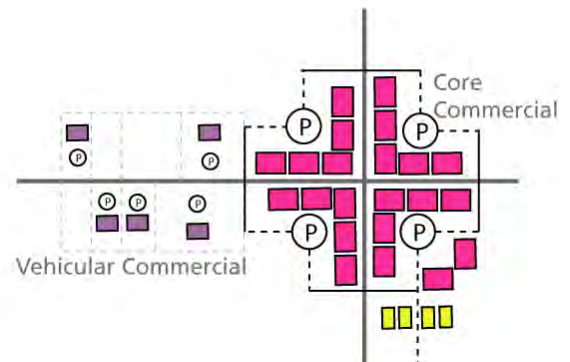
Current Zoning Classification				
Zoning Class	Name	Minimum Lot Size		
		Utilities	No Utilities	
RE	Rural Estate		2 Acre	
R1	Low Density	15,000	1 Acre	
R2	Medium Density			
	Single Family	15,000	1 Acre	
	Two Family	20,000	1 Acre	
R3	High Density	4,500		

Proposed Zoning Classification					
Zoning Class	Name	Minimum Lot Size		Land Development Options	Overlay District Application
		Utilities	No Utilities		
RE	Rural Estate		2 Acre	Cluster Open Space	
R1	Resource Residenti	15,000	1 Acre	Cluster Open Space	Dune Overlay
R2	Suburban Residential			P.U.D.	Settlement Overlay
	Single Family	8,700	1 Acre		
	Two Family	16,000	1 Acre		
R3	Multiple Family	4,500			

### Commercial Districts -

Maintain the C-1: Neighborhood Commercial and divide the C-2: General Commercial into two classes a C-2P: General Commercial-Pedestrian and C-2V: General Commercial-Vehicular. The General Commercial-Pedestrian district would include building uses, site and building requirements facilitating compact pedestrian-oriented mixed-use commercial districts. This district would encourage mixed-uses, shared parking between use types, rear parking, multi-story buildings and upper story residential. The General Commercial-Vehicular district would promote businesses requiring queuing lanes and drive-up facilities such as banks, fast food restaurants, gas stations, auto-related businesses, professional offices, and medical offices. It is envisioned that typical “big-box” developments would not be accommodated in any of the commercial zoning classifications due to parcel requirements and limitations on building size and design guidelines.



### Industrial Districts –

The current Industrial District (I) would be divided into two classes: Light Industrial and General Industrial. Light industrial would require the use to be enclosed in a building and limited to the research, repair, assembly, processing, packing, distribution, warehousing, wholesaling or storage of products with minimal truck traffic. On the other hand, General Industrial would involve the manufacturing, fabrication, and assembly of products and parts with outdoor storage with truck traffic normally associated with industrial operations.

### Settlement Overlay District –

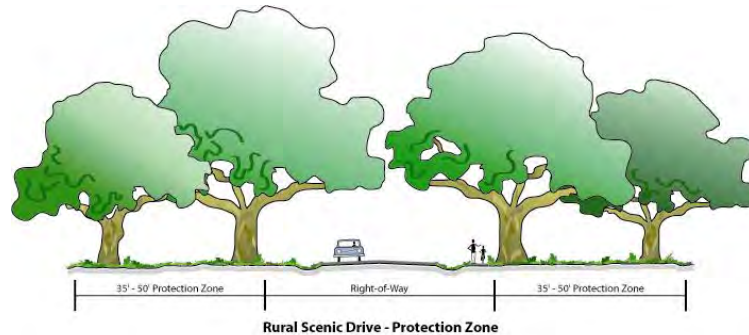
Settlement Overlay District. This overlay district will allow property owners and developers the option to increase residential density (number of dwells per acre) within a prescribed area. Features of the overlay would include submission of the project through the planned unit development process and inclusion of a “pattern book” which describes in detail land and lot regulations, building and architectural details, and site details (i.e. landscaping, lighting, signage). In addition, there would be a provision establishing a mechanism for density transfer between non-contiguous properties.

This requires the designation of “sending” zones (areas within the Township where purchase of development rights can occur) and “receiving” zones where the purchase of development rights can be applied. The density transfer will benefit the Township by protecting developable land with conservation value on the sending parcel(s). The land area subject to the land transfer will remain perpetually in an undeveloped state by means of a conservation easement, plat dedication, restrictive covenant, or other legal means that runs with the land. The purchase of development rights will occur between property owners based on prevailing market conditions. The adjacent graphic depicts potential sending and receiving zones. Another key concept embedded within the settlement concept is connectivity resulting in walkable neighborhoods.



### Rural Road Overlay District -

There are several tree-lined roads, which create scenic rural drives reminiscent of the Township pre-development character. Unfortunately, standard development procedure often calls for the removal of these trees in order to open views into these new subdivisions. In order to prevent the removal of these trees and to protect the rural aesthetics of these roadways, the Township should consider the implementation of a Rural Road Preservation Overlay District. Such an overlay district would apply to Fruitport Road, Leonard Road, and Boom Road. As shown in the graphic illustration, this overlay designation would preserve significant vegetation in an area 35'-50' outside of the right-of-way. Using this overlay district as a preservation tool would help the Township meet its objective to maintain the rural elements of their community, as outlined by the Master Plan Steering. Successful preservation of these rural corridors will involve close cooperation with the Ottawa County Road Commission and regional utility companies.



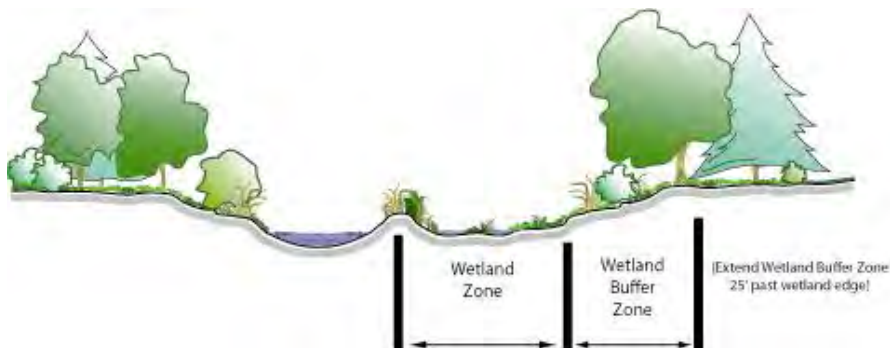
### Natural Features Assessment.

Incorporate in the zoning ordinance a provision which requires the property owner / developer to submit to the Planning Commission as part of a development submittal a natural features assessment based on a checklist developed by the Township. The checklist and supplemental materials would be prepared and signed by an ecologist, wetland specialist, or registered landscape architect. This submittal would be required on sites within natural feature resource areas broadly defined by the Township based on federal and state resource inventories, or the Township-sponsored natural features assessment.

### Natural Features Overlay District

This overlay district would be based on the findings of the Natural Features Assessment and would delineate on the official zoning map the boundaries with natural features, such as, dune ecosystems, endangered plant species, wetlands, tidal areas, and floodplains. Parcels located within these sensitive areas would require a higher level of review during the plan review process before the Planning Commission to ensure an appropriate balance between natural and man-made environments.

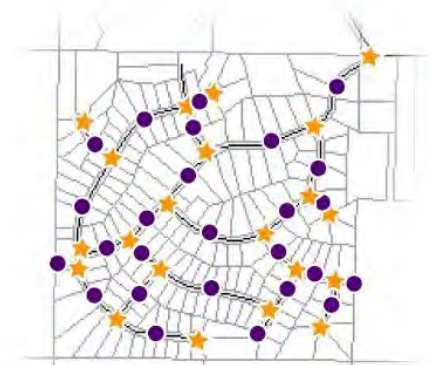
For example, riparian management strategies using a natural approach have resulted in water quality improvements through natural filtration of pollutants, reduction in slope and bank erosion, and improved wildlife habitat and wildlife corridors. The riparian overlay is a mechanism, which addresses the zone from the water's edge or wetland boundary to a specified distance upland to create a buffer from intrusive land uses by creating a natural landscaped buffer. This zone is typically 25 feet from the wetland edge, and in some stances can be larger depending on the slope adjacent to the wetland edge. The overlay district would require the installation of certain tolerant and high filtration capacity plant materials. The amount of square footage within the wetland buffer would be factored into the percentage of required open space.



Similarly, the natural features overlay district would establish additional requirements and safeguards when developing property within a dune ecosystem consistent with the Natural Resources And Environmental Protection Act; Act 451 of 1994.

### Connectivity Index

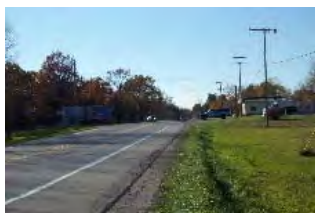
There was a balanced viewpoint on the Master Plan Steering Committee regarding the need for complete connectivity in the Township and the benefits of cul-de-sac living. An approach outlined earlier in the document was the use of a connectivity index to achieve this balance. The connectivity index is determined by dividing the number of links (street segments) by the number of nodes (cul-de-sacs and intersections). An index between 1.2 and 1.4 is acceptable and ensures that some of roads within a development will be connected to other perimeter roads, and that cul-de-sacs will be available in certain locations, as well.



The connectivity index can be incorporated as a general provision or included in the settlement overlay district and planned unit development regulations as a requirement. The adjacent graphic provides an example of how the index works.

● Street Segments  $\frac{26}{21} = 1.24$  Index  
 ★ Nodes & Intersections

### M-104 Traffic Access Management Ordinance



Spring Lake Township, in collaboration with the Village of Spring Lake, Crockery Township, Ottawa County, and the Michigan Department of Transportation, developed the M-104 Access Management ordinance to begin to implement the recommendations of the M-104 Corridor Access Management Study. The ordinance, which is in draft form, will help standardize the location of new driveway curb cuts, distance between site access points, setbacks for future right-of-way expansion, shared driveways, internal parking lot connections, and rear service drives, and opportunities to consolidate ingress and egress curb cuts along M-104. The ordinance specifically deals with transportation and traffic related site designs and is often established as an overlay district on the zoning map. So, in addition to following the site development regulations for the base or underlying zoning classification, the M-104 overlay would address the functionality of the transportation and traffic aspects of the site.

When used in conjunction with other site development regulations, such as shared parking, cross property access easements, access management regulations can improve the efficiency, safety and flow of traffic, and in some instances lessen the need to expand the cross section of the roadway.

### Corridor Improvement Authority

The Corridor Improvement Authority, Public Act 280 of 2005, allows Townships, Villages and Cities the opportunity to establish corridor improvement authorities along arterial and collector roads. The framework of the authority parallels many of the attributes of the Downtown Development Authority requiring a board of directors, preparation of a development plan, and the use of tax increment financing to accomplish identified projects and programs.

The act specifically allows the authority to expend funds on “public facility” projects defined in the Act as “a street, plaza, pedestrian mall, and any improvements to a street, plaza, or pedestrian mall including street furniture and beautification, sidewalk, trail, lighting, traffic flow modification, park, parking facility, recreational facility, right-of-way, structure, waterway, bridge, lake, pond, canal, utility line or pipe, or building, including access routes designed and dedicated to use by the public generally, or used by a public agency.”

The master plan recommends the establishment of a Corridor Improvement Authority along 174th Street as a tool to encourage new development and assist with the redevelopment of existing properties. To establish an authority the following criteria must be met:

- Be adjacent to a road classified as an arterial or collector according to the federal highway administration manual “Highway Functional Classification - Concepts, Criteria and Procedures”.
- Contain at least 10 contiguous parcels or at least 5 contiguous acres.
- More than 1/2 of the existing ground floor square footage in the development area is classified as commercial real property under section 34c of the general property tax act, 1893 PA 206, MCL 211.34c.
- Residential use, commercial use, or industrial use has been allowed and conducted under the zoning ordinance or conducted in the entire development area, for the immediately preceding 30 years.
- Is presently served by municipal water and sewer.
- Zoned to allow for mixed use that includes high-density residential use.
- The municipality agrees to expedite the local permitting and inspection process in the development area, and modify its master plan to provide for walkable nonmotorized interconnections, including sidewalks and streetscapes throughout the development area.

Used in conjunction with the Settlement Overlay District and Commercial-Pedestrian District at the intersection of 174th and Hickory, the Corridor Improvement Authority can help create a broad mixed-use and integrated development area for the Township.

### Example: Successful Corridor Redevelopment, Plymouth Road, Livonia, MI

Using Infrastructure to Unified the Business District



New Development: Commercial and Residential





Potential projects and programs could include acquisition of underutilized parcels to attract new development, roadway enhancement to create a unified theme of public amenities, involvement with the private sector on the extension and expansion of public infrastructure, trails, and walkways, and assisting with redevelopment of blighted and vacant properties.

Section 6 of the Public Act also allows adjacent municipalities to jointly establish an authority due to the multi-jurisdictional characteristics of regional corridors.

### ***Safe Routes to School***

A program which nicely dovetails with the Township's trail and bike network is the Safe Route to School program administered through the Michigan Department of Transportation (MDOT). The program provides participating communities with training, logistical, administrative and technical support from the Governor's Council on Physical Fitness, Health and Sports. A state coalition and steering committee provides leadership for all aspects of the program. It is recommended, as part of the Township's vision to a walkable community, that the Township and the three public school districts convene a multi-agency committee to begin a Safe Routes to School program.



### ***M-104 Intergovernmental Corridor Design Guidelines –***

Spring Lake Township and the Village of Spring Lake and Crockery Township have collaborated on the M-104 Corridor Access Management Plan and ordinance. Public Act 226 of 2003, the Joint Planning Commission Act, gives municipalities to combine their planning commissions into one multi-jurisdictional planning commission, or to establish a joint planning commission to work on a specific area of concern. This plan is recommending that the three municipalities use the Joint Planning Commission Act to establish a joint planning commission whose focus is the M-104 corridor. The role of this planning commission would include the implementation of the M-104 Corridor Access Management ordinance, preparation of unified site and building design guidelines, preparation of a corridor land use plan and zoning plan, and site plan review for projects locating along the corridor. The primary mission of the proposed entity would be the preparation of unified corridor design guidelines for buildings and sites. The recommended boundary for the joint planning commission would be 500 feet either side of M-104 from the I-96 interchange to Lake Street, a distance of 5.3 miles.

This boundary area would include the Commercial-Vehicular district along M-104, the Commercial-Pedestrian Node at M-104 and 148th Street, and corridor properties in the Village of Spring Lake, and Crockery Township. A supplemental strategy would be the inclusion of the corridor into a Corridor Improvement Authority similar to the 174th corridor.

### ***Sanitary Sewer Service Area Phasing –***

Most developments in the Township with the exception of low density residential require public sanitary sewers to meet public health and zoning regulations. Portions of the Township are already served with sanitary sewer; however, there are areas that have public water but not sanitary sewer. The Township zoning ordinance planned unit development provisions require the presence of public sanitary sewers as a prerequisite for development. Information from the Township Engineer indicate that sanitary sewer improvement projects will occur, based on their recommended priorities, in a counterclockwise progression commencing near the Spring Lake High School and ending along 174th Street between Hart and Wilson Roads. The adjacent map indicates the scope of the proposed projects and their geographic location in the Township. The table outlines the location and forecasted cost in 2003-04 dollars.

The sequence of sanitary sewer expansion will have a direct relationship on the development of new housing projects, especially those with densities greater than 3 dwelling units per acre. Based on the planned progression of the sewers it appears that the proposed settlement along 148th in the vicinity of the Spring Lake High School will be within a service area. However, unless requested and financed by the private sector the sanitary sewers in the northwest quadrant of the Township may not be in a position to accept the intensity of development envisioned for this area. When these facilities are absent an option would be to allow developers the opportunity to construct on-site sanitary sewer facilities with an agreement with the Township to connect to the public system when it is installed and pay for their allocation of the residential equivalent units.

Of course, development pressure and market conditions could influence the prioritization of the program. In summary, the availability of sanitary sewers will pace the level of development in the Township.

### ***Responsible Party and Sequencing***

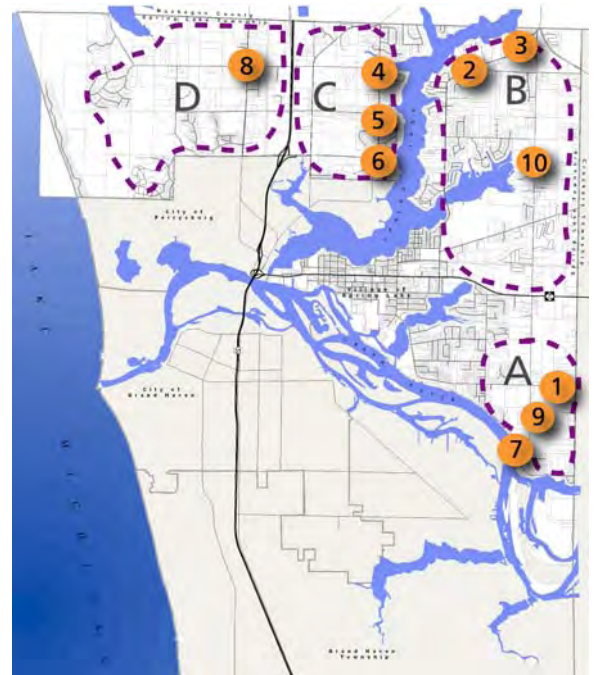
The Action Program enumerates six primary programs involving planning and zoning resourcefulness, intergovernmental relationships, and volunteer initiatives. All of the action programs address the visions and concepts expressed in the plan and subsequently involve changes on how land is developed in the future, and what long-term strategic modifications to the Township Zoning Ordinance will be required to effectuate this vision. Once the Township officially adopts the master plan the next step will be to reorganize and revise the Township Zoning Ordinance. Many of the recommendations involve the establishment and application of special overlay districts; however, in order to achieve the ultimate outcome of creating defined commercial areas a revision to the commercial zoning district will be warranted.

Due to the number of special provisions and the need to divide the commercial districts into three distinct zones and the industrial district into two separate categories the entire Zoning Ordinance should be considered for a major overhaul. The Township Planning Commission will be involved in the revision to the zoning ordinance.

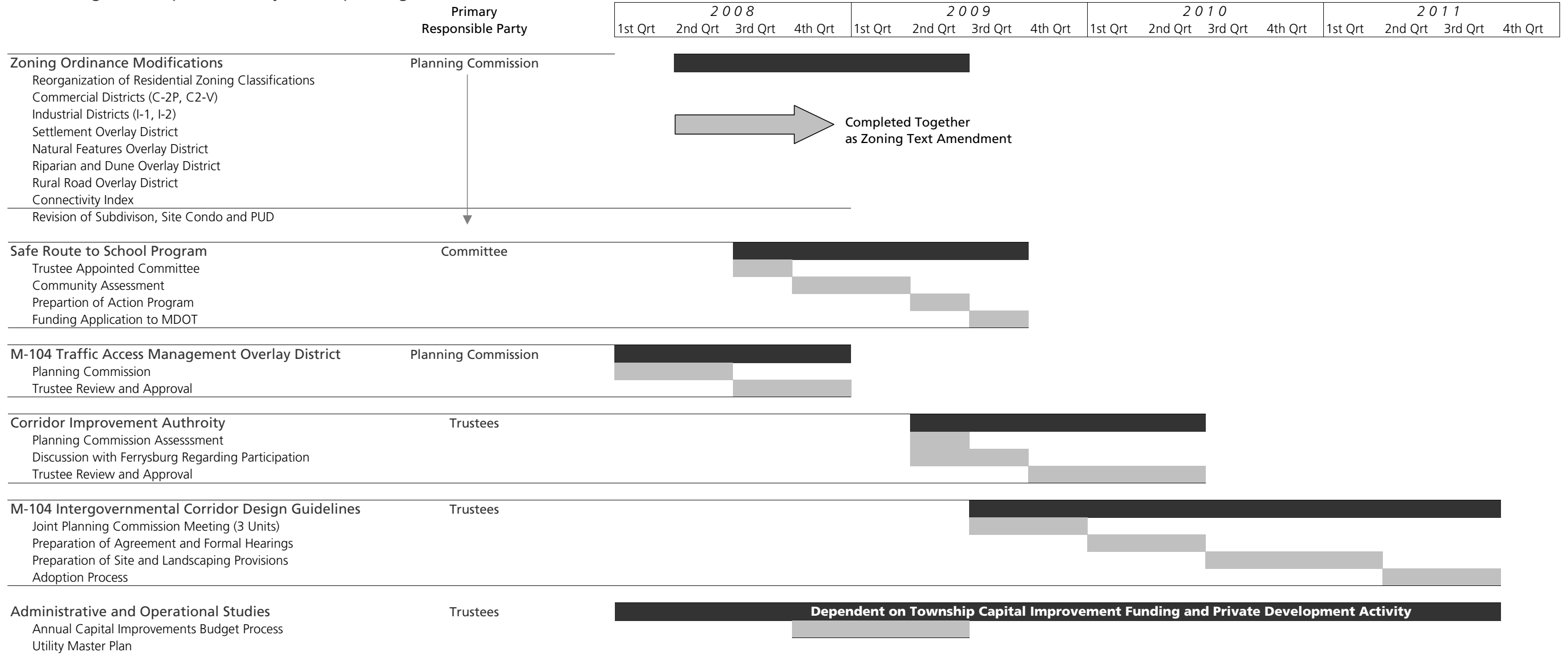
One Action Program, the Safe Routes to Schools program, is a Trustee appointed committee consisting of Township representatives, Village representatives, residents, school representatives, and road agency officials, which will evaluate school routes and their degree of safety and walkability for children. The outcome of this assessment will position the Township for funding through the Michigan Department of Transportation. Dovetailing the Safe Routes to School program with the Township's bike trail network is very consistent with the Themes & Values expressed in the Plan.

The Action Program focuses attention of the M-104 and 174th corridors due to the status as primary gateways and commercial areas of the Township. Coupling the Access Management Corridor Overlay ordinance with the establishment of a Corridor Improvement Authority the Township can position itself to accommodate quality development, encourage and promote redevelopment, and create a sense of place for the Township. This recommendation takes the Township beyond the normal role of planning and zoning, and places into a role as agent for economic development. The coordination of site and building guidelines along M-104 gives the Township the opportunity to work with the Village and Crockery Township on a unified approach to corridor planning and management. Use of the Joint Planning Commission Act should be considered for its applicability to this program.

The Action Program fits within the five (5) year statutory provision for review of the Community Master Plan as required by Section 125.329 of the Township Planning Act.



## Action Program - Responsible Party and Sequencing



[ B L A N K ]