

OSHTEMO CHARTER TOWNSHIP PLANNING COMMISSION

MINUTES OF MEETING HELD FEBRUARY 13, 1997

Agenda

OAK PARK #1 SITE CONDOMINIUM - SITE PLAN REVIEW

BALKEMA - REZONING - AGENDA ITEM

SCHRAMM - TEXT AMENDMENT - AGENDA ITEM

CONVENIENCE CENTER OVERLAY DISTRICTS - TEXT AMENDMENT

A meeting was conducted by the Oshtemo Charter Township Planning Commission on Thursday, February 13, 1997, commencing at approximately 7:00 p.m. at the Oshtemo Charter Township Hall, pursuant to notice.

Members Present: Wilfred Dennie, Chairperson
 Lara Meeuwse
 Ted Corakis
 Millard Loy
 Ken Heisig
 Marvin Block

Member Absent: Anna Reddy

Also present were Rebecca Harvey, Patricia R. Mason, Township Attorney, and three (3) other interested persons.

CALL TO ORDER

The Chairperson called the meeting to order at 7:02 p.m.

AGENDA

The Chairperson suggested adding, under "Other Business," a discussion of the Township Board meeting of February 11, 1997, and a discussion of Planning Commission membership. Ms. Harvey suggested adding a discussion regarding a local workshop. Mr. Loy moved to approve the agenda as amended, and Mr. Heisig seconded the motion. The motion carried unanimously.

MINUTES

The Commission first discussed the minutes of the meeting of January 23, 1997. The Chairperson had a suggested change to the bottom of page 3 to clarify the sentence regarding relocation of the access points to the project. Ms. Meeuwse moved to approve the minutes as amended, and Mr. Corakis seconded the motion. The motion carried unanimously.

The Planning Commission next discussed the minutes of the meeting of January 30, 1997. Mr. Block moved to approve the minutes as submitted, and Mr. Loy seconded the motion. The motion carried unanimously.

OAK PARK #1 SITE CONDOMINIUM - SITE PLAN REVIEW

The next item was the application of Jim Buford for site plan review of a proposed residential site condominium development consisting of approximately 32 acres and proposed to include 35 condominium units (building sites).

The report of the Planning and Zoning Department is incorporated herein by reference.

The Chairperson noted that the Township Board had moved to rescind acceptance of the preliminary plat pursuant to the applicant's request in view of his desire to submit the project to the Planning Commission for site plan review as a site condominium development. The Township Board's rescission of acceptance had occurred at its meeting of February 11, 1997.

The applicant was present and noted that a new plan had been provided to the Township. One change was that the area which was lot 35 had been altered and now was common area which would be the site of a decorative reflective pond. Additionally, the retention pond had been moved to the common area opposite lot 4. Again it was noted that the access points off 6th Street to the project had been relocated pursuant to the Kalamazoo County Road Commission's comments. Only single-family homes were proposed for the project.

The applicant presented a letter from the Kalamazoo County Road Commission indicating that they were reviewing the construction plans for the road. Ms. Harvey reported that the Kalamazoo County Road Commission representative had indicated an awareness that this was a site condominium project and had indicated that they would be approving the road system. However, she felt that approval should be subject to the review and approval of the Kalamazoo County Road Commission.

The Chairperson reviewed for the Commission the letter of February 13, 1997, from JCK Associates, the engineer for the applicant.

There was discussion of the topography in the area of the decorative pond. There was concern that the pond was at a higher elevation than adjacent lots and concern that water runoff would run from this pond onto these lots. Commission members suggested that the Township Engineer, in his review, pay particular attention to this aspect of the plan. The applicant stated he felt that the pond would not cause a drainage problem in that it would be lined. He stated that the Health Department has had a problem with the buildability of lot 35, and therefore it had been converted for use for this decorative element.

In response to questioning by the Chairperson, the applicant stated that there is a stormwater "detention" area, which flows under St. James Street from the retention pond opposite lot 4. Water will flow to the south if the retention basin "gets too full." This flow will go to the common area. The Chairperson expressed concern that the flow of water would run from the common area onto adjacent property. The applicant responded that this was a wetland area.

In response to questioning by Mr. Corakis, the applicant indicated that there would be no sidewalks.

The applicant said that street lighting would be added to the project designed by Consumers Power. Ms. Harvey suggested that the Commission subject approval of the plan to compliance with the Township's Zoning Ordinance lighting standards.

The applicant indicated that the common areas would be owned by a condominium association and would be left open/greenspace with their natural vegetation.

There was discussion of the number of phases of this project. It was clarified that the Planning Commission was considering only Phase I of the project. The applicant was unsure of the boundaries between Phases II and III but said that he planned that Phase II front 6th Street and that Phase III be in the east portion of the site.

The Chairperson again expressed concern that St. James would be overburdened, given the road layout. The applicant indicated that the topography was prohibitive to making Nicholas Circle a through street.

Mr. Block questioned the applicant with regard to the design of the homes which would be placed in the condominium project, and the applicant indicated that there would be an architectural design committee to approve home plans. This committee would be made up of himself and would include ~~Mr. Buford and~~ two other builders. He said that there would be minimum square footage, roof pitch and other design requirements.

Mr. Corakis was concerned about the slope of the street area between lots 5 and 7. The applicant stated that fill would be brought to this area to limit the slope or grade. Mr. Corakis was concerned that, if this area were filled, the topography on lots 5 through 7 would be even more extreme in relationship to the road.

The Chairperson stated that he felt it was important to note for the record the Planning Commission's concern about the buildability of some of the lots in the proposed project. He felt it would be inappropriate for the Zoning Board of Appeals to grant variances to this project in that the lot layout/configuration was created by the developer. The Chairperson could see the potential for variance requests and wanted to make it clear to the developer that the Planning Commission was approving the project based on assurance by the developer and his engineer that the lots were buildable as proposed.

The Chairperson sought public comment, and Andrew Jean had questions for the applicant as to how far the development would occur to the east of the site. The applicant showed Mr. Jean the plan. Mr. Jean expressed concern about possible trespassers from the site condominium project onto his property and concern about maintaining his property as it is now.

There was no other public comment offered, and the public hearing was closed.

The Planning Commission proceeded with a review of the project pursuant to Section 82.800.

With regard to lot 1, it was noted that the applicant's engineer had suggested that the lot was buildable on the west side. It was felt it was important to note that there would be no direct access to 6th Street for the lots and that access would be by way of the internal street system. It was recognized that the street layout for Phase I would result in a dead-end street in excess of 660' but that there would be intersections with this street developed in Phases II and III. The Chairperson stated that he was still concerned with the overall street design and felt it should be required that the second access point to 6th Street be established in Phase II.

Again concern was expressed regarding the decorative pool and the desire by the Planning Commission that the engineer should examine this area and the possible need for provision for overflow. The Chairperson again expressed concern about the topography of the property and the possibility of drainage from the common area to adjacent properties. However, the Chairperson expressed that he was pleased to see the topography was retained to a great extent and that the low areas had been reserved as common areas and would remain natural.

After further discussion, Ms. Meeuwse moved to approve the site plan with the following conditions, limitations and notations:

(1) That no direct access be permitted from building site 1 or the proposed decorative pond area to 6th Street. Access for the building sites would be via the internal road system. This prohibition should be included in the master deed and/or bylaws.

(2) That street layout for Phase I would result in a dead-end street in excess of 660' in length; however, the development of future phases would bring the street arrangement into compliance with design guidelines.

(3) That a second access point for the project was required to be developed in Phase II.

(4) That the proposed street arrangement was subject to Kalamazoo County Road Commission review and approval.

(5) That approval was subject to the review and approval of the Township Engineer. It was requested that the Township Engineer pay particular attention to the impact on lots 4 through 7 of the backfilling necessary to bring the road to acceptable grade. The Engineer should also review any impact on lots 31 through 34. The Engineer should pay particular attention to the possibility of "water runoff" from the decorative pond area onto adjacent lots.

(6) That the proposed building sites comply with dimensional requirements for single-family residential building sites, and limitation of the project for single-family development should be noted in the master deed and/or bylaws.

(7) That approval was subject to the review ~~of~~ and approval of the master deed and bylaws by the Township staff and Township Attorney.

(8) That public street lighting should be designed to comply with the intent of Section 78.700 and be in character with the adopted lighting objectives/standards.

(9) That low areas/common areas owned by the condominium association should be noted as such in the master deed and the maintenance of these areas provided for therein.

(10) That approval was subject to the review and approval of the Kalamazoo County Health Department.

Mr. Loy seconded the motion. After a few questions by Mr. Buford, the motion carried unanimously.

BALKEMA - REZONING - AGENDA ITEM

The Planning Commission next considered, for purposes of scheduling public hearing, the proposed rezoning of approximately 100 acres located on the north side of KL Avenue adjacent to the north and west of Chateau Manor Mobile Home Park from the "R-4" to the "R-5" Residence District Zoning classification. A review/amendment of the 9th Street Focus Area Development Plan contained within the Master Land Use Plan would also be required.

There was review of uses and zoning in the area.

After discussion, the Planning Commission determined that the area should not be expanded except to include parcel 128-010. However, the Planning Commission members felt it would be appropriate to consider other zoning districts.

Mr. Corakis moved to schedule public hearing on the rezoning of the land area owned by the applicant and parcel 010 for March 27, 1997. The Planning Commission would consider rezoning this area to "R-2," "R-3" and/or "R-5" Residence District Zoning classifications. Additionally, a review and amendment of the 9th Street Focus Area Development Plan contained within the master Land Use Plan would be considered.

Mr. Loy seconded the motion, and the motion carried unanimously.

SCHRAMM - TEXT AMENDMENT - AGENDA ITEM

The Planning Commission next discussed the application of Richard Schramm for a text amendment to the "I-R" Industrial District to add the following permitted uses: "Offices and office buildings, wholesale sales of services and merchandise, central facilities for off-site retail sales of services and merchandise, limited on-site retail sales of services and merchandise as a secondary use (the primary use shall be another permitted use or a combination of other permitted uses)."

The Planning Commission discussed possible available dates, and it was indicated that the March 13, 1997, meeting was available. There was further discussion on whether a work session/discussion of the item should be conducted prior to the public hearing. The applicant indicated he wished the item to be considered as soon as possible.

Mr. Corakis moved to scheduled public hearing on the request for March 13, 1997. Mr. Heisig seconded the motion. The motion carried unanimously.

CONVENIENCE CENTER OVERLAY DISTRICTS - TEXT AMENDMENT

The Planning Commission next reviewed the draft of proposed Master Land Use Plan language regarding the Convenience Center Overlay Districts. Planning Commission members agreed that there should be clarification with regard to the two types of Neighborhood Commercial Districts. After much discussion, it was decided that the Master Land Use Plan could refer to Residential Convenience Center and Rural Convenience Center as the two types of "Neighborhood Commercial Locational Centers." There was a review of the design specifications in draft #2 of the district language. Commission members felt that the range in the square footage of the building was too broad. Ms. Harvey suggested providing examples of existing properties in the Township for Commission members to review.

There was discussion of parking, and Mr. Block indicated that he was not in favor of reducing parking. Mr. Loy felt that currently the Township requires too much parking, and Mr. Corakis agreed. The Chairperson suggested allowing 75% of normal parking requirements for the Residential Convenience Center and 50% of normal for the Rural Convenience Center.

OTHER BUSINESS

Ms. Harvey discussed a local workshop which was planned for February 24, 1997, at the Comstock Township Hall. Several members indicated interest in attending.

The Chairperson noted, as to Planning Commission membership, that Anna Reddy had submitted a letter of resignation, indicating that her job duties had changed in such a way as to make attendance of the meetings impossible. Mr. Block indicated that the Township Board committee regarding board memberships would be meeting next week on a replacement member. The Chairperson suggested consideration of someone from the western portion of the Township.

The Chairperson provided an update of the meeting of the Township Board conducted on February 11, 1997. It was noted that the proposed Hamilton rezoning had been tabled to the meeting of March 11, 1997.

ADJOURNMENT

There being no further business to come before the Commission, the meeting was adjourned at 10:05 p.m.

OSHTEMO CHARTER TOWNSHIP
PLANNING COMMISSION

BY: *Lara Meeuwse*
Lara Meeuwse, Secretary

Minutes prepared:
February 14, 1997

Minutes approved:
2-27-97

AGENDA: _____
MINUTES: Planning Commission

DATE: February 13, 1997
SENT: March 6, 1997

ZBA

- Lara M.
- Dave B.
- Bill S.
- Brian
- Tom B.

PC

- Marvin
- Lara
- Ken H.
- Millard
- Ted C.
- Wilfred

} 2-26-97

TB

- Fred
- Dave B.
- Marvin
- Norm

OFFICE

- Becky
- Bob
- Marci
- Lois
- Ron
- Tony
- Jim
- Attorney's
- Index
- Elaine

Total

PEOPLE

John Balkema
2314 Miller Road
Kalamazoo, MI 49001

James Buford
Buford Realtors
3003 West Main
Kalamazoo, MI 49007

Richard A. Schramm
2001 South 4th Street
Kalamazoo, MI 49009

Home Builders Association
5700 West Michigan
Kalamazoo, MI 49009

Oshtemo Business Association
P.O. Box 1
Oshtemo, MI 49077

McGraw-Hill/F.W. Dodge
4000 Portage Road
Kalamazoo, MI 49001



7275 W. MAIN STREET, KALAMAZOO, MI 49009-9334
616-375-4260 FAX 375-7180 TDD 375-7198

NOTICE

OSHTEMO TOWNSHIP PLANNING COMMISSION MEETING

February 13, 1997
7:00 p.m.

AGENDA

1. Call to Order
2. Approval of Agenda
3. Approval of Minutes

- January 23, 1997
- January 30, 1997

4. Site Plan Review - Oak Park #1 Site Condominium (#97-3)

Jim Buford requests Site Plan Review of a proposed residential site condominium development consisting of approximately 32 acres and proposed to include 35 condominium units (building sites).

Subject property is located on the east side of North 6th Street, approximately 1540 feet north of West Main, and is within the "AG"-Rural District. (3905-15-105-011)

5. Consideration for an agenda item, the proposed rezoning of approximately 100 acres located on the north side of "KL" Avenue, adjacent to the north and west of Chateau Manor Mobile Home Park, from "R-4" to "R-5".

A review/amendment of the 9th Street Focus Area Development Plan contained within the Master Land Use Plan is required.

6. Text Amendment Request - Schramm

"I-R" Industrial District, Restricted - Permitted Uses

- : Offices and office buildings*
- : Wholesale sales of services and merchandise*
- : Central facilities for off-site retail sales of services and merchandise*
- : Limited on-site retail sales of services and merchandise as a secondary use (the primary use shall be another permitted use or a combination of other permitted uses)*

- Schedule for Board Discussion

7. Text Amendment - Convenience Center Overlay Districts

- Board Review - Master Land Use Plan Amendment
- Board Review - Neighborhood Convenience Center Overlay District
- Rural Residential Convenience Center Overlay District

8. Other Business

9. Adjourn

*** SCHEDULE OUTLINE**

February 11, 1997 Township Board Meeting

- : Rezoning - West Main (Set for 1st Reading)

February 18, 1997 Joint Township Board/Planning Commission/Zoning Board of Appeals Meeting

February 27, 1997 Planning Commission Meeting

- : Rezoning - Zuiderveen (South 11th Street)
- : Special Exception Use/Site Plan Review - Leader's Marine

AGENDA: Planning Commission
MINUTES: _____

DATE: February 13, 1997
SENT: February 7, 1997

ZBA

- PC Lara M.
- Dave B.
- Bill S.
- Brian
- Tom B.

PC

- Anna R.
- Marvin
- Lara
- Ken H.
- Millard
- Ted C.
- Wilfred

TB

- Fred
- ZBA Dave B.
- PC Marvin
- Norm

OFFICE

- Becky
- Bob
- Marci
- Lois
- Ron
- Tony
- Jim
- Attorney's
- Index
- Elaine

Total

PEOPLE

Jim Buford
Buford Realtors
3003 West Main
Kalamazoo, MI 49007
11 Labels

Richard A. Schramm
2001 South 4th Street
Kalamazoo, MI 49009

John Balkema
2314 Miller Road
Kalamazoo, MI 49001

Dave Person
Kalamazoo Gazette
P.O. Box 2007
Kalamazoo, MI 49003

Cripps Fontaine Excavating
7229 Douglas Avenue
Kalamazoo, MI 49004

Stanley Rakowski
7151 West "G" Avenue
Kalamazoo, MI 49009

Oshtemo Business Association
P.O. Box 1
Oshtemo, MI 49077

Home Builders Association
5700 West Michigan
Kalamazoo, MI 49009

John Van Stratt
Miller-Davis Company
P.O. Box 2888
Kalamazoo, MI 49003



7275 W. MAIN STREET, KALAMAZOO, MI 49009-9334
616-375-4260 FAX 375-7180 TDD 375-7198

To: Planning Commission

Meeting Date: 2-13-97

From: Planning & Zoning Department

Agenda Item: #4 (#97-3)

Applicant: Jim Buford
Buford Realtors
3003 West Main
Kalamazoo, MI

Property In Question: Approximately 32 acres located on the east side of North 6th Street, 1540 ft north of West Main - Northwest 1/4 of Section 15.

Reference Vicinity Map

Zoning District: "AG"-Rural District

Request: Site Plan Review - Oak Park #1 Site Condominium
(Building Sites #1 - #35)

Ordinance Section(s): Section 82.200/300 - Site Plan Review
Section 82.800 - Criteria For Review

Planning & Zoning Department Report:

Background Information

- The following Ordinance provisions establish the review process applicable to site condominium projects:

- : Section 82.200 - Establishes Site Plan Review Requirement
- : Section 82.300 - Establishes Planning Commission Site Plan Review Authority
- : Section 82.800 - Sets forth Site Plan Review Criteria

- The Planning Commission has conducted site plan review for 9 site condominium development proposals:

5-23-91	Venture Park	Kreico
10-6-94	Seeco	Seelye
10-27-94	Amber	Hamilton
3-23-95	Gordon/Maple Hill	Gordon Foods
8-24-95	624/628	Lavender
5-23-96	Farrell - H Avenue	Farrell
10-17-96	Seeco Expansion	Seelye
10-24-96	Stratford Hills	Wickford Corp.
1-9-97	Klerk "H" Avenue	Klerk

- On 11-14-96, the Planning Commission conducted Preliminary Plat Review of the current site condominium project originally proposed as a platted development.

The 11-14-96 Planning Commission Minutes have been provided for background information on previously noted lot layout, phasing, and access/street arrangement concerns with the project.

- Applicant has formally withdrawn his request to the Township Board for plat approval and instead requests Site Plan Review of the proposed Oak Park #1 as a residential site condominium project.

Reference 1-23-97 Planning Commission Minutes

Department Review

Section 82.800 - Site Plan Review

a) - The street arrangement has been proposed as a public road.

- The following design elements should be noted:

1 - Direct access for proposed Building Sites #1 and #35 onto North 6th Street shall be prohibited. Access shall be provided by the proposed public road extension.

2 -The street layout for Phase 1 will result in a dead-end street in excess of 660 ft in

length. The development of future phases will bring the street arrangement into compliance with design guidelines.

3 - A second access point for the project shall be required with the development of future phases.

4 -The proposed street arrangement shall be subject to Kalamazoo County Road Commission review/approval.

b) - The proposed building sites comply with the dimensional requirements set forth in Section 66.201 for single-family residential building sites. Only Building Sites #1-#6 and Building Site #34 comply with the minimum area and width requirements for two-family residential building sites.

- Building Sites #1 and #35 will be subject to a 70 ft setback from the right-of-way of North 6th Street. The size of Building Sites #1 and #35 should be reviewed for buildability in compliance with setback standards.

- Public street lighting should be designed to comply with the intent of Section 78.700, Zoning Ordinance, and be in character with adopted lighting objectives/standards.

c)&

d) - Some low areas on the property have been defined as 'common areas'. The proposed purpose, ownership, and maintenance of the 'common areas' should be identified for approval.

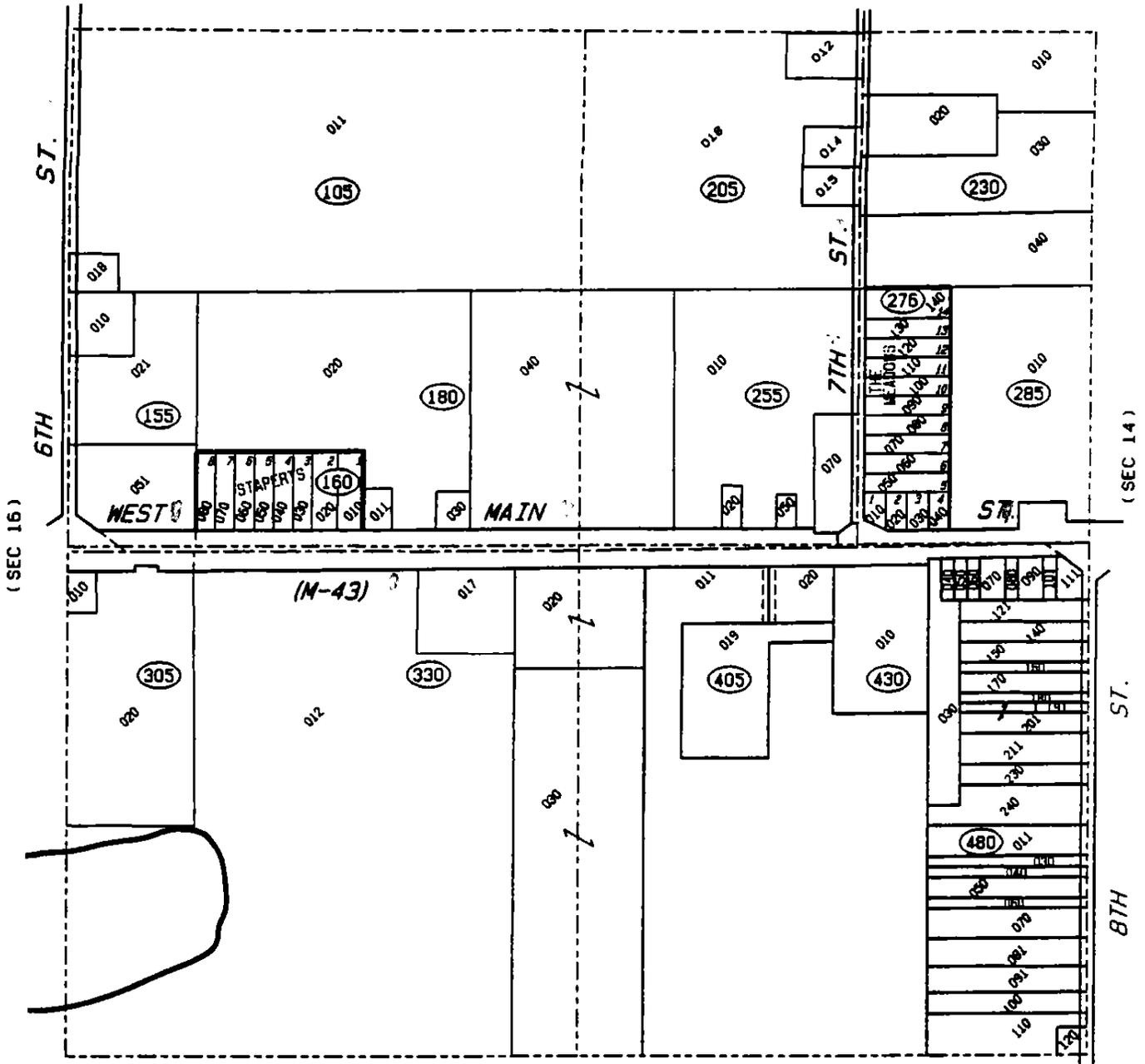
Reference Draft Copy - Master Deed & ByLaws

- Relief (slope) on Building Sites #1, #5, #8, #20-#21, and #32-#34 should be reviewed for buildability, natural feature impact, and compliance with stormwater retention objectives and standards for on-site septic systems.

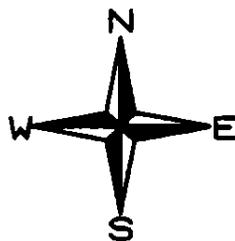
- Approval shall be subject to Township Engineer review/approval.

SECTION 15

(SEC 10)



(SEC 22)



0 400 800 1200 1600

SCALE 1" = 800'

DATE: AUGUST 25, 1993

REVISED DATE: FEB. 27, 1995

PRINTED DATE: MARCH 21, 1996

PLANNING COMMISSION MINUTES - NOVEMBER 14, 1996
EXCERPTS

OAK VIEW #1 - PRELIMINARY PLAT REVIEW

The next item was consideration of a proposed 35-lot residential subdivision occupying approximately 35 acres. The subject property is located on the east side of North 6th Street, approximately 1,530' north of West Main, and is within the "AG" Agricultural-Rural Zoning District classification. The Commission would consider preliminary plat review pursuant to the Subdivision Control Ordinance and make a recommendation to the Township Board. It was noted that the applicant was not present, and the Chairperson sought public comment.

Robert Schafer inquired as to the number of lots included in the proposed subdivision. The Chairperson noted that there were 35 acres and 35 proposed lots in Phase I. He showed Mr. Schafer a drawing depicting the Phase I lines. Mr. Schafer was concerned that the property abuts his and includes a pond. He was concerned about encroachment on, or damage to, his property.

There was no public comment offered, and the public hearing was closed.

Ms. Meeuwse entered the meeting.

Reference was made to the letter received from the County Department of Planning and Community Development concerning the proposed plat. Among other recommendations, it was suggested that the phasing for the entire parcel be shown on the preliminary plat. The proposed plan shows only Phase I. Also, it was recommended that the first phase include the westerly one-third of the property. It was also suggested that the applicant consider use of the Township's Open Space Community provision.

Reference was made to Section 2.1 of the Subdivision Control Ordinance, and it was noted that the proposed plat complies with Sections A through J. As to Section K, an approval could be conditioned upon receipt of the legal opinion. With regard to Section L, a letter approving the proposed plan would be required from the Kalamazoo County Road Commission.

Ms. Reddy entered the meeting.

The Commission next reviewed the provisions of Section 2.2 and noted that subparts 1 through 2 were satisfied. As to subpart 3, the street arrangement extends to property boundaries. However, the Chairperson had a concern about the overall design of the system in that the two entrances, at points on 6th Street, did not seem to distribute traffic evenly. He felt that the northerly drive served only approximately one-fourth of the plat and the other served approximately three-fourths.

The applicant, Mr. Buford, arrived. There was discussion with Mr. Buford of the proposed street system. He stated that the topography of the property presented a problem in street system design in that there were extreme dropoffs. However, the plat would need to be redesigned because he had learned that morning that the Kalamazoo County Road Commission would not approve the access points. He had been told that the Kalamazoo County Road Commission would require 540' of "visibility," and there was only approximately 340-350' for these drives. Therefore, the plat design would need to be redrawn.

There was a discussion with the applicant about the proposed plat and the possibility of Open Space Community as a development option. After further discussion, the applicant requested that the plan be withdrawn. He stated he would resubmit when the plan had been redesigned. It was suggested that he might wish to meet, or have his representatives meet, with Rebecca Harvey to explore the Open Space Community option.

Mr. Corakis moved to grant the applicant's request to withdraw the plan, and Mr. Block seconded the motion. The motion carried unanimously.

NEIGHBORHOOD COMMERCIAL DISTRICT - TEXT AMENDMENT

The next item was review of a draft outline of the proposed Neighborhood Commercial District text. The outline prepared by the Planning and Zoning Department is incorporated herein by reference. The Chairperson noted that the Master Land Use Plan makes reference to the Neighborhood Commercial District and recognizes several Neighborhood Commercial nodes. Review of the Master Land Use Plan references to a Neighborhood Commercial District were discussed. The proposed text would act as an overlay district or overlay zone. The characteristics of an overlay zone were described.

Next, the Commission reviewed the proposed Statement of Purpose and permitted uses. There was a discussion of the types of uses that could qualify as being "convenience retail." It was felt that a hardware store would qualify. There was also discussion of the term "personal service shops." It was felt that a coffee shop might qualify as a personal service shop. Commission members discussed whether a dry cleaner would qualify, and Mr. Block opined that this type of use would only qualify for Neighborhood Commercial if the cleaning was not done on site. It was felt that a laundromat or a barber/hair salon would fit within the District. Overall, it was felt that small-scale services/retail compatible with residential use were sought. It was suggested that perhaps restaurants be added under special exception uses where limited in size to approximately 1,000-1,500 square feet. Commission members felt it would be appropriate to list specific uses rather than generalize categories.



7275 W. MAIN STREET, KALAMAZOO, MI 49009-9334
616-375-4260 FAX 375-7180 TDD 375-7198

TO: Planning Commission Members

MEETING DATE: 2-13-97

FROM: Planning/Zoning Department

AGENDA ITEM: #5

Consideration for an agenda item, the proposed rezoning of approximately 100 acres located on the north side of West "KL" Avenue, adjacent to the north and west of Chateau Manor Mobile Home Park, from "R-4" to "R-5".

A review/amendment of the 9th Street Focus Area Development Plan contained within the Master Land Use Plan is required.

CHARTER TOWNSHIP OF OSHTEMO
KALAMAZOO COUNTY, MICHIGAN

APPLICATION FOR REZONING

Date Jan 6, 1997

Applicant Name John Balkema

Address 2314 Miller Road Kalamazoo, Mich 49001 Phone 349-8627

Section or Plat Sect 24, Town 2 South, Range 12 West

To the Zoning Board:

The above named applicant hereby petitions the Charter Township of Oshtemo Zoning Board to amend the Charter Township of Oshtemo Zoning Ordinance by the rezoning of the following described property as hereinafter set forth and in support of such rezoning submits the following facts:

- I. Legal description of property (Lot and Plat name or meets and bounds description). Attach separate sheets if necessary.

SEE ATTACHED

- II. Size and general location of property (acreage, dimensions, street, street number if available, nearest landmark).

SEE ATTACHED

- III. Present improvements on the property (building, other structures, etc.).

SEE ATTACHED

(over)

IV. Nature of applicant's interest in the property (deed holder, option, land contract purchaser, tenant, other).

Deed Holder

V. If applicant's interest is other than deed holder, does the deed holder know of this application and consent thereto?

Yes _____ No _____

VI. The following private plan or deed restrictions encumber the property. (If none, so state; otherwise list such restrictions or attach a copy of the same).

SEE ATTACHED

VII. The purpose of the rezoning is to use the property as follows: (Describe operations and construction if any).

Manufactured Homes

VIII. It is hereby requested that the foregoing described property be rezoned from R-4 Zone to R-5 Zone.

IX. Enclosed herewith is the application fee of \$300.00 payable to the Charter Township of Oshtemo to help defray a portion of the cost of the consideration of the foregoing application.


Signature of Applicant

CHARTER TOWNSHIP
OF OSHTEMO
7275 W. MAIN STREET
KALAMAZOO, MI 49009
616-375-4200

2-13-97 OF

000355 REZONING BALANCE
TOTAL PAID

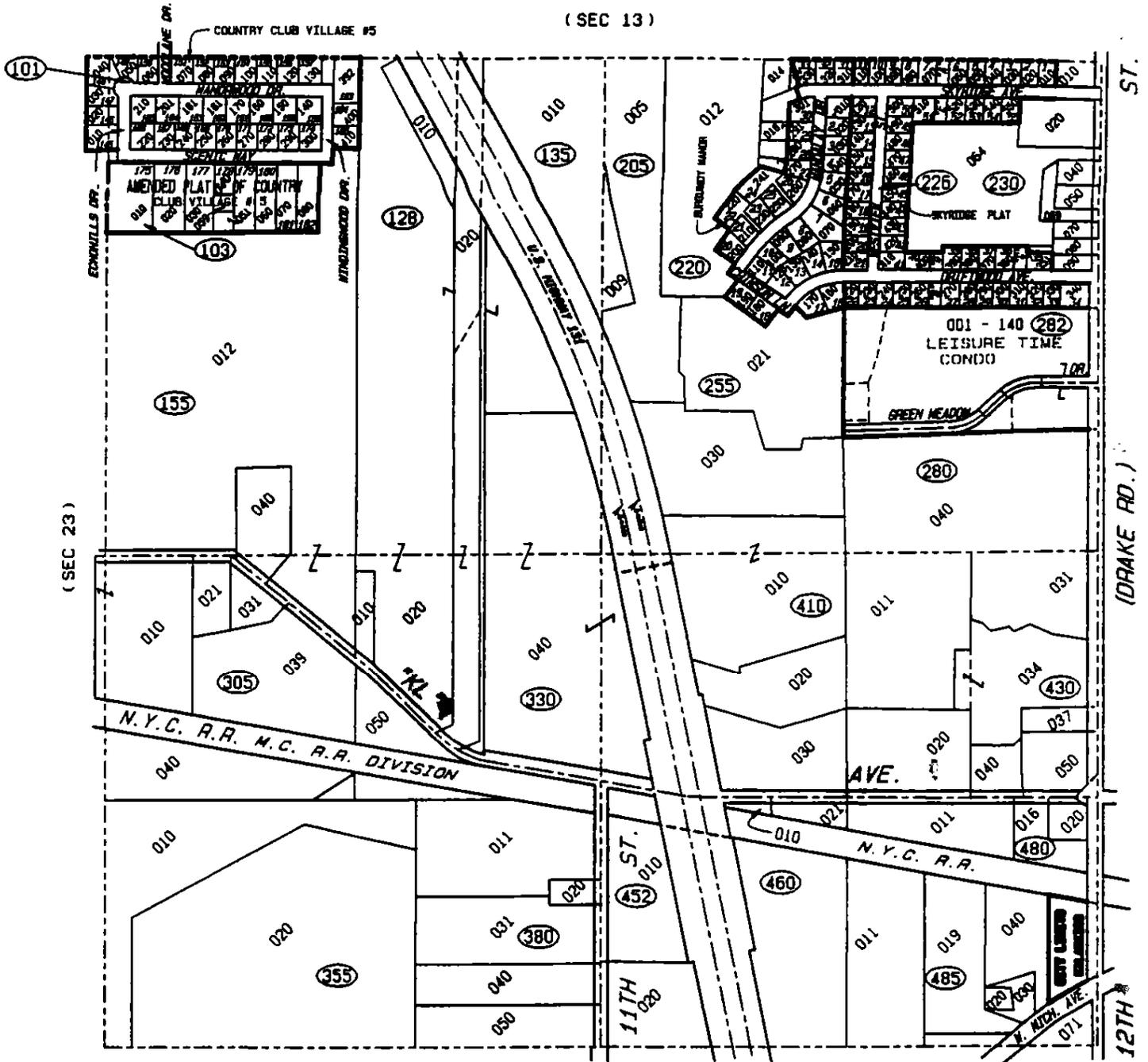
300.00

000211

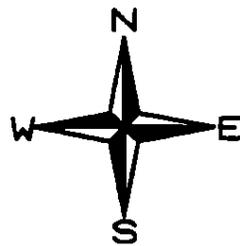
THANK YOU

SECTION 24

(SEC 13)



(SEC 25)



SCALE 1" = 800'

DATE: AUGUST 25, 1993

REVISED DATE: MARCH 8, 1996

PRINTED DATE: MARCH 21, 1996



7275 W. MAIN STREET, KALAMAZOO, MI 49009-9334
616-375-4260 FAX 375-7180 TDD 375-7198

TO: Planning Commission Members

MEETING DATE: 2-13-97

FROM: Planning/Zoning Department

AGENDA ITEM: #6

Text Amendment Request - Schramm

"I-R" Industrial District, Restricted - Permitted Uses

- : Offices and office buildings
- : Wholesale sales of services and merchandise
- : *Central facilities for off-site retail sales of services and merchandise*
- : Limited on-site retail sales of services and merchandise as a secondary use (the primary use shall be another permitted use or a combination of other permitted uses)

CHARTER TOWNSHIP
OF OSHTEMO
7275 W. MAIN STREET
KALAMAZOO, MI 49009
616-375-4260

2/03/97 DE

TOWNSHIP OF OSHTEMO
KALAMAZOO COUNTY, MICHIGAN

050302 TEXT AMEND/SCHRAMM
TOTAL PAID 300.00

THANK YOU

APPLICATION FOR TEXT AMENDMENT

Date 2/3/97

Applicant Name RICHARD A. SCHRAMM

Address 200 S. 4TH ST. Phone 616/375-2572

To the Zoning Board:

The above named applicant hereby petitions the Charter Township of Oshtemo Zoning Board to amend the Charter Township of Oshtemo Zoning Ordinance by consideration of the following text revision:

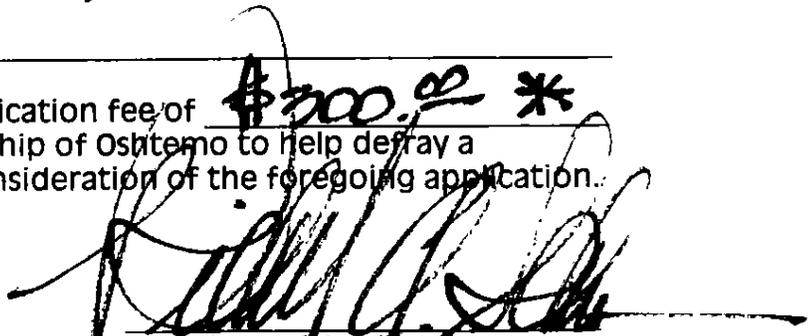
I. Ordinance Section(s) requested for review: I-R

II. Existing Text Language: TO REMAIN, ADDITIONAL TEXT TO BE ADDED

III. Requested Revision(s): SEE ATTACHED LETTER DATED 1/31/97

IV. The purpose of the requested text revision is to allow for or more adequately address the following: REASONABLE USE INDUSTRIAL ZONE PROPERTIES.

V. Enclosed herewith is the application fee of \$300.00 * payable to the Charter Township of Oshtemo to help defray a portion of the cost of the consideration of the foregoing application.


Signature of Applicant

THE PLANNING COMMISSION HAS INDICATED THEY WOULD ADDRESS THIS PROBLEM DURING 1997. I AM PAYING THIS FEE TO SPEED UP THIS PROCESS. RA.

Richard A. Schramm

2001 S. 4th Street, Kalamazoo, Michigan 49009

FAX: 616/372-7272

Phone: 616/375-2472

CHARTER TOWNSHIP OF OSHTEMO
7275 West Main Street
Kalamazoo, Michigan 49009
Att: Township Board & Planning Commission

REF: Text Amendment
"I-R Zone"

Dear Township Board & Planning Commission:

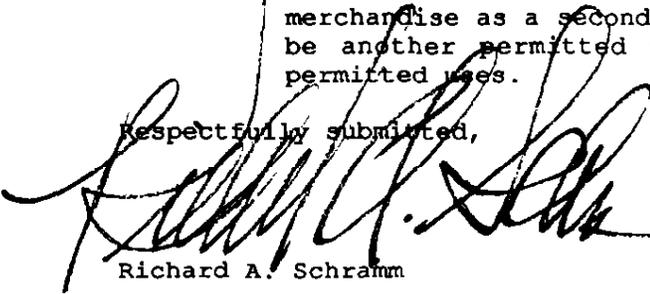
01/31/97

We would like to request a "Text Amendment" regarding "I-R Permitted uses". The proposed "Text Amendment" shall include the following additions:

Permitted Uses in I-R Zone:

1. "Offices and office Buildings."
2. "Wholesale sales of services and merchandise."
3. "Central facilities for off-site retail sales of services and merchandise."
4. "Limited on-site retail sales of services and merchandise as a secondary use." The primary use shall be another permitted use or a combination of other permitted uses.

Respectfully submitted,



Richard A. Schramm

Greenways Gain Public Support

by Coy Vaughn

In Charles Little's book, *Greenways for America*, a greenway is defined as "linear open space established along either a natural corridor such as a riverfront, stream valley or ridgeline, or overland along a railroad right-of-way converted to recreational use, a canal, a scenic road or other route."¹

Some greenways are publicly owned, some are owned by private entities and some are the result of public/private partnerships. Some are open to visitors, others are not. Some are designed for people and others preserve wildlife.

Although the term *greenway* did not become popular until the 1980s, the concept is not new. Many credit the famous landscape architect, Frederick Law Olmsted, with bringing the idea of linear open spaces to America based, in part, on his visits to European landscape gardens and parkways. Olmsted and his partner Calvert Vaux, a British architect, implemented greenways in this country in the late 1800s with their visionary plans for Central Park in New York City, Prospect Park in Brooklyn and the famous Emerald Necklace in Boston.

All greenways share the objective of providing access to a variety of amenities and experiences. The types of resources and linkages that connect them will vary depending on the natural landscape and community preferences. Generally, linkages will be linear in nature and can include such features as biking trails, bike paths, city sidewalks, streams, abandoned railroad rights-of-way, utility corridors or scenic roads.

In Michigan and across the country, a contemporary greenway movement has gained widespread support in the last decade. This new-found popularity is largely due to a citizen-led movement to provide alternative modes of transportation, convenient access to open space and recreational opportunities. In 1987 the greenway movement was identified and given national prominence by the President's com-



mission on Americans Outdoors when it emphasized its recommendation to "establish a network of greenways across America."

Why Greenways?

Greenways in Michigan are as diverse as the communities they connect. Each one is designed to enhance the area's natural and historic heritage and cater to the community's specific transportation and recreational needs. In an age when communities everywhere are struggling to retain their unique sense of place, many are finding greenway networks a viable solution.

Michigan is a leading state in the greenway movement. The majority of its greenway system results from converting abandoned rail corridors into usable trail networks. In fact, the state's 60 rail-trails of over 62 miles ranks first in the nation for number of trails and is second only to Wisconsin in trail mileage. The railroad industry played an important role in developing the trails which connect many historic sites ranging from train stations and mills to bridges and tunnels. This greenway network provides safe and scenic places for individuals and families to recreate while preserving im-

portant places in Michigan's heritage.

The rail-trail system has provided the state with a "backbone" for a more comprehensive system of local greenways. Many communities are discovering opportunities and methods that allow extending this network of green into their neighborhoods, thereby helping to make their communities better places to live, work, play or visit.

A successful greenway project is usually the result of a partnership between citizen groups, local governments, conservation organizations and local businesses. On a single project, neighbors, walkers, recreational bikers, transportation planners and wildlife lovers can come together to implement a local system. A greenway has the potential of attracting a diverse group of supporters because of the wide range of benefits it provides to the community, including:

- Preserving an attractive environment for residents, businesses and visitors
- Providing a wide range of close-to-home recreation opportunities
- Fostering greater awareness and appreciation of local historic, cultural and natural legacies
- Maintaining dwindling open spaces
- Promoting a sense of place and

Coy Vaughn is a Planner with the Livingston County Planning Department.

regional identity

- Reducing environmental stress
- Acting as a spur for tourism and economic growth
- Providing a sensitive and sensible growth management tool

Of all the benefits that greenways can provide for a community, the most obvious are recreational and social. A growing urban population with increasing amounts of leisure time, combined with an overall surge in health consciousness, has led to an increasing demand for outdoor activities, such as jogging, walking, biking and cross-country skiing. A survey conducted by the President's Commission indicated an increased interest in these linear forms of recreation.

The Commission also found that, while most Americans appreciate the natural splendor protected within our national parks, few can visit them regularly. On the other hand, a local greenway can literally bring these opportunities to a resident's backyard. More open space and recreational areas are needed near cities and villages where the majority of the public lives.

Like other types of parks and natural areas, greenways add to the aesthetics of the landscape and the social fabric of the community. When greenways are discussed, the term **linkage** is often used. Being linear in nature, greenways provide obvious **physical linkages** to special places in a community. They can also represent a **social linkage** by drawing people out of their homes and encouraging greater interaction and community participation. These social benefits are less tangible than recreational ones, but equally important.

An additional benefit is transportation. Although bike riders and pedestrians make up a small percentage of commuters in most communities, their numbers are increasing every year. Nonmotorized transportation alternatives can help reduce pollution and make the motorized system more efficient by reducing the traffic volume and freeing up more parking spaces.

According to the Bicycle Institute of America (BIA), an estimated 3.2 million individuals commute to work by bike - 800,000 of them on any given day. But this is hardly an impressive number, given the fact that there are some 110 million commuters in all and that



two-thirds of them travel less than five miles.

The primary reason few Americans walk or ride to work is because the transportation network in most areas does not lend itself to that kind of travel. A recent BIA poll indicated that 53 percent of Americans would bicycle to work, at least occasionally, if there were more safe, separate, designated bike paths in their community. Unfortunately, bike and pedestrian transportation is virtually ignored by transportation planners while millions of dollars are spent to study high-speed rail, light rail transit and intelligent vehicle highway systems.

Economically Speaking

The primary social benefits of a greenway system - urban amenities, recreation, ecological diversity, historic and scenic preservation, etc. - are often enough to justify the system and gain public support. However, in many cases it comes down to a question of economic value: how many jobs it provides, how much it increases business income and sales tax revenue and how it improves real estate values.

Positive economic effects of a greenway corridor arise because of an increase in the value of taxable properties adjacent to it. In an urban setting, this is almost beyond argument, since the value of land for office buildings,

apartments or condominiums will be enhanced to some degree by adjacency to any public amenity of this sort. Occasionally, property value concerns arise in suburban and countryside areas where the presence of greenways may be viewed as contributing to a loss of privacy and inviting vandalism. There have been several studies completed that address these concerns and prove that many of these fears may be unjustified. For example, a survey conducted for the City of Seattle interviewed real estate agents, police officers and home owners working and residing adjacent to the city's heavily-used Burke-Gilman Trail. The survey indicated that residential property near the greenway was easier to sell and increased in value an average of six percent as a result of its proximity to it. The survey also noted that police reported no increase in vandalism of property adjacent to the trail.

There is often a preconceived opinion about undeveloped land in general. That is, although it may be nice to look at it is not economically productive, and it will only really carry its own weight in the local tax base when it is fully developed. This long-held belief is being proved false in many growing communities. More and more studies are proving that conserving open space and greenways and carefully choosing those areas to be developed is not contrary to economic health, but essential to it.

Economic benefits often associated with greenways include:

- **Real Property Values:** Many studies demonstrate that parks, greenways and trails increase nearby property values which, in turn, increase local tax revenues and offset greenway acquisition costs.
- **Expenditures By Residents:** Spending by local residents on greenway related activities helps support recreation-oriented business and employment as well as other businesses patronized by greenway and trail users.
- **Commercial Uses:** Greenways often provide business opportunities, locations and resources for commercial activities such as recreation equipment rentals and sales, lessons and other related activities.
- **Tourism:** Greenways are often major tourist attractions generating expenditures on lodging, food and

recreation-oriented services as well as improving the community's overall appeal to prospective tourists and new residents.

- **Agency Expenditures:** The agency responsible for managing a river, trail or greenway helps support local businesses by purchasing supplies and services and may also help increase local employment opportunities.
- **Corporate Relocation:** Evidence shows that a community's quality of life is an increasingly important factor in corporate relocation decisions. Greenways are often cited as important contributors to quality of life.
- **Public Cost Reduction:** The conservation of rivers, trails and greenways helps local governments and other public agencies reduce costs resulting from flooding and other natural hazards.²

Humans are not the only creatures to benefit from greenways. A vegetated corridor can help enrich the quantity and diversity of plants and animals in community. Traditional development patterns lead to severe fragmentation of the natural habitat. As land is converted, smaller isolated patches of natural habitat are created. The newly created pattern greatly alters the way in which natural systems function.

A wildlife population has two basic requirements for long-term survival: enough natural habitat to satisfy the living needs of individuals and a population which can sustain itself. Fragmentation threatens many species' ability to meet both these requirements. However, properly designed and maintained greenways can help wildlife overcome effects of habitat fragmentation by:

- Increasing the effective size of protected areas
- Creating access to different habitat
- Connecting wildlife populations

A greenway serves as a focal point of interaction between people and nature. Clearly, we are all dependent on natural systems for the basic necessities of life. People also have a deep psychological and spiritual need to experience natural areas. A greenway provides the opportunity to experience the outdoor world on a daily basis. It is a place to watch the leaves turn color in the fall, a place to observe wildflowers in the spring or a place for

children to chase frogs in the summer

A Sense Of Place

Each community in Michigan has a unique history and natural landscape character that has shaped the image perceived today: a copper mining town on the Keweenaw Peninsula, the birth of the auto industry in Detroit, a Jesuit Mission in the Grand Traverse Region, blue ribbon trout streams and sand dunes in the north or grass prairie and oak savannas in southern Michigan. Whether the character is derived from natural landscape features or rich cultural history, it is part of the mosaic that makes up the state and the places that its citizens choose to live, work, play and vacation.

It is the built environment that is too often homogenous and is duplicated like a rubber stamp from community to community across the country. Stripping a region of its roots and sense of place results in a gradual transformation of the once distinct community into bland, formless, suburban landscapes consisting of sprawling subdivisions and shopping centers. By severing the ties to its history and natural heritage, a community loses its distinct character. Grand Rapids, Michigan, looks like Cedar Rapids, Idaho, looks like Portage Rapids, New York. By identifying key areas of natural, cultural and historical importance and connecting them in a greenway system, a community can preserve its unique character and direct development in more appropriate areas.

People typically find enjoyment and security in particular locations, build-

ings, ecosystems or vistas that they experience on a daily basis. These collective values are the essence of what is perceived as community character and they provide the physical backdrop for the daily lives of area residents. The ingredients which produce a sense of community are summarized in Harry Launce Garnham's book, entitled *Maintaining the Spirit of Place*.³ They are: 1) aspects of the existing natural environment such as land form and topography, vegetation, climate and the presence of water, 2) cultural expressions such as bridges, forts, churches, etc., which are a reaction to landscape, social history, physical location, human activities and place as a cultural artifact, and 3) the sensory experience, primarily visual, which results from the interaction of culture with the existing landscape.

These community attributes directly parallel the benefits that are often stressed by greenway advocates. Yet these special places are often treated as intangibles and insignificant motivators that are often disregarded when development proposals are considered on a piecemeal basis. The holistic interaction of the ingredients which produce a sense of place are frequently not understood by the local population until they have been lost.

Initiating Local Greenways

It is extremely important to get the general public involved early in the process. In most successful greenway projects the local residents are involved from the initial vision or goal statement

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Greenways Gain Public Support

(continued from page 5)

to the project's actual implementation. Through continuous involvement, the community develops a vested interest in its final outcome. The process will involve such diverse interests as farmers, developers, conservationists and outdoor recreation groups. A broad base of support is necessary to give the project the momentum needed to become a reality.

Getting a greenway project underway calls for a partnership involving both the public and private sectors. While a public agency, local parks department, planning department and state or federal agencies can provide important technical support - and often funding - it is the private advocacy group that often becomes the key organization. Because the group has no official authority, it also has no official limitations. Unlike the public sector, the advocacy group has no jurisdiction to limit its influence. Because a greenway often crosses several municipal boundaries, it requires a group that can serve as a liaison between the different communities through which the proposed greenway corridor traverses.

Project

(continued from page 8)

workshops for interested advocates.

Summing Up

Realistically, the Northwest Greenways Project is several years away from a community-supported plan suitable for presentation to county boards of commission. The next step will involve counties coming to consensus on a regional greenways plan. However, the first and most logical steps have been taken: gathering information, assessing that information and entering that data into the GIS for further analysis. Moreover, an assembly of citizens and agencies alert to the region's outstanding, yet increasingly threatened resources, are ready to act.* □

Notes

*For more information or for a copy of the draft Resource Inventory and Assessment and a copy of the four-color artist's rendering of the potential greenways system, call (616) 929-5061

Conclusion

Michigan Trends Future Report,⁴ a comprehensive study documenting land use trends identified "sprawl" as the state's primary land use concern. Sprawl is a low density pattern of development that is automobile dependent, energy and land consumptive and expensive. Greenways in isolation are far from an answer to these complex problems that result from sprawl. However, a greenway system can be a step in the right direction. Most Michigan communities are still at a stage of development where thoughtful conservation efforts and sensible growth management techniques can help preserve and enhance the components that contribute to a high quality of life. As more and more land is converted to high intensity uses, this task becomes more complex and difficult.

Successful greenway projects are being implemented in diverse communities all across America. They range from river walks in the largest cities to scenic hiking trails or nature sanctuaries in rural areas. Although these greenways vary greatly in character, they all strive to accomplish one common goal — making their communities better places to live. □

Notes

¹ Little, Charles E., *Greenways for America*, The John Hopkins University Press, Baltimore, MD, 1990

² Adapted from *Economic Impacts of Protecting Rivers, Trails and Greenways Corridors*, National Park Service, 1990.

³ Garnham, Harry Launce, *Maintaining the Spirit of Place*, PDA Publishing Corporation, Mesa, AZ, 1985

⁴ Michigan Society of Planning Officials, *Patterns On The Land: Our Choices - Our Future*, Rochester, MI, 1995

Connecting Greenways

(continued from page 7)

with information for its greenway system proposal. Presentations were given to numerous groups and assistance provided for local greenway efforts. For example, working with local citizens and officials, the project team helped to initiate and organize the Detroit River Greenway Partnership which is developing a greenway along the Detroit River.

What You Can Do

From a planning perspective, greenways provide a tool for bringing together diverse interests around positive joint efforts. In planning a greenway network, planners can work with stakeholders to identify important natural and cultural resources and ways to preserve, enhance and link them. Planning can then become more proactive and can better meet the wishes of citizens.

The planning community can do several things to advance greenways locally and regionally:

- **Learn** - Become informed about greenways and current greenway projects
- **Help** - Offer to assist the regional project or local greenway

undertaking

- **Communicate** - Inform others about greenway projects and seek their assistance
- **Cooperate** - Cultivate cooperation among agencies, disciplines and jurisdictions
- **Look Forward** - Promote a long-term view of community enhancement based on linkage of natural and cultural resources

A Future Gift

Citizens need positive community projects that they can say "yes" to. The Southeast Michigan Greenways Project is such an undertaking. It presents a bold vision for the future.

This project builds upon the foresight which earlier generations have shown in giving to this generation the Huron-Clinton Metropark system, the Middle Rouge Parkway, the southern Michigan components of the state park system and numerous other local gems. A regional greenway system can be one of this generation's gifts to future generations. □

MAKING TRAILS FROM LINEAR SPACE: The Michigan Chapter of the Rails-to-Trails Conservancy Expands Into the Greenways Movement

By Laura Cruce, Program Coordinator, Michigan Chapter of the Rails-to-Trails Conservancy

The Rails-to Trails Mission

The mission of the Rails-to-Trails Conservancy (RTC) is to enrich America's communities and countryside by creating a nationwide network of public trails using former rail lines and connecting corridors. The goal of the Michigan Chapter of the Rails-to-Trails Conservancy is to develop the "Discover Michigan Trail," a vision that has been growing since the Chapter's creation in 1988. To make the Discover Michigan Trail a reality, a series of abandoned railroad corridors will be converted into recreational paths. To date, Michigan is the leader in rail-trail development with a total of 1,039 miles of converted rail corridors, a large component of the country's 8,414 developed rail-trail miles. The interconnected, multi-use, statewide trail system will link together communities, schools, businesses, parks, greenspace, historic sites and most importantly, people.

The statewide trail system will provide a variety of recreational opportunities to residents and tourists. Michigan rail-trails come in a variety of surfaces and sizes, with mestone and asphalt being the two most typical surfaces. These trails accommodate various users such as mountain bikers, hikers, runners and are handicap assessable. Roller bladders find the asphalt surface trails more compatible with the sport. Furthermore, the width of the trails varies according to the availability of land and the monetary support for development. Trails with a width of at least 12-15 feet can accommodate bicyclists and pedestrians traveling in both directions. These components aid in the creation of a user friendly statewide trailway network.

The Greenways Movement

The Discover Michigan Trail is a compo-

nent of a growing greenway movement in Michigan. The Chapter's primary mission will always be development of rail-trails in Michigan, but the Chapter would also like to become a leader in the greenways movement.

To date, Michigan is the leader in rail-trail development with a total of 1,039 miles of converted rail corridors, a large component of the country's 8,414 developed rail-trail miles. The interconnected, multi-use, statewide trail system will link together communities, schools, businesses, parks, greenspace, historic sites and most importantly, people.

Greenways, for those unfamiliar with the term, are linear open spaces established through forests, along rivers, and across agricultural land. The unique features of Michigan's rail-trails offer excellent examples of protecting greenspace. Michigan's rail-trails weave in and out of busy cities, small towns and others travel across agricultural land or are nestled in some of the most beautiful, remote forest settings. The preservation of greenways offers protection of the natural beauty a trail user can see while walking down recreational trails, scenic corridors, and canoeing along rivers. Additionally, the greenways create ecological lifelines for a variety of species to protect habitats, migration and mating.

Greenways provide places for recreation, scenic beauty, health, preservation of wildlife, and economic benefits. Communities along the greenways can be linked together for the purpose of community and economic development. Rail-trails are already proving to bring economic benefits to communities in which they pass. Users of the rail-trails spend money as they pass through on food, lodging, fuel, and on the necessary equipment for a safe and enjoyable day on the trail. Because rail-trails are already a type of greenway, creating and expanding the vision will allow the Chapter to establish partnerships in communities

throughout the state. In the same manner, the Chapter can expand the number of interconnected trail miles in Michigan. It is apparent through progress of the Discover Michigan Trail that there is a need to preserve more linear space in Michigan. There is also a strong need to assess potential greenway linkages.

The Greening of Michigan: Projects Up Close

1. The Southeast Michigan Greenways Project

In 1990, the Michigan Chapter of the Rails-to-Trails Conservancy began work on the first organized greenways project in the

QUOTABLE QUOTES

"Undeveloped, it was a nightmare, but developed, it is a crown jewel."
Bill Field, farmer, Shelby, Michigan, speaking of Michigan's Hart-Montague Trail

"The leases we have with Detroit Edison, Consumers Power, MichCon, Ameritech and a variety of other companies to lay pipeline and fiber optic cables are an enormous economic benefit for the trail. We use these leases to offset our operation costs and legal fees which allows us to spend more on trail enhancement projects."
Linda Gorecki, Paint Creek Trail, Trailways Coordinator

"A statewide trailway system would enhance Michigan's tourism industry and protect vital resources by linking communities, natural resources and people together."
Phil Wells, Trailways Program Leader, Michigan Department of Natural Resource

"The opportunity is now. Just the addition of the Pere Marquette Rail-Trail is a major first step that is bringing our three largest communities closer together. Our three rail-trail communities within the three five-mile radius community circles represent about 80% of the population of Midland County. No wonder our county residents are having so much fun."

Joe Bevirt, Executive Director
Midland County Economic Growth & Development Corporation

About the Author

Laura Cruce holds a Bachelors of Science Degree from the School of Natural Resources and Environment at the University of Michigan; and is currently working on her Masters Degree in economic development in the Resource Development graduate program at Michigan State University. Prior to her current position, Ms. Cruce was a legislative aide for State Senator J. Schwarz covering natural resources and economic development legislation. □

State of Michigan. The purpose of the project is to identify potential greenway opportunities in Livingston, Monroe, Macomb, Oakland, St. Clair, Wayne, and Washtenaw counties to improve both the quality of life and economy vitality of the area. Creating a trail network in Southeast Michigan will link wildlife to nature, people to nature and people to each other. A greenways network will enable each of the seven counties in the Southeast Michigan Greenways Project to link metro parks, state game areas, a possible seventy-five miles of rail-trails, primarily the Lakelands Trail State Park, and the lakeshores of Lake Erie, Lake Huron and Lake St. Clair. With the assistance of the Greenways Collaborative, headed by Norm Cox, a comprehensive geographic information system database was created to inventory all existing linear corridors in the seven county area.

The Southeast Michigan Project, managed by Larry Deck, is truly a collaborative effort. The project has enjoyed the input and support of the following groups.

- DALMAC Group,
- Michigan Department of Transportation
- National Park Service River, Trails, Conservation Assistance Program,
- New Directions Initiative
- Michigan Department of Natural Resources
- Southeast Michigan Council of Governments
- Community Foundation for Southeast Michigan
- University of Michigan School of Natural Resources and Environment
- Huron Clinton Metropolitan Authority
- Detroit River Greenway Partnership
- County parks, planning agencies, city officials
- public and private entities

The City of Detroit will be the first community to benefit from the work of the Southeast Michigan project. Recent development along the Detroit River provides an opportunity to bring community groups together in support of riverfront parks. In 1994 Mayor Dennis Archer's Land Use Task Force identified a need for urban greenspace along the Detroit River. The goals of the task force are to link communities and parks along the riverfront and improve the economic conditions of the city.

Due to the initiative of the Mayor's Land Use Task Force, the City of Detroit is now a part of this complementary effort and will serve as the first demonstration project for the Southeast Michigan Greenways Initiative. The Friends of the Detroit River approached the Southeast Michigan Greenways Initiative to assess interest in a project along the Detroit River. Trailway planning will allow the city to incorporate a system of greenways along the Detroit River.



Bicyclists resting after their journey on the paved Kal-Haven Trail which links Kalamazoo to South Haven.

2. A New Vision for Northwest Resources Conservation

The Northwest Michigan Greenways Project is a five county grassroots effort started primarily by the Partners of the Grand Traverse Bay Watershed Initiative. In 1994, the Grand Traverse Bay Watershed Initiative contracted for assistance with the National Park Service Rivers, Trails and Conservation Assistance Program. As the focus shifted to Geographic Information Systems (GIS) databases and long range planning, the Northwest Michigan Council of Governments (NWMCOG) became the leaders of the greenways project.

Preserving greenspace contributes to the stability of our ecosystem and provides the following benefits: 1) Promotes healthier lifestyles and open space for recreating and restful enjoyment; 2) Increases real property value; 3) Increases tourism income; 4) Provides incentives for corporate relocation; 5) Aids in the purification of water and air by filtering pollution; and 6) Beautifies the city and neighborhood environment.

The Northwest Michigan Council of Governments (NMCOG) and the Conservation Resource Alliance are two organizations

providing leadership in planning and offering resources and information to local units of government. Through grants and local support, NMCOG and the Conservation Resources Alliance are completing an inventory of ecological corridors, and established and potential trails in the area. Once a vision of a greenways system is established, the community can move forward in developing demonstration projects, garnering public support and securing local development dollars. Both groups are attempting to institutionalize the greenways concept and incorporate all greenway opportunities into local land use and recreation plans. This project will be a vital asset to preserving Michigan's water quality and the enhancement of ecological protection in the Grand Traverse area. Additionally, this project could incorporate approximately 82-miles of existing and potential rail-trail corridors.

3. Initiating the Greenways Initiative In Southwest Michigan

The Kalamazoo River Valley Trailway Partnership of the Forum for Kalamazoo, headed by Patricia Adams, is diligently working to create a greenway which will connect Allegan to Battle Creek, Michigan. This partnership was formed to determine possible locations for a future trailway and create community participation efforts among the local residents along the trail. The Kalamazoo River Trailway will also connect with the Kal-Haven Rail-Trail to Lake Michigan. The trail from Allegan to Battle Creek is only a portion of the entire vision for the Southwest Michigan Greenways initiative. It is the intention of the group to create a network of trails throughout the

area to provide multi-use recreation and environmental conservation of greenways space. The continued stewardship will promote active community involvement and education about managing the shared watersheds. A portion of funding for the greenway was made possible through grants from the Pharmacia and Upjohn Foundation, the World Wildlife Fund, the Kellogg Foundation and the National Park Service.

The River Partners Program of the Forum for Kalamazoo indicates that preserving greenspace contributes to the stability of our ecosystem and provides the following benefits: 1) Promotes healthier lifestyles and open space for recreating and restful enjoyment; 2) Increases real property value; 3) Increases tourism income; 4) Provides incentives for corporate relocation; 5) Aids in the purification of water and air by filtering pollution; and 6) Beautifies the city and neighborhood environment.

Taking the Greenways Movement to the Next Level

As development pressures increase, so does the need to preserve greenspace. If the rail-trails movement is going to succeed, then RTC needs to embrace the greenways movement. However, to ensure protection of greenways and linear corri-

dors, the Michigan Chapter of the Rails-to-Trails Conservancy must initiate more momentum for trailway and greenway preservation at the state level

In the short run, RTC's goals are to secure Michigan's Congressional votes for the reauthorization of the Intermodal Surface Transportation Enhancement Authorization (ISTEA) Enhancement Program. If these dollars are not secured for the 1997-98 fiscal year, all enhancement grants will cease to exist, impairing many development projects throughout the state.

In the long-run, the goals of the Michigan Chapter include making greenways a common household name through positive media coverage, conferences, public hearings, and continued rail-trail promotion.

Greenways is a concept accepted by the various groups involved in the Southeast, Northwest, and Southwest regional greenway projects. Michigan is already the leader in conservation with programs such as the Michigan Trailways Act and the Michigan Natural Rivers Program. However, in order for RTC to advance in its mission, greenways must be accepted as a statewide vision. RTC wants to include state leaders in the Michigan Department of Natural Resources, the Michigan Department of Transportation, the Governor, and the Michigan Legislature to be a part of the statewide greenways mission. If RTC can make Michigan's greenway preservation projects part of the Legislature's agenda there will be additional funding to secure the vision.

However, in the short run, RTC's goals are to secure Michigan's Congressional votes for the reauthorization of the Intermodal Surface Transportation Enhancement Authorization (ISTEA) Enhancement Program. If these dollars are not secured for the 1997-98 fiscal year, all enhancement grants will cease to exist, impairing many development projects throughout the state. This money is necessary to ensure the long term goals of RTC and the greenways movement are fulfilled. □

MSU LAND USE FORUM February 18-20, 1997

**REGISTER TODAY OR REQUEST A CONFERENCE BROCHURE BY CONTACTING
Sandi Bauer, 408 Agriculture Hall, Michigan State University,
Ph 517/355-6580, Fax 517/353-4981**

If you were one of the 300 plus persons who participated in MSU's Land Use Forum last year, you know you'll not want to miss this year's program. If you didn't make it last year, don't miss this year. The focus is on relevancy! Over 20 case studies from Michigan communities which are successfully implementing a local program to protect farmland or open space, promote private sector urban redevelopment and/or minimize the public service costs associated with growth will be featured (among others).

In addition, national experts will share thoughts on everything from minimizing the fiscal impacts of development to special workshops on rural clustering and the use of visualization tools.

SPACE IS LIMITED, SO DON'T DELAY — REGISTER TODAY!

FORGING PUBLIC-PRIVATE PARTNERSHIPS FOR GREENWAY PLANNING

by Coy Vaughn, Livingston County Planning Department

The linear nature of a greenway network means that it may cross many municipal jurisdictions. This makes planning and implementation a very complex and often challenging task. It is difficult enough for one community to arrive at a consensus regarding its own future, let alone trying to coordinate a project that involves 234 local governments, in seven counties, each with their own goals and visions. However, southeast Michigan is relying on public-private partnerships to make the vision of a regional greenway network a reality.

The Southeast Michigan Greenways project is a vision to provide a network of corridors that connect communities' natural and cultural resources. Upon completion, there will be a network of continuous green space and trails that flow from one community to the next connecting neighborhoods with other neighborhoods, local parks, work places, schools, natural areas, waterfronts, and downtown districts.

The Southeast Michigan Greenways project, coordinated by the Michigan Chapter of Rails-to-Trails Conservancy, is organized as a three phase process which relies heavily on grassroots efforts. Local cities, villages, and townships, citizen groups, non-profit agencies and public-private partnerships are all included. The three phases are:

- **Phase 1 - resource and issue assessment** - maps and reports were drafted for each of the seven counties containing resource inventories and issue assessments
- **Phase 2 - network and implementation planning** - planning workshops were conducted at the county level and with the Regional Greenways Advisory Committee (consisting of key public officials from each county) to obtain input about which opportunities identified in the first phase should be included in the regional greenway vision. Alternatives for regional coordination mechanisms were also discussed.

- **Phase 3 (current phase) - demonstration project planning** - master plans will be prepared for two or three selected greenway demonstration projects in partnership with local agencies. The first demonstration project selected is the Detroit River Greenway.

Phases 1 and 2 answered the following questions; "What are our possibilities?" and "What is our greenway vision?" The planning process is an important and exciting part of greenway creation, but once a vision has been created, action must soon follow. Without the driving force of a committed group, the momentum can fade and paralysis can follow. The third phase must answer the most crucial question, "Who will make the vision a reality?"

Public-Private Partnerships

One of the most valuable products of the Southeast Michigan Greenways Project is a document that addresses the challenges of implementing a greenway project; project participation and leadership, institutional structures, funding, management, potential conflicts, etc. The document, *Greenway Implementation in Metropolitan Regions: A Comparative Case Study of North American Examples*, was authored by Donna L. Enckson and Anne F. Lousse of the University of Michigan, School of Natural Resources and Environment. The case studies focus on seven North American greenway systems that were chosen for their similarities in size and scope to the Southeast Michigan effort. They include; Chicago, Chattanooga, Indianapolis, Portland, Toronto, Minneapolis, and the state of Maryland. Prior to this document, there was very little information readily available on alternative mechanisms for greenway system implementation. This study fills an important void in recent greenway literature and will be useful to many regions across the country (see separate article in February 1997 issue of PZN entitled "Implementation of Metropolitan Greenway Networks: Seven Case Studies").

One of the most evident conclusions of this study is the importance of partnerships for successful greenway planning. A consistent theme among the greenway projects studied was their success in gaining the support and contributions of the development industry, the corporate world, and the philanthropic community.

In every facet of the civic arena, the idea of public-private partnerships for problem solving is promoted and practiced. Greenways are no different and, in fact, thrive on

a mix of involvement by both public agencies and private partners. Especially as the positive economic impacts of open space protection and development become evident, the private world is inclined to become involved in greenway developments. By working closely with the private sector and such diverse interests as farmers, developers, conservationists, and outdoor recreation groups, a greenway project can build the broad base of support that is necessary.

It is often most effective if the local private sector is organized to help promote the greenway plan. This may take the form of a citizens advisory committee or a greenway advocacy group. No matter how the group comes into existence, it needs a plan of action and committed, articulate members who will persevere and see the greenway through to completion. A group with diverse backgrounds is most effective at drawing on available expertise and representing varied community interests. The group may include public officials, land owners, legislators, agency staff, potential opponents, utility and corporate executives, and members representing agriculture, cultural, environmental, and historic conservation interests.

While a public agency, local parks department, planning department, and state or federal agency can provide important technical support, and often funding, it is the private advocacy group that often becomes the key organization. Because the group has no official authority, it also has no official limitations.

Oakland County has benefited from the actions of several advocacy groups in support of their greenway planning. In 1987, the Oakland County Planning Division presented a plan for a linked recreational trail system in Oakland County. The County was then divided into four trail districts and the Planning Division began to actively recruit interested parties to create an advocacy group for each district. These private advocacy groups have worked hand in hand with the public sector at the County and local level to promote the greenway plan. This has resulted in several successful projects including the 10.5 mile Paint Creek Trail in northeast Oakland County which connects

About the Author

Coy Vaughn is a Planner with the Livingston County Planning Department. He also serves on the executive committees of the Huron River Watershed Council and the Livingston Land Conservancy. As a member of the Regional Greenways Advisory Committee, Coy has worked to help promote a system of greenways in Livingston County and all of southeast Michigan. □

two state recreation areas, a municipal park, a township park, three cider mills, and a nature preserve (see PZN, Nov 1983, p 3-4)

The public-private partnership is often the most effective arrangement for a greenway project. The public agency and the local private advocacy group each bring to a project their own strengths and limitations. If orchestrated properly, the partners can compensate for each other's weaknesses and provide a very effective mechanism to implement a greenway.

While a public agency, local parks department, planning department, and state or federal agency can provide important technical support, and often funding, it is the private advocacy group that often becomes the key organization. Because the group has no official authority, it also has no official limitations. Unlike the public sector, the advocacy group has no jurisdiction to limit its influence. Because a greenway often crosses several political boundaries, it requires a group that can serve as a liaison between the different communities and organizations involved.

An advocacy group is often more readily received by land owners and business people than a public agency. Because these groups are often comprised of active and visible local residents they can avoid the stigma associated with land use plans introduced by an agency or developer outside the local community. Additionally, an advocacy group can accept private donations for the greenway if incorporated as a non-profit agency.

A successful greenway project often requires partnerships at every level of government. The following list depicts possible partners that may, or currently do, have a role in the Southeast Michigan Greenways Project.

NATIONAL

Public

- National Park Service - Rivers, Trails and Conservation Assistance Program

Private

- Trust for Public Land
- The Conservation Fund
- Rails-to-Trails Conservancy
- The Nature Conservancy

STATE

Public or Quasi-public

- Michigan DNR/DEQ
- Michigan DOT
- Trailways Advisory Council
- Greenways Commission (new)
- Cooperative Extension Service

Private

- Rails-to-Trails Conservancy, Michigan Chapter
- The Nature Conservancy, Michigan Chapter

PRIVATE ADVOCACY GROUP

PUBLIC AGENCY

⊕ = ADVANTAGE ⊖ = LIMITATION

- | | |
|----------------------------------|------------------------------------------|
| ⊖ 1. No authority | ⊕ 1. Official authority |
| ⊖ 2. Must raise money | ⊕ 2. Taxing and bond power |
| ⊕ 3. Flexible | ⊖ 3. Established policies and procedures |
| ⊕ 4. Entrepreneurial | ⊖ 4. May be bureaucratic |
| ⊕ 5. Perceived as private sector | ⊖ 5. Perceived as government |
| ⊖ 6. Small staff or no staff | ⊕ 6. Professional staff |
| ⊕ 7. Vision | ⊕ 7. Practical experience |
| ⊖ 8. Limited life cycle | ⊕ 8. Permanent entity |
| ⊖ 9. Limited resources | ⊕ 9. Significant resources |
| ⊕ 10. Greenways focus | ⊖ 10. Many obligations |

REGIONAL AND MULTI-JURISDICTION Public or Quasi-public

- Huron-Clinton Metropolitan Authority
- SEMCOG
- Watershed Councils
- Greenways Commission (new)
- Other new entity

Private

- Greater Detroit Chamber of Commerce
- Southeast Michigan Land Conservancy
- A foundation (existing or new)
- A foundation-supported nonprofit (existing or new)
- Groups advocating multi-jurisdiction greenways
- UAW - conservation/recreation division
- Sportsman - (Trout Unlimited)

COUNTY

Public

- Parks and Recreation Departments
- Planning Departments
- Road Commissions
- Drain Commissioners' Offices

Private

- County Land Conservancies

LOCAL Public

- Parks and Recreation Departments
- Planning Departments
- Transportation Departments

Private

- Businesses
- Foundations
- Chambers of Commerce
- Local Land Conservancies
- Greenway Groups
- Civic Organizations
- Other Organizations
- Developers
- Utilities

CASE STUDIES

Detroit River Greenway

The Southeast Michigan Greenways project has selected its first demonstration project, the Detroit River Greenway. This exciting component of the regional greenway system has been a good example of public-private partnerships from its very inception. The demonstration project is headed by the Southeast Michigan Greenways Project and includes two separate, but complementary efforts, Detroit River

Greenway Partnership and the Automotive National Heritage Area Project. Each of these projects is comprised of several public-private partners. Major funding has been provided by the Michigan Coastal Management Program, the Michigan Department of Transportation, and the DALMAC fund.

The purpose of the Detroit River Demonstration project is to prepare a master plan for a greenway and trail along and near the Detroit River from just east of the Renaissance Center to a point 6 miles west on the River Rouge. This project, when complete, will enhance public access to the Detroit River, protect the riverfront, bring greening and life to abandoned industrial areas, and provide an amenity to encourage future redevelopment of nearby areas.

Detroit River Greenway Partnership

The Detroit River Greenway Partnership (DRGP) is a coalition of over thirty organizations that are committed to coordinating efforts to develop and enhance the Detroit River Greenway through individual actions, joint planning, and an improved communication process. The partnership is a result of a recent resurgence of interest in protecting and improving the riverfront which has developed from grassroots concerns and local and regional initiatives. These include formation of the Friends of the Detroit River, recommendations from Detroit Mayor Archer's Land Use Task Force, and the work of the Southeast Michigan Greenways Project.

The partnership recognizes that the 37 miles of Detroit River and its waterfront contribute to community prosperity and well-being, recreational opportunities, tourism, historic preservation, ecological viability, and economic stability. Although the current demonstration project is for a six mile stretch of the riverfront, the Detroit River Greenway Partnership hopes to assist the Southeast Michigan Greenways in their vision to connect riverfront parks and cultural resources with a continuous greenway from Lake St. Clair to Lake Erie.

The Automotive National Heritage Area

This is a project that is coordinated by Wayne County Parks and the University of Michigan Dearborn/Henry Ford Estate. The goal of the project is to establish a National Heritage Area celebrating Metropolitan Detroit's automotive and labor history which has greatly influenced how the nation manufactures, works, and lives today.

A "National Heritage Area", as defined by House Bill H.R. 1280 is "a place designated by the Congress where natural, cultural, historic and recreational resources combine to form a cohesive, nationally distinctive landscape arising from patterns of human activity shaped by geography." More specifically, National Heritage Areas are those places that are designated for pur-

poses of recognizing, conserving, and managing heritage resources (natural, cultural, historic, scenic, and recreational); encouraging a broad range of economic opportunities which enhance the quality of life, and promoting the area as an attractive tourism destination.

An important component of the planned Automotive National Heritage Area is the variety of linkages that will be necessary to communicate to residents and visitors the automotive story and resources of the area. These physical linkages are critical to the visitors experience and directly in line with the regional greenways effort. They include developing a system of multi-use trails, providing greater public access and recreational use along the Detroit and Rouge River corridors, and enhancing parkway linkages through interpretive programs.

Southeast Michigan Greenways

Southeast Michigan Greenways will be coordinating the effort of the demonstration project with Detroit officials and various community groups. The proposed greenway, when constructed, will link the heart of downtown Detroit to diverse residential, commercial, industrial, recreational, and historic sites. The area includes Hart Plaza, the Renaissance Center, Cobo Hall, Joe Louis Arena, the Ambassador Bridge, Riverside Park, and Historic Fort Wayne. On its east end, the greenway will link to a planned bikeway on the east riverfront. On the west, the greenway will approach other greenway opportunities along the River Rouge extending to Dearborn. From Dearborn, an existing 17 mile greenway follows the Middle River Rouge northwest all the way to Northville, and the 1181-acre Rouge Park extends north along the main branch of the Rouge.

Other Related Efforts

In addition to the three projects discussed, two new efforts are underway that may contribute to the greenway effort:

The Greater Downtown Partnership - This project along Woodward Avenue and the Detroit River corridor includes an inventory of previous plans and stakeholder input. Representatives from all three projects have met with the partnership to share resources and discuss opportunities to collaborate.

Federal Assistance Study Area - This project will be a technical needs assessment of the Detroit River and Belle Isle by federal agencies including USDA, USDI, and HUD. The Southeast Michigan Greenways project has provided resource information to this group.

Livingston County Greenway Efforts

The Livingston County Department of Planning is encouraging local governments to integrate the Southeast Michigan Green-

way concept into their local comprehensive planning. In hopes of spurring local interest in the regional greenways project, the Livingston County Department of Planning has developed an award winning guidebook titled **The Livingston County Greenway Initiative**. This book is the first of a series of user friendly and practical guides for local governments that address current planning issues and concepts. The Greenway book, in its third printing, has been popular not only in Livingston County, but has been used by communities in Michigan and across the country. The guidebook stresses the benefits of greenway planning and offers suggestions for funding, planning, and building partnerships. Several communities in Livingston County have shown great interest in the greenway concept.

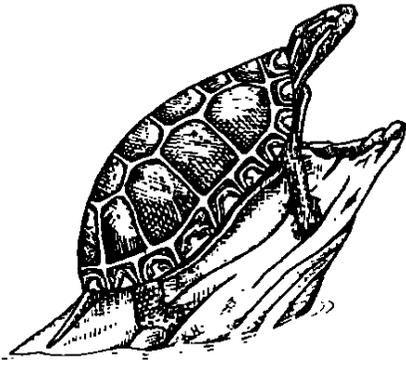
The Livingston County Department of Planning has developed an award winning guidebook titled The Livingston County Greenway Initiative.

The County Planning Department also houses the Division of Emergency Management. Through the Emergency Management program the Planning Department has been working with townships to encourage greenway planning as a method of hazard mitigation. Many hazards are localized, with their likely effects confined to specific areas: floods affect flood plains, landslides affect steep soft slopes, etc. The effects of such hazards can be greatly reduced if the hazardous areas are eliminated from settlements or as sites of essential structures. Since flood plains and steep slopes are often linear features, they can easily be integrated into a local greenway network.

The Department of Planning has engaged in a three step process for greenway planning similar to, and in concert with, the regional effort. The three step process is as follows:

Education and Promotion - Since the resource inventory was completed by the Southeast Michigan Greenways Project, the Planning Department was able to focus more effort on promoting the benefits of greenway planning and educating local officials on technical matters such as funding, integrating greenways into the planning process, case studies, design, etc. This is being accomplished through various publications, a slide show, and a series of workshops planned for 1997.

Conceptual Planning - Using the resource inventory, hazard mitigation data, and local transportation improvement plans, the Department of Planning developed a county-wide conceptual greenway



Graphic by Kristin Hurlin as commissioned by Conservation Resource Alliance Traverse City

network. The conceptual plan is a network of potential "primary" corridors that may be refined by the local units for integration into their comprehensive planning.

Partnerships for Implementation - Similar to the efforts of Oakland County, Livingston County is helping to establish several local greenway advocacy groups comprised of community leaders and representing various interests. These citizen groups will work closely with local and county officials and serve as liaisons for adjacent municipalities.

Many of the communities in Livingston County, and throughout Southeast Michigan, have adopted "open space ordinances" that encourage the clustering of developments in order to preserve large tracts of open space and natural features. This preserved land is either left as natural landscape or occasionally developed with trails or other amenities for the residents of the development. Although open space or cluster zoning is much better than the traditional method of permitting large lot development with no consideration for community open space, many are asking the question, "can we do better?"

Hamburg Township, in southeast Livingston County, has been partnering with the local development community to encourage the coordination of open space developments to create an interconnected network of green. This local greenway network is planned to connect to the larger southeast Michigan system through the existing LakeLands Trail which traverses the Township east to west.

The recent plans for Orchard Village, a residential PUD, is a prime example of this private-public cooperation. A large portion of abandoned railroad right-of-way had been purchased by a private land owner prior to the development of the LakeLands Trail State Park System. This section was proving to be a major obstacle for future plans of expanding the LakeLands Trail to the east and connecting with Oakland County's trail system. The developer of Or-

chard Village, DeMana Building Company, agreed to purchase the abandoned railway and construct that portion of the trail. The Orchard Village development abuts the trail to the north and is designed with an internal trail system that joins the LakeLands trail. The developer is now in the process of deeding that portion of the trail back to the State.

To the south of the trail is an existing open space development called Brookview. This residential development was built with an internal trail system and a connection was left to the north in hopes that the LakeLands trail would someday be extended. With the construction of Orchard Village and the extension of the LakeLands trail this connection is now possible. Hamburg Township is hoping to purchase the rest of the abandoned railroad and complete the trail network with continued cooperation with the development community.

The Orchard Village development is one of several recent projects in Hamburg Township that are in step with the County greenway concept. So far, these agreements have been completed by simply establishing a cooperative working relationship with the development community, and

occasionally the Livingston Land Conservancy, but there has been no formal adoption of the greenway plan. Hamburg Township is however, in the process of drafting a new master plan which includes language promoting the greenway system. The Livingston County Planning Department has been working to encourage other municipalities to follow the lead of Hamburg Township by incorporating the greenway vision into their local master plans and site plan review language.

Conclusion

Greenway planning, as a new form of strategic land planning requires new strategies and tools for implementation because of the larger scale of a greenway network, the multi-functional and multi-jurisdictional nature, and the emphasis on connectivity. The combination of these characteristics are resulting in new and unique issues to confront and resolve for communities interested in greenway implementation. More and more communities are finding public-private partnerships are an answer to these challenges. □

(JOBS AVAILABLE *continued from back-cover.*)

Director of Development and Utilities - Pittsfield Charter Township, a fast growing community, is seeking applicants to assume the responsibility for the planning and utility functions for the Township. Pittsfield has a population of 24,000 and an annual budget of 6 million. The Director administers and enforces the ordinances of the Township as well as the supervision of the Utility Dept. This position reports to the Township Supervisor. Requirements of the position are: a bachelor or masters degree in either of the following disciplines, Public Administration, Planning, or Architecture. Certification in one of these disciplines is desirable. Five years of related experience is also required. Important attributes are: excellent communication skills and computer experience. Salary will be commensurate with candidate's experience, excellent fringe benefits including health benefits. Applicants should send a resume, salary expectations and a one or two page statement of their philosophy of development for a fast developing community to: Pittsfield Charter Township, 6201 W Michigan Ave., Ann Arbor, MI 48108, attn Douglas R. Woolley. EOE/ADA.

Planner - Leading Michigan firm has rewarding opportunities for professionals to work with dynamic community leaders and top planning professionals on challenging planning and development projects. Requires minimum 3 years experience in land use planning, zoning, strong

verbal and writing skills, familiarity with planning software, and knowledge of local government. Degree in urban planning or a closely related field required. Excellent compensation package. Send resume in confidence to McKenna Associates, Inc., 32605 W. Twelve Mile, Ste. 165, Farmington Hills, MI 48334. EOE.

Planning and Zoning Administrator - Emmett Charter Township, Calhoun County, (adjacent to City of Battle Creek) is seeking to fill a full-time position in our growing, dynamic community along Interstate 94. Responsibilities may include, but not be limited to: comprehensive management of all township planning & zoning programs, prepares and makes recommendations on zoning/planning matters to the planning Commission and Zoning Board of Appeals, supervises department personnel and coordinates water & sewer issues with Township Engineer. Desired qualifications include: Bachelor's Degree in Planning or closely related field, minimum of 3 yrs. experience in zoning administration & enforcement and municipal planning. Economic development experience required and grant writing experience is a plus. Applicants must have proven skills in writing, public speaking and a demonstrated ability to work with a number of Boards, Commissions and general public. Salary commensurate with experience with excellent benefit package. Submit resume to: Charter Township of Emmett, Attention Clerk, 620 Cliff Street, Battle Creek, MI 49014. Deadline - March 1, 1997. □

GOING FOR THE GREEN INFRASTRUCTURE IN GRAND RAPIDS

by Julie Stoneman, Director of Land Programs, Michigan Environmental Council

An idea of a plan for west Michigan open space lay dormant over a twenty year period after first being contemplated in the 1970s by Region 8 West Michigan Regional Planning Commission. Revived in the early 1990s by the West Michigan Environmental Action Council (WMEAC), a Grand Rapids based citizens' environmental organization, the development of a regional open space plan is well underway in one of the fastest growing areas of the state.

A development boom in the 1980s prompted WMEAC to search for a proactive means of addressing the loss of important open space throughout west Michigan. From the start, it was evident that no one agency or organization in metro Grand Rapids had a regional grasp of what was at stake. Preliminary research showed that of 28 local units surveyed in Kent County in 1990, only five indicated they had some level of protection for important open space areas the rest had none despite significant existing and projected growth for the area. Comprehensive inventories of rural natural areas, parks, wetlands, farmlands, and woodlots were not available on a regional basis. Conversely, urban areas, such as the city of Grand Rapids, lacked adequate recreational open space in certain sectors according to the adopted Recreational Plan.

As a response, WMEAC launched Project Greenspace in 1992 with funding from the Grand Rapids Foundation. Its goal was to demonstrate that integrated planning for protection of the region's significant open and greenspaces would not only protect natural resources and their ecological services (stormwater management, surface and groundwater quality protection, air purification, habitat preservation and soil stabilization), but would also provide economic benefits, create new recreational and alternative transportation opportunities, and enhance quality of life.

Greenspace was defined as undeveloped or minimally developed land such as

parks, farmlands, wetlands, woodlots, natural areas, plant and wildlife habitats, trails and scenic views. But it also included linear greenways—river and recreational corridors—as well as smaller parcels or edges within urban areas, such as community gardens, pocket parks, vegetation buffers, and streetscapes that provide relief to urban concrete. Even privately held open space developments were considered part of the greenspace landscape.

The goal of Project Greenspace was to demonstrate that integrated planning for protection of the region's significant open and greenspaces would not only protect natural resources and their ecological services (stormwater management, surface and groundwater quality protection, air purification, habitat preservation and soil stabilization), but would also provide economic benefits, create new recreational and alternative transportation opportunities, and enhance quality of life.

Objectives of the project included compiling inventories and data on protected and important unprotected greenspaces in Kent and Ottawa Counties along the common corridor of the Grand River; storing that information on a regional geographic information system with help from Grand Valley State University's Water Resources Institute; and providing a community clearinghouse on greenspace protection techniques for local government, landowners, developers and citizens.

Early support for the project came from some unusual quarters. The same year that WMEAC launched Project Greenspace, the Grand Rapids Area Chamber of Commerce adopted a development concept that called for a metropolitan network of green space as a positive approach to countering urban sprawl and its accompanying fiscal stress. In fact, one of the first public forums on the greenspace network idea was a joint project of the Chamber and WMEAC. Steve Clark, a nationally known authority on the design and construction of environmentally

compatible development spoke to a diverse audience about the ability to accommodate development and still preserve the critical "green infrastructure." Other early project partners included The Right Place, a regional economic development agency, and the Grand Rapids Home Builders Association.

But it was the completion of the inventory of permanently protected greenspaces that took the project to the next level. The resulting "measles" maps of widely scattered, square parks and preserves—with no substantial connection to each other and little relationship to important natural resources shared by more than one community (such as streams and rivers)—conveyed the need for regional greenspace planning much as roads, sewers, utilities, and pipelines are planned regionally. One exception was the recently completed Kent Trail, an enthusiastically received multi-jurisdictional recreational trail developed by Kent County Parks and Recreation. Moreover, the maps showed that large blocks of open space that define the edges and borders of communities in both Ottawa and Kent Counties, such as farmland, were very much at risk from suburban sprawl. Based on the work of WMEAC, its partners, and the successful Kent Trail, the development and preservation of open lands and greenways became one of the three key components of the Grand Valley Metropolitan Council's 1994 Metropolitan Development Blueprint, a public vision for growth and development in the metro area for the year 2015.

WMEAC launched Project Greenspace, the Grand Rapids Area Chamber of Commerce adopted a development concept that called for a metropolitan network of green space as a positive approach to countering urban sprawl and its accompanying fiscal stress.

Today, WMEAC leads a much larger coalition in the implementation of this vision using seed money from the Michigan Environmental Council's Land Stewardship Initiative. Nearly 100 individuals, including representatives from community park and recreational agencies, several mayors and other elected officials, planners, home builders, the Chamber of Commerce, business people, the Water Resources Insti-

About the Author

As the Michigan Environmental Council's Director of Land Programs, Julie Stoneman oversees their Land Stewardship Initiative, a collaborative project to promote a stewardship ethic for land in Michigan. For the past 14 years, Ms. Stoneman has specialized in public education and policy development on land use, waste management and natural resource protection issues at local, regional and state levels. □

tute, and, of course, environmental activists, are directly participating in the initiative under a new name, the West Michigan Greenway Council. Like the original Project Greenspace, the Council seeks to promote the preservation and enhancement of green and open spaces in the Grand River region with strategic goals to encourage public understanding and involvement, pursue the development of a greenspace vision, and seek the identification and prioritization of green and open spaces.

Recognized as an official committee of the Grand Valley Metropolitan Council, which also oversees regional planning for roads and utilities, the Greenway Council is in the best position to assure that the green infrastructure of metro Grand Rapids is not ignored, but instead is an integral part of the future growth and development plan of the region. It's also a testament to the positive contribution that a grassroots, citizens' organization like WMEAC can make to community planning. □

MEMORIAL TRIBUTE

By Lillian F. Dean,
Environmental Planner,
Huntington Woods

Bob Campbell, one of Michigan's finest citizen planners, died on Saturday, December 7, 1996, of cancer. Bob was active and involved in land use planning, economic development, and community activities until several days before he died, always bringing an inquiring and perceptive mind and positive viewpoint to the task at hand.

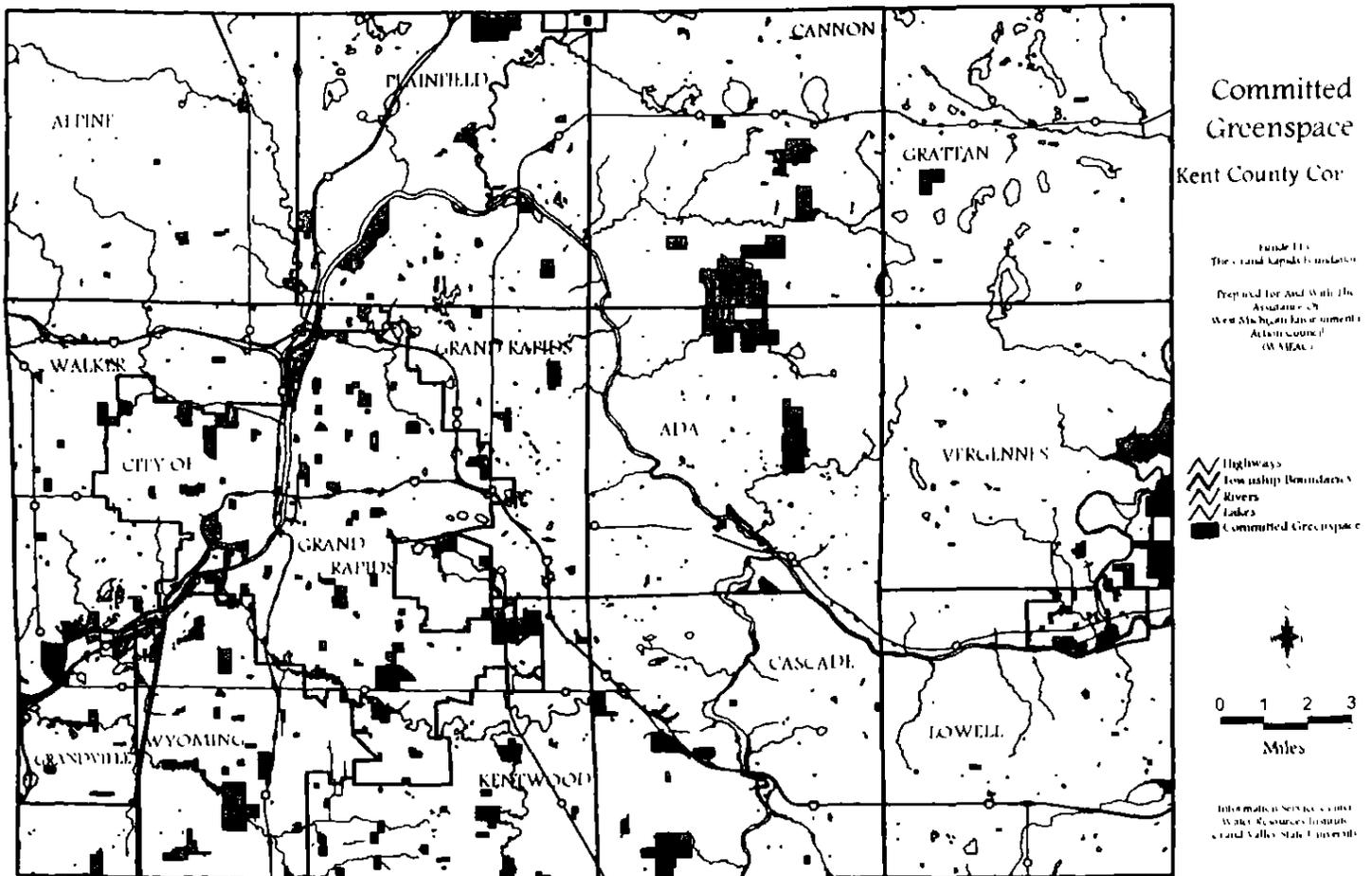
Although Bob's professional career was in the military, he knew more about the need for planning and communication than many who have years of training. When he first moved to Michigan, he began to educate himself by attending workshops and training sessions. He brought everything he learned back to Ionia County to share with others.

Bob continually linked projects and people together, tirelessly writing letters,

telephoning, and coordinating events. He served on the Board of the Ionia County Economic Alliance and formed the Ionia County Coalition to encourage community leadership. During much of 1996, he had a desk in the Ionia County Economic Alliance Office, tirelessly assisting MSU Extension Director Dave Gukema. He was loved by all who had the opportunity to know and work with him.

Bob Campbell was an articulate advocate of the highest planning principles—clear communication, positive visions, community-based discussion and dialogue, intergovernmental communication, consideration for the needs of people with low income and education, and love of land and water resources.

Most importantly, Bob Campbell loved communities and understood the interaction of the people that contribute to community life. He will be missed by all who had the opportunity to work with him in Ionia County and West Michigan. □



Map prepared by the Information Service Center of the Water Resources Institute, Grand Valley State University for and with the assistance of the WMEAC.

ECOLOGICAL CORRIDORS - BANDAGES FOR A WOUNDED LANDSCAPE

By Laura Grantham, Resource Specialist, Conservation Resource Alliance, Traverse City

Ecological corridors may be known by different names, such as wildlife corridors, or travel corridors, but the essential meaning of all of these terms is a typically linear landscape element that connects one or more natural areas with each other. These linkages effectively increase the space available for wildlife to survive and reproduce, and also help maintain the integrity of ecosystems.

Fragmentation of natural landscapes has become the most serious issue that biologists consider when managing for natural resources.

Wildlife *habitat*, or the space animals need to survive, is becoming smaller and more fragmented as more people move from cities into the rural landscape. Construction of houses, businesses, new subdivisions, and the roads to access these amenities are carving up the forests and rural landscape. Instead of seeing human development occurring in a matrix of natural landscapes, natural areas are now occurring in a matrix of human-dominated landscapes. Fragmentation of natural landscapes has become the most serious issue that biologists consider when managing for natural resources. Ecological corridors are quickly becoming an effective tool for resource managers to maintain current health and abundance of native plant and

animal species in the face of declining natural landscapes

Instead of seeing human development occurring in a matrix of natural landscapes, natural areas are now occurring in a matrix of human-dominated landscapes.

History

The study of linkages has resulted from the need to address rapid human population growth in areas that once were primarily natural. When a single species begins to decline, biologists research possible causes. When the *variety* of native species that once existed also begins to decrease, it becomes clear that something is happening on a larger scale, and may have regional, if not world-wide implications

Although movement corridors have been used as a wildlife management technique for nearly 50 years, they are just recently considered critical by many experts in order to maintain biodiversity.

Many plants and animals in the United States have been declining in the number of species for decades. This loss of variety is called a decline in **biodiversity**. Another common occurrence is the increase in non-native and nuisance species. Examples include European starlings, English sparrows, raccoons, and numerous invasive weeds, such as purple loosestrife. These species are highly adaptive to their surroundings, and compete with native species that are not as tolerant of humans.

In many areas of the US, growth is occurring at such a rapid rate that communities often do not have the plans or ordinances in place to guide or regulate the patterns of development. What happens next is a rapid transformation of the landscape, with natural areas becoming increasingly isolated from one another. Historical wildlife travel patterns are disrupted, along with natural ecological processes such as wildfires that characterized predevelopment conditions.

Although movement corridors have been used as a wildlife management technique for nearly 50 years, they are just recently considered critical by many experts in order to maintain biodiversity. How does isolation of populations in the fragmented landscape affect wildlife and plants? First of all, populations will be limited by the quality and

quantity of nutrients (food and water) in their patch. Second, inbreeding may occur within isolated populations. Third, for larger species, or for those that require a large range, there simply won't be enough space to maintain a healthy population.

If there are connections that allow movement between two or more patches of habitat, then individuals may travel between populations. Inbreeding is avoided, the chance of the population being decimated by disease is reduced, and the habitat will remain healthy. The theory of ecological corridors assumes that if connections between favorable patches of habitat remain intact, then plant and animal populations will have the means to utilize these patches and maintain healthy populations, even as the landscape becomes increasingly developed by man. Without these linkages, there will be fewer birds, frogs and mammals in the future.

Pros and Cons of Ecological Corridors

There appear to be many benefits to maintaining linkages between larger natural areas. Since fragmentation of the natural landscape is believed to be the principal cause of the loss of species, then linkages between larger natural areas across the landscape can help counter these losses.

Corridors provide animals, especially the larger carnivores, enough room to find food and mates, as well as migrate safely without crossing a landscape dominated by humans. It has been documented that isolated populations have a higher extinction rate than populations that are connected. Corridors allow for the influx of genetic material that will counteract the problems associated with inbreeding.

Although movement corridors have been used as a wildlife management technique for nearly 50 years, they are just recently considered critical by many experts in order to maintain biodiversity.

Furthermore, corridors provide connections not only for animals and plants, but also for ecological processes, such as fire, the flow patterns of water and energy, and function of wetlands. These processes are critical to the overall function of the ecological community. Riparian habitats, for exam-

About the Author

Laura Grantham is currently a Wildlife and Resource Specialist with the Conservation Resource Alliance. The Alliance is a non-profit organization dedicated to helping primarily rural areas realize economic and social stability through the sustainable use of natural resources.

Ms. Grantham has an MS in Wildlife Management from Michigan State University, and a BA in Biology from the University of Virginia.

For more information about the Northwest Michigan Greenways Project, please call Amy Pflughoeft at (616) 929-5061. For more information about the Ecological Corridors Project, please call Laura Grantham at (616) 946-6817. □

ple, are very dependent on animal movement. Fish, birds, and other animals move biological matter (food) and energy along the stream environment, and are an intricate part of the food chain. Wide-ranging carnivores, such as black bear, use food sources from more habitats than animals lower in the food chain. Carnivores impact the relative abundance and distribution of their prey. The loss or decline of species like the black bear has far reaching implications on all relationships within an ecosystem.

But corridors are not a simple solution to such a complex problem. Most biologists will confirm that corridors, regardless of their capability, will never replace the effectiveness of large tracts of natural landscape for the protection of ecosystems and the species found within them. Corridors should be, at best, considered bandages for a wounded natural landscape, and can only partly compensate for the impacts of humans. Many experts also believe that poorly designed corridors can be worse for wildlife than no corridor at all. Potential pitfalls include the transmission of fires, disease from one patch to another, and predators targeting prey within their confines. Poorly designed corridors could also inadvertently promote non-native species over native species, and attract more human use.

The design of corridors is probably the most important issue in determining their success or failure.

The design of corridors is probably the most important issue in determining their success or failure. Ideally, corridors should connect patches that were once linked historically. The two most important objectives should be to (1) provide a high quality corridor for native species, especially those most sensitive to fragmentation and human impacts, and (2) maintain enough functional connection along the entire length of the corridor to allow safe passage of the desired species. It is critical, then, to know the habitat needs of the species for which the corridor is being designed. Width and length of the corridor are also important design considerations, and whether there is adequate food and escape cover for species within the corridor.

Ecological corridors are not the sole answer to the biodiversity crisis, nor are they without costs or liability. The critical question may not be whether corridors are good or bad, but whether a managed, interconnected system of protected areas that incorporates movement corridors will function better to conserve biodiversity than dispersed protected areas without connections. Years of research indicate the answer is yes.

The Northwest Michigan Greenways Project

In 1993, a cooperative Greenways effort was launched in the Grand Traverse Bay Watershed region. Support came from the Coastal Management Program - Michigan Department of Environmental Quality and the National Park Service - Rivers, Trails, Conservation Assistance Program.

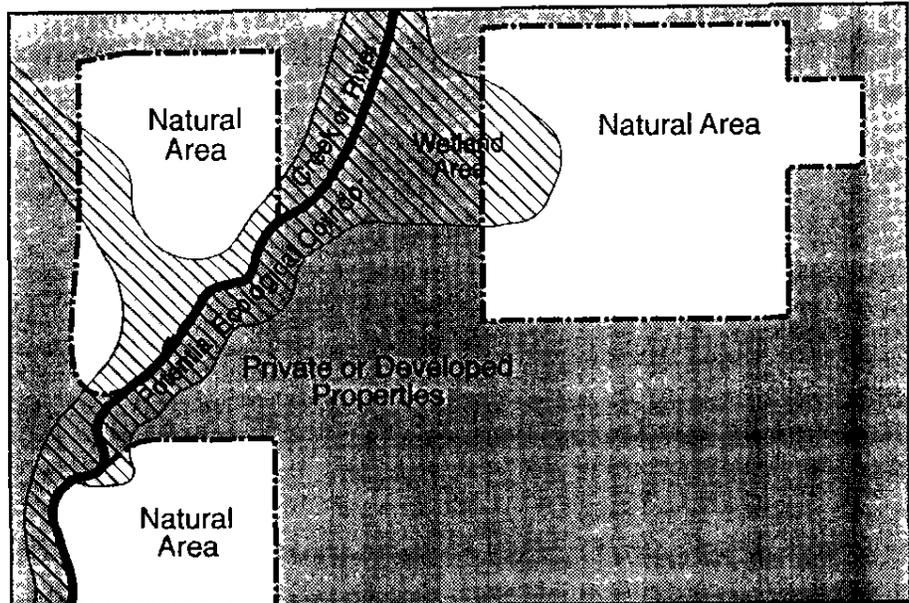
Early on, an extensive Geographic Information Systems (GIS) database was developed for the natural features of the region. When looking at the available resource information, it became strikingly apparent that the region's major river corridors and glacially formed lakes had the potential to become the backbone of an ecological corridors system. The waterways and associated wetlands create significant linkages between the larger tracts of public land in the region, including the Pere Marquette State Forest and the Sleeping Bear Dunes National Lakeshore.

Riparian corridors are typically rich in biodiversity and many already function as movement corridors for wildlife. Riparian forests in particular are worthy of conservation since they make up less than 5% of the total forest ecosystem, yet they contain over 75% of the forest's plant and animal diversity. This variety of plants and animals ranks riparian forests among the most productive and important of all forest lands. Another benefit realized through conservation efforts along ecological corridors will be the protection of water quality throughout the watershed.

The most notable challenge in considering northwest Michigan ecological corridors will be the human interaction. Most corridors lie over private land, intersecting tens of thousands of landowners. The key to successfully rebuilding and maintaining the function of corridors is voluntary participation. In the next year or two, biologists, resource specialists and landowners cooperating on the Ecological Corridor project plan to explore the question "Can landowners' goals and the functional needs of regional wildlife corridors be fulfilled simultaneously and voluntarily?"

By involving watershed residents in the planning and implementation process, the Northwest Michigan Greenways Project is providing a sense of ownership in the project. This is a key element. Project managers receive valuable insight as to which areas are important and why, to the people who live here. Landowners find an opportunity to actively protect those special places that add value to their lives.

The Northwest Michigan Greenways Project desires to protect the places that characterize the region. Anthropologist Margaret Mead once said, "The destruction of things that are familiar causes great anxiety in people." If landowners can voluntarily protect those critical links necessary for the continued well-being and abundance of wildlife in the Grand Traverse Bay Watershed, then a very important secondary benefit is the preservation of the quality of life and economic vitality that residents and visitors now enjoy in the region.



Graphic by Fens River Publications

River corridors and associated tributaries and wetlands have been identified as potential ecological corridors for wildlife to travel between existing natural areas. Through voluntary stewardship actions on private lands, a river corridor may act as an ecological corridor for wildlife moving from one natural area to another. Ecological corridors increase the effective size of existing wildlife habitat, an important factor for the continued health of local wildlife populations. An additional benefit will be the protection of the river's water quality, while establishing the best long-term use of a wetland.

Oak Park #1 (Buford)

3905-15-105-011 Binkman Trust

15-105-018 Danek

15-155-010 Arnold
021 Schaser

15-180-020 Johnson
040 Jean

15-205-018 Gorham

16-280-030 Applegate

09-480-020 Van Hout

10-355-051 Bourner, B.
059 " , H.

10-330-010 Gorham (Dup)

No 0

10-455-011 Mar Bo

Jim Buford
Buford Realtors
3003 West Main
Kalamazoo, MI 49007

15-105-011

AMERICAN NATIONAL BANK
JIM BRINKMAN - TRUST DEPT
P O BOX 4019
KALAMAZOO MI 49003

15-105-018

DANEK JUDITH A
1220 NORTH 6TH STREET
KALAMAZOO MI 49009

15-155-010

ARNOLD OLIN J & EVELYN
1116 NORTH 6TH STREET
KALAMAZOO MI 49009

15-155-021

SCHASER ROBERT J
1052 NORTH 6TH STREET
KALAMAZOO MI 49009

15-180-020

JOHNSON FRED TRUSTEE
7656 WEST MAIN
KALAMAZOO MI 49009

15-180-040

JEAN ANDREW & BARBARA
7616 WEST MAIN
KALAMAZOO MI 49009

15-205-018

GORHAM MARION F & ROBERT M
7250 WEST MAIN
KALAMAZOO MI 49009

16-280-030

APFLEGATE ROBERT L & RUTH D
977 NORTH 6TH STREET
KALAMAZOO MI 49009

09-480-020

VANHOUT PETER & ALBERTA
1659 NORTH 6TH STREET
KALAMAZOO MI 49009

10-355-051

BOURNER BRUCE
2090 NORTH 6TH STREET
KALAMAZOO MI 49009

10-355-059

BOURNER HAROLD W/JEAN/BRUCE
2090 NORTH 6TH STREET
KALAMAZOO MI 49009

10-455-011

MAR BO INVESTMENTS
7292 WEST MAIN
KALAMAZOO MI 49009

TOWNSHIP OF OSHTEMO
ZOO COUNTY, MICHIGAN

APPLICATION FOR TEXT AMENDMENT

Date 2/3/97

Applicant Name RICHARD A. SCHRAMM

Address 200 S. 4TH ST. Phone 616/375-2472

To the Zoning Board:

The above named applicant hereby petitions the Charter Township of Oshtemo Zoning Board to amend the Charter Township of Oshtemo Zoning Ordinance by consideration of the following text revision:

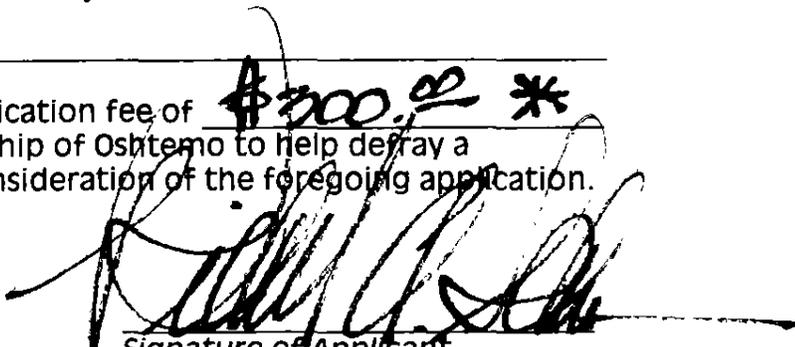
I. Ordinance Section(s) requested for review: I-R

II. Existing Text Language: TO REMAIN, ADDITIONAL TEXT TO BE ADDED

III. Requested Revision(s): SEE ATTACHED LETTER DATED 1/31/97

IV. The purpose of the requested text revision is to allow for or more adequately address the following: REASONABLE USE INDUSTRIAL ZONE PROPERTIES.

V. Enclosed herewith is the application fee of \$300.00 * payable to the Charter Township of Oshtemo to help defray a portion of the cost of the consideration of the foregoing application.


Signature of Applicant

THE PLANNING COMMISSION HAS INDICATED THEY WOULD ADDRESS THIS PROBLEM DURING 1997. I AM PAYING THIS FEE TO SPEED UP THIS PROCESS. RA.

Richard A. Schramm

2001 S. 4th Street, Kalamazoo, Michigan 49009

FAX: 616/372-7272

Phone: 616/375-2472

CHARTER TOWNSHIP OF OSHTEMO
7275 West Main Street
Kalamazoo, Michigan 49009
Att: Township Board & Planning Commission

REF: Text Amendment
"I-R Zone"

Dear Township Board & Planning Commission:

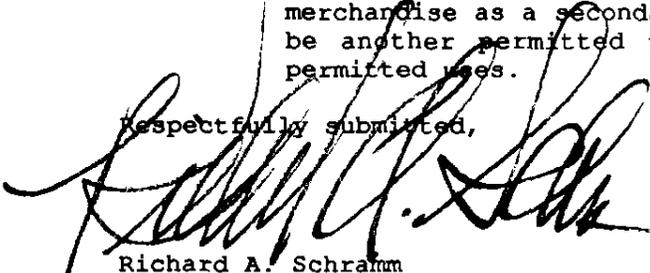
01/31/97

We would like to request a "Text Amendment" regarding "I-R Permitted uses". The proposed "Text Amendment" shall include the following additions:

Permitted Uses in I-R Zone:

1. "Offices and office Buildings."
2. "Wholesale sales of services and merchandise."
3. "Central facilities for off-site retail sales of services and merchandise."
4. "Limited on-site retail sales of services and merchandise as a secondary use." The primary use shall be another permitted use or a combination of other permitted uses.

Respectfully submitted,



Richard A. Schramm