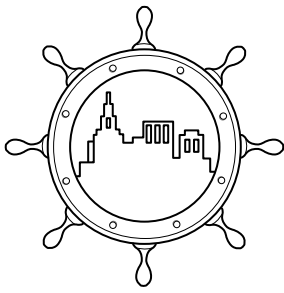


CROCKERY TOWNSHIP PLANNING COMMISSION
Regular Meeting
Agenda
Tuesday, December 17, 2024
6:30 P.M., Board Room
17431 112th Avenue, Nunica, Michigan

1. Call to Order – Roll Call
2. Approval of the Agenda
3. Approval of the Minutes from the **November 19, 2024** meeting
4. Announcements
 - A. Township Board Report – Ryan Kelly
5. Communications
6. Public Comments (3 Minutes per Person)
7. Action Items
 - Holmes – Site Plan Amendment
8. Presentations
9. Discussion Items
 - Holmes Zoning Ordinance Amendment Application – Home Occupations in Accessory Buildings
 - Signage (Retaining Walls)
 - Master Plan Chapter Eight- Utilities and Chapter Nine - Transportation
 - R-5 Rezoning in Nunica
10. Adjournment

Next Regular Meeting: **January 21, 2025**



Fresh Coast Planning

119 1/2 Washington Avenue, Studio B
Grand Haven, MI 49417
www.freshcoastplanning.com

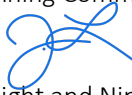
Gregory L. Ransford, MPA
616-638-1240
greg@freshcoastplanning.com

Julie Lovelace
616-914-0922
julie@freshcoastplanning.com

Kevin Yeomans
616-821-4969
kevin@freshcoastplanning.com

Alexis Gulker
616-773-4638
alexis@freshcoastplanning.com

MEMORANDUM

To: Crockery Township Planning Commission
From: Julie Lovelace 
Date: December 6, 2024
Re: Master Plan Chapters Eight and Nine

Attached are clean copies of the Master Plan update draft Chapter Eight Utilities and Chapter Nine Transportation chapters for Planning Commission review.

Emailed separately to you were the redline copies of these drafts showing the proposed new wording, deletions, and page numbers of original text that was retained.

Please pay special attention to the last strategy listed in the Utilities chapter for discussion.

JL
Planner

Chapter Eight

Utilities

Introduction

As stated in Chapter Two of this document, Crockery Township is tasked with balancing the pressure for extension of existing public utilities to accommodate growth in development (residential, commercial, and industrial) with the residents' stated desire to protect the Township's rural character. Additionally, sandy soil, limited aquifer protection, and high water tables in the Township continue to make groundwater susceptible to contamination from septic tanks and drain fields. These conditions are likely to increasingly limit the future use of septic tanks and drain fields in many portions of the Township. (See *Figure 4 Sanitary Sewer System*).

Existing Utilities

The Township has in place a public water system that presently serves nearly one-third of its residents and a limited sanitary sewer system serving the Hathaway Lakes development. The public water system, which determines the intensity of land development, and ultimately the pace of development, is generally adequate and has added capacity to serve the Township. The water system must be upgraded to include the construction of a transmission main in several places to accommodate increased reliability in the system. There is a planned water system extension to be completed in 2025 from Leonard Road and 138th Avenue east to 136th Avenue and 136th Avenue north from Leonard to M-104 and east to Hathaway Lakes. (See *Figure 5 Water System*). The wastewater system will need to be upgraded along the M-104 corridor to accommodate existing uses and future growth in the industrial and commercial areas.

With infrastructure available to accommodate some new growth and development, the Township should guide development into these service areas as much as possible. New subdivisions, site condominiums, and other residential and non-residential projects should be required to locate in areas already served by public water and sewer. This strategy will properly manage growth, ensure that the previous public investment in infrastructure is realized, and assist in reducing urban sprawl normally fueled by leapfrogging developments ahead of the public infrastructure system. It would be advantageous to work with adjacent communities to prepare an intergovernmental infrastructure plan to guide public investment and sub-regional growth.

Implementation Measures

Goals

- Protect agricultural lands and environmentally-sensitive areas by discouraging development in those areas
- Develop adequate public utilities that will ensure balanced, orderly growth, for the safety and well-being of Township residents
- Concentrate the majority of new growth to avoid sprawl, protect farmland, and minimize its effects on the majority of the Township where future public utilities could gain a foothold by being cost effective

Recommendations

- Provide public water and sanitary sewer services in areas of the Township identified for higher density residential, commercial, and industrial concentrations, particularly along M-104

Strategy

- Support continued communication among the Corridor Improvement Authority, the Township Board of Trustees, and the Township Planning Commission to seek funding opportunities for water and sewer upgrades
- Communicate with the Ottawa County Road Commission and the Michigan Department of Transportation to coordinate water and sewer upgrades with public road improvements
- Encourage developer financing for sewer and water extensions
- Maintain cooperation with neighboring units of government for the provisions of utilities, the sharing of services, and for addressing common issues and problems as a means of holding down overall costs and expense to the taxpayer while at the same time maintaining local control over the decision making processes
- Design commercial and industrial incentives which encourage private investment in public water and/or sewer expansion
- Amend Zoning Ordinance to require new subdivisions, site condominiums, and other residential and non-residential projects to locate in areas already served by public water and sewer when public utilities are reasonably available

Chapter Nine

Transportation

Introduction

Crockery Township is strategically located within an active regional expansion area bounded by Grand Rapids, Grand Haven, and the City of Muskegon. The M-231 bypass and its intersection with Interstate 96 and M-104 make the Township a potential regional transportation hub. Crockery Township's proximity to major employment centers within this development area, coupled with its natural resource assets, and quality school systems, provide the ingredients for sustainable and increased growth. Additional retail development is anticipated along the M-104 corridor.

Transportation System

I-96, which travels diagonally (northwest/southeast) through the Township, is maintained by the Michigan Department of Transportation (MDOT). Pursuant to the MDOT's Annual Average Daily Traffic Map, in 2023 traffic volume was estimated at approximately 31,333 vehicles near Nunica. M-104 is a two-lane highway connecting the Grand Haven/Spring Lake/Ferrysburg area with I-96 in Crockery Township. It is also maintained by the MDOT. Pursuant to the MDOT, the average traffic volume on M-104 in 2023 was approximately 11,767 vehicles per day near Nunica. (See *Figure 7 Street and Road Classifications*).

Road Connections

The Township is served by a network of principal and minor arterials including I-96, Cleveland Street (M-104), 144th Avenue, 112th Avenue, Leonard Street, and Apple Drive. Other important cross-Township roads include Wilson Street, Taft Street, State Road, 130th Avenue, and 136th Avenue. As new development occurs, the Township should plan for an interconnected road system to maintain efficient traffic flow. Except for situations where there is extreme site topography and/or natural features, the extended use of cul-de-sacs should be limited in favor of a more traditional and functional network. Potential locations for new road connections to access land-locked parcels and/or increase connections between existing roadway segments should be identified. The construction of these new road segments should be accomplished as part of the land development process by the developer, with an emphasis on further development of cross Township routes. It is recommended that new road segments providing network connections to other public roads are dedicated as public right-of-way. In addition, rear access drives parallel to M-104 is an efficient example of network road connections, which reduce access points and the potential for traffic conflicts along M-104.

Overall, an effort to abandon the cul-de-sac in favor of street connections, and attempt to provide connections for cul-de-sacs already in existence, is a primary objective within the Township. In cases where a proposed subdivision lacks sufficient street connections, a compromise to the outright prohibition of cul-de-sacs could be to require at a minimum the installation of pedestrian connections between developments.

Rural Preservation Routes

Preserving and enhancing the rural character of Leonard Street is recommended. Preservation of this route would be done through a Rural Route Preservation Overlay District. This district would include guidelines for building setbacks from the road right of way and landscaping requirements, including the prohibition of certain tree removal, as well as guidelines for signage and lighting.

The Township should coordinate efforts with the Ottawa County Road Commission (OCRC) and utility companies to preserve landmark canopy trees along this route. When trees are removed for utility access, Crockery Township may consider opportunities to replant with “utility friendly trees.” Maintenance and pruning of the right-of-way and road front is a key component to enhance this type of overlay corridor.

This overlay designation would preserve significant vegetation for a specified setback outside of the right-of-way. Using this overlay district as a preservation tool would help the Township meet its objective to maintain the rural elements of the community.

Complete Streets Plan

In 2010, the Michigan Planning Enabling Act was amended to require that Master Plans account for “all legal users” of the transportation system within the municipality. The amended Act, in part, states that the Master Plan must include, “among other things, promotion of or adequate provision for 1 or more of the following:

(i) A system of transportation to lessen congestion on streets and provide for safe and efficient movement of people and goods by motor vehicles, bicycles, pedestrians, and other legal users.” MCL 125.3807(2)(d).

This Chapter of the Crockery Township Master Plan, Chapter Nine – Transportation, as well as other provisions throughout this Plan regarding pathways, roadway improvements, and lessening roadway congestion, identify key means to implement complete streets. As a result, the Township is compliant with the Act’s amendment.

Implementation Measures

Goals

- Improve the quality of roads, sidewalks and trails
- Assess the traffic impacts of all proposed developments or the location of future streets

Recommendations

- Direct the majority of road improvements toward areas where growth is desired
- Prioritize other road improvements to address the greatest needs
- Ensure that growth areas are adequately served by access to major collector streets and thoroughfares
- Require road and pedestrian access between developments
- Limit or discourage dead-end streets

Strategies

- Require adjacent property owners to coordinate their plans for development regarding road access
- Ensure the capacity and function of existing roads, minimizing conflicts between through-traffic and local traffic by regulating land uses, building setbacks, driveway openings, and where appropriate, requiring the development of front or rear access service drives
- Cooperate with the OCRC and the MDOT to encourage these agencies to undertake the necessary studies and to take the necessary steps to ensure that problem areas within their jurisdiction are dealt with in a timely and efficient manner
- Prohibit dead-end streets

Chapter Eight

Utilities

Introduction

As stated in Chapter Two of this document, Crockery Township is tasked with balancing the pressure for extension of existing public utilities to accommodate growth in development (residential, commercial, and industrial) with the residents' stated desire to protect the Township's rural character. Additionally, sandy soil, limited aquifer protection, and high water tables in the Township continue to make groundwater susceptible to contamination from septic tanks and drain fields. These conditions are likely to increasingly limit the future use of septic tanks and drain fields in many portions of the Township. (See *Figure 4 Sanitary Sewer System*). p. 19

Existing Utilities

The Township has in place a public water system that presently serves nearly one-third of its residents and a limited sanitary sewer system p. 7 serving the Hathaway Lakes development. The public water system, which determines the intensity of land development, and ultimately the pace of development, is generally adequate and has added capacity to serve the Township. The water system must be upgraded to include the construction of a transmission main in several places to accommodate increased reliability in the system. p. 32 There is a planned water system extension to be completed in 2025 from Leonard Road and 138th Avenue east to 136th Avenue and 136th Avenue north from Leonard to M-104 and east to Hathaway Lakes. (See *Figure 5 Water System*). p. 19 The wastewater system will need to be upgraded along the M-104 corridor to accommodate existing uses and future growth in the industrial and commercial areas.

With infrastructure available to accommodate some new growth and development, the Township should guide development into these service areas as much as possible. New subdivisions, site condominiums, and other residential and non-residential projects should be required to locate in areas already served by public water and sewer. This strategy will properly manage growth, ensure that the previous public investment in infrastructure is realized, and assist in reducing urban sprawl normally fueled by leapfrogging developments ahead of the public infrastructure system. It would be advantageous to work with adjacent communities to prepare an intergovernmental infrastructure plan to guide public investment and sub-regional growth. P. 33

Implementation Measures

Goals

- Protect agricultural lands and environmentally-sensitive areas by discouraging development in those areas
- Develop adequate public utilities that will ensure balanced, orderly growth, for the safety and well-being of Township residents
- Concentrate the majority of new growth to avoid sprawl, protect farmland, and minimize its effects on the majority of the Township where future public utilities could gain a foothold by being cost effective

Recommendations

- Provide public water and sanitary sewer services in areas of the Township identified for higher density residential, commercial, and industrial concentrations, particularly along M-104

Strategy

- Support continued communication among the Corridor Improvement Authority, the Township Board of Trustees, and the Township Planning Commission to seek funding opportunities for water and sewer upgrades
- Communicate with the Ottawa County Road Commission and the Michigan Department of Transportation to coordinate water and sewer upgrades with public road improvements
- Encourage developer financing for sewer and water extensions
- Maintain cooperation with neighboring units of government for the provisions of utilities, the sharing of services, and for addressing common issues and problems as a means of holding down overall costs and expense to the taxpayer while at the same time maintaining local control over the decision making processes p. 44
- Design commercial and industrial incentives which encourage private investment in public water and/or sewer expansion
- Amend Zoning Ordinance to require new subdivisions, site condominiums, and other residential and non-residential projects to locate in areas already served by public water and sewer when public utilities are reasonably available

Chapter Nine

Transportation

Introduction

Crockery Township is strategically located within an active regional expansion area bounded by Grand Rapids, ~~Holland~~Grand Haven, and the City of Muskegon. ~~This region is named the Grand Rapids MSA (Metropolitan Statistical Area).~~ The M-231 bypass and its intersection with Interstate-96 and M-104 make the Township a potential regional transportation hub. Crockery Township's proximity to major employment centers within this development area, coupled with its natural resource assets, and quality school systems provide the ingredients for sustainable and increased growth. Additional Retail development is anticipated along the M-104 corridor. P. 31

Transportation System

~~I~~nterstate-96, which travels diagonally (northwest/southeast) through the Township, is maintained by the Michigan Department of Transportation (MDOT). ~~Pursuant to the MDOT's The Annual Average Daily Traffic volume Map, in 2009-2023 on this highway traffic volume within the Township was estimated at approximately 32,400~~31,333 vehicles ~~east of Nunica and 23,200 vehicles per day west of near~~ Nunica. M-104 is a two-lane highway connecting the Grand Haven/Spring Lake/Ferrysburg area with I-96 in Crockery Township. It is also maintained by ~~the Michigan Department of Transportation~~the MDOT. ~~Pursuant to the MDOT, t~~he average traffic volume on M-104 in 200923 was approximately 17,30011,767 vehicles per day near Nunica. (See **Figure 7 Street and Road Classifications**). P.22

Road Connections

The Township is served by a network of principalle and minor arterials including I-96, Cleveland Street (M-104), 144th Avenue, 112th Avenue, Leonard ~~Road~~Street, and Apple Drive. Other important cross-Township roads include Wilson Street, Taft Street, State Road, 130th Avenue~~0th~~ and ~~13~~136th Avenue~~6th~~. As new development occurs, the Township should plan for an interconnected road system to maintain efficient traffic flow. Except for situations where there is extreme site topography and/or natural features, the extended use of cul-de-sacs should be limited in favor of a more traditional and functional network. Potential locations for new road connections to access land-locked parcels and/or increase connections between existing roadway segments should be identified. The construction of these new road segments should be accomplished as part of the land development process by the developer, with an emphasis on further development of cross Township routes. It is recommended that new road segments providing network connections to other public roads are dedicated as public right-of-way. In addition, rear access drives parallel to M-104 is an obvious-efficient example of network road connections, which reduce access points and the potential for traffic conflicts along M-104. P. 55

Overall, there should be ~~a determined trend~~an effort to abandon the cul-de-sac in favor of street connections, and attempt to provide connections for cul-de-sacs already in existence, is a primary objective within the Township. In cases where a proposed subdivision lacks sufficient street connections, a compromise to the outright prohibition of cul-de-sacs could be to require at a minimum the installation of pedestrian connections between developments. P. 49

~~The realignment of the Cleveland Street/112th Avenue/Apple Drive intersection will result in less motorist confusion and should be reserved for specific types of commercial growth that would not include conflicting land use activities such as outdoor storage.~~

Rural Preservation Routes

Preserving and enhancing the rural character of Leonard ~~Road-Street~~ is recommended as representing the rural character of the Township. Preservation of this route would be done through a Rural Route Preservation Overlay District. This district would include guidelines for building setbacks from the road right of way and landscaping requirements, including the prohibition of certain tree removal, as well as guidelines for signage and lighting. The Township should coordinate efforts with the Ottawa County Road Commission (OCRC) and utility companies to preserve landmark canopy trees along this route. When trees are removed for utility access, Crockery Township may consider opportunities to replant with “utility friendly trees,” ~~such as Dogwoods~~. Maintenance and pruning of the right-of-way and road front is a key component to enhance this type of overlay corridor.

This overlay designation would preserve significant vegetation ~~in an area 35’-50’ for a specified setback~~ outside of the right-of-way. Using this overlay district as a preservation tool would help the Township meet its objective to maintain the rural elements of the community. P. 54

Complete Streets Plan

In 2010, the Michigan Planning Enabling Act was amended to require that Master Plans account for “all legal users” of the transportation system within the municipality. The amended Act, in part, states that the Master Plan must include, “among other things, promotion of or adequate provision for 1 or more of the following:

(i) A system of transportation to lessen congestion on streets and provide for safe and efficient movement of people and goods by motor vehicles, bicycles, pedestrians, and other legal users.” MCL 125.3807(2)(d).

This Chapter of the Crockery Township Master Plan, Chapter Nine – Transportation, as well as other provisions throughout this Plan regarding pathways, roadway improvements, and lessening roadway congestion, identify key means to implement complete streets. As a result, the Township is compliant with the Act’s amendment.

Implementation Measures

Goals

- Improve the quality of roads, sidewalks and trails p. 38
- Assess the traffic impacts of all proposed developments or the location of future streets p. 43

Recommendations

- Direct the majority of road improvements toward areas where growth is desired p. 43
- Direct other road improvements to the worst situations first p. 43
- Ensure that growth areas are adequately served by access to major collector streets and thoroughfares
p. 43
- Require road and pedestrian access between developments
- Limit or discourage dead-end streets

Strategies

- Require adjacent property owners to coordinate their plans for development regarding road access [P. 39](#)
- Limit or discourage dead-end streets [p. 43](#)
- Ensure the capacity and function of existing roads, minimizing conflicts between through-traffic and local traffic by regulating land uses, building setbacks, driveway openings, and where appropriate, encouraging the development of front or rear access service drives [p. 43](#)
- Cooperate with the ~~Ottawa County Road Commission~~OCRC and ~~the the Michigan Department of Transportation~~MDOT. ~~Crockery Township will to~~ encourage these agencies to undertake the necessary studies and to take the necessary steps to ensure that problem areas within their jurisdiction are dealt with in a timely and efficient manner [p. 43](#)
- [Prohibit dead-end streets](#)