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MEMORANDUM

To: Allendale Charter Township Planning Commission
From: Lindsay R. Mohr, MPA *LRM*
Date: November 11, 2020
Re: Draft Master Plan – Transportation and Implementation Chapters

In accordance with our updated Master Plan Framework, attached for your review is the draft of the Transportation Chapter and Implementation Chapter to update the Allendale Charter Township Master Plan. As you know, the chapters have been designed to streamline the existing content, incorporate public contributions, eliminate unnecessary information, and revamp the format of the Plan into a denser and more useful document that is easy to reference.

Please note as you review our recommended revisions that the proposed additions are shown in bold text, proposed deletions are shown in strikethrough text, and parentheses are used for references to the existing Master Plan language. Additionally, a clean copy of the language is attached for your convenience.

As you will note within the proposed Transportation Chapter, there have been significant changes to the existing Master Plan document, to ensure consistency with the other Master Plan chapters which have been reviewed thus far. Please note that the Goals, Recommendations, and Strategies were based on both the feedback we received from the SWOT public workshop and also the transportation goals and strategies identified in Chapters 3, 4, and 5 of the existing Plan. In addition, we have relocated the Complete Streets Analysis from the Appendix to end of the Transportation Chapter. In doing so, we modified the format of the Complete Streets Analysis to be consistent with the format of the other Master Plan Chapters reviewed thus far. The Implementation Chapter was updated based upon the existing language in Chapter 6 of the 2013 Master Plan as well as the Future Land Use Map designations.

Planning Commission Considerations

As the Planning Commission deliberates regarding the proposed Master Plan chapters, and while we understand this is your first examination and reaction to the materials, we believe the following warrant your review and consideration. They are listed in no particular order:

- Chapter Seven – Transportation
 - On page 39 of the 2013 Master Plan, it is noted to, “Plan land uses along major Township roads such as 48th Avenue and 68th Avenue which will preserve the primary function of these roads which is the safe and efficient movement of traffic.” We are unsure to what extent the intention of this language is meant to serve and seek your direction if it should be modified or removed completely.
 - On page 68 of the 2013 Master Plan is the Future Streets section. We seek your direction if the Planning Commission is interested in more future street locations.
 - Whether any of the Strategies have been achieved and are no longer needed. Until you complete your review in this regard, we have revised the related Strategy language with “Strengthen, as necessary.”

We will be prepared to discuss these items further at your November 16, 2020 meeting. If you have any questions, please let us know.

LRM
Planner

Attachments

cc: Adam Elenbaas, Supervisor

Chapter Seven Transportation

Introduction

The road system within Allendale Charter Township is influenced by a number of agencies, from the Township itself, the Ottawa County Road Commission, and the Michigan Department of Transportation. The road system within the Township not only provides internal and external circulation of traffic, but also influences the shape and intensity of land.

For planning purposes, it is useful to recognize that various roads within Allendale Charter Township can have different functions. An understanding of these functions can lead to decisions as to the desirable use of each road segment, road right-of-way widths, building setbacks, and adjoining land use. Below is a brief description of the different road types that are important to consider in Allendale Charter Township.

Arterial Streets

~~M-45 (Lake Michigan Drive)~~ **Lake Michigan Drive, also referred to as M-45**, is a State of Michigan highway that runs through the center of the Township from east to west ~~terminating at~~ **spanning from Grand Rapids and terminating at** Lakeshore Drive in Grand Haven Charter Township. This road is also classified as a major arterial street. ~~M-45 Lake Michigan Drive~~ within Allendale Charter Township is a four-lane boulevard from the east Township border transitioning to a two-lane roadway just west of 68th Avenue. The principal function of arterial streets is to provide traffic movement for higher volumes of ~~traffic-vehicles~~. (Relocated and Reworded from 2013 Master Plan, page 15)

County Primary Roads

Paved County Primary roads include 68th Avenue, Warner Street west of 68th Avenue, 48th Avenue south of ~~M-45-Lake Michigan Drive~~, 96th Avenue south of Lake Michigan Drive, and Fillmore Street, ~~which is the border with Blenden Township~~. This class of streets serves major movements of traffic within ~~or~~ **and** through the **Township area**. ~~While these roads are~~ **Mainly** designed to move traffic, ~~the~~ **a** secondary function is to provide **access to adjacent properties**. ~~and service~~. (Relocated and Reworded from 2013 Master Plan, page 15)

County Local Paved Streets

County Local ~~p~~**Paved** Streets provide internal traffic movement within specific areas and connect those areas with the major arterial system. Generally, they are not continuous for great length. ~~and include~~ **Paved Local County Streets include** 54th Avenue, 60th Avenue, 64th Avenue, Alger Street, portions of Pierce Street, 96th Avenue, 84th Avenue, 78th Avenue, 76th Avenue, Rich Street and all of Lincoln Street. Unpaved County Local Streets include Warner Street east of 64th Avenue, 88th Avenue, portions of 92nd Avenue, 74th Avenue, Pierce Street, 84th Avenue and 52nd Avenue (Relocated and Reworded from 2013 Master Plan, page 15)

Local Streets

The sole function of these streets is to provide access to immediately adjacent property particularly within residential subdivisions. In developed areas, **while** they make up ~~the~~ **a** major percentage of the streets ~~of~~ **within** the community, **they facilitate a small proportion of the overall vehicular traffic**. (Relocated and

Multi-Modal Transportation

While roadways are the predominant method of transportation throughout Allendale Charter Township, it is necessary to emphasize alternative methods of transportation as well. The prevalence of bicycling and walking continues to increase as alternative modes of transportation are available, with positive impacts for both the environment and health of Township residents and visitors. It is important to ensure that travelers that are not in vehicles have safe routes throughout the Township as well, connecting places of residence, business, recreation, and education.

Another mode of transportation which is available in the Township is The Rapid bus service, which provides daily bus service between the Grand Valley State University campus within the Township, and the downtown Grand Rapids campus. The Rapid provides daily bus service to and from the downtown campus of Grand Valley State University to the main campus in Allendale Township. The service does not extend west of 48th Avenue. (Relocated and Reworded from 2013 Master Plan, page 14)

Future Streets

~~The Plan recommends the extension of Campus West Drive from its present terminus to either 52nd Avenue as shown on the Future Land Use Map or possibly Pierce Street. This extension would continue to be public and will provide good access to Grand Valley State University from an area planned for High Density Residential which will likely become student housing thereby lessening future traffic on 52nd Avenue and Pierce Street. At such time that a project is proposed for this property a traffic impact analysis should be required so Township officials will have better information to use in deciding the location of this future road.~~

~~Construction of the road should take place in conjunction with the development of the property. Typically, payment for the road is borne by the property developers.~~

The ~~Future Land Use~~ **Master Plan** Map illustrates locations of future streets which are intended to connect to existing major north south roads and provide alternative routes to disperse traffic. The locations are general and are illustrated so that measures can be taken to ensure that road connections can be made during review of development plans. (Relocated from 2013 Master Plan, page 68)

As Allendale Charter Township continues to grow, the transportation network will also continue to become more complex. Given this, it is imperative to consider the impact of residential, commercial, and industrial development on the existing transportation infrastructure when reviewing land use plans. In that regard, we have concluded that the following goals are paramount for planning for effective modes of transportation within Allendale Charter Township. In addition to the goals, recommendations and strategies to achieve success are provided below.

Goals, Recommendations, and Strategies

Goals

- Maintain and plan for a safe, efficient, and functional roadway system (Relocated from 2013 Master Plan, page 39)

- Ensure balanced, orderly growth of sidewalks, bike paths, roadways, and other transportation routes to create logical transportation extensions and connections

Recommendations

- Provide safe trails and sidewalks between destination land uses along roadways for pedestrians, bicyclists, skaters, wheelchair users, and all non-motorized users in order to create **an accessible and connected community** ~~an environment for social interaction, provide a physical link between Township land uses and the campus of GVSU, provide recreational and physical fitness opportunities,~~ to reduce vehicle trips and simply improve the quality of life for Allendale Charter Township residents (Relocated and Reworded from 2013 Master Plan, page 35)
- Continue to require development to provide for the construction of sidewalks along major arterial streets. ;
- Incorporate the design concepts of “Complete Streets” into existing and future streets (Relocated from 2013 Master Plan, page 39)
- Development along ~~M-45~~ **Lake Michigan Drive** should be designed to achieve traffic safety, walkable access from adjacent neighborhoods and compatibility with existing and future land uses in these neighborhoods. ~~Residential uses along M-45 may be appropriate in some locations~~ (Relocated from 2013 Master Plan, page 53)
- **Encourage continued shared usage of non-residential driveways, where practical**
- **Encourage the continuation of limited access points to developments**
- **Consider the ability of existing roadway conditions to handle projected traffic volumes resulting from new development when reviewing site plans and rezoning requests**

Strategies

- **Strengthen as necessary,** ~~Prepare and adopt~~ access management standards to better regulate driveway locations and vehicle turning movements (Relocated and Reworded from 2013 Master Plan, page 39)
- Continue to work with the Michigan Department of Transportation to lower the speed limit on ~~M-45~~ **Lake Michigan Drive** through the boulevard portion ~~if this would~~ to create safer conditions for both vehicles and pedestrians (Relocated and Reworded from 2013 Master Plan, page 39)
- ~~Continue to seek cost effective ways~~ **Collaborate with The Rapid bus service** to ~~provide~~ **identify opportunities to extend the** public bus service west of 48th Avenue (Relocated and Reworded from 2013 Master Plan, page 39)
- Plan land uses along major Township roads such as 48th Avenue and 68th Avenue which will preserve the primary function of these roads which is the safe and efficient movement of traffic (Relocated from 2013 Master Plan, page 39)
- **Pursue funding programs to repair and replace existing streets and sidewalks in disrepair and to expand the sidewalk system in areas of existing development where sidewalks do not exist**
- **Work with the Ottawa County Road Commission and the Michigan Department of Transportation to promote road improvement policies consistent with the goals of the Master Plan**
- **Utilize the Capital Improvement Program as the means to implement the street plan elements of the Master Plan, as identified by Michigan Public Act 134 of 2010, and establish Township policy for implementation of street construction in cooperation with the Ottawa County Road Commission and the Michigan Department of Transportation, where appropriate**

Allendale Township 2013 Master Plan
Complete Streets Analysis
(Relocated from 2013 Master Plan, page 74)

Legal Basis for Complete Streets Analysis

In August of 2010, PA 33 of 2008 (the Michigan Planning Enabling Act) was amended to require that local master plans include consideration of additional elements related to transportation. These elements include safe and efficient movement of people and goods by not only motor vehicles but also by bicycles, pedestrians, and other legal users including persons with disabilities. Additionally, the amended Act defines street as “a street, avenue, boulevard, highway, road, lane, alley, viaduct, or other public way intended for use by motor vehicles, bicycles, pedestrians, and other legal uses.”

In December of 2010, PA 33 of 2008 was further amended to require that local master plans also take into consideration the location, character, and extent of public transit routes and public transportation facilities in the preparation of the master plan, and to coordinate with public transportation agencies in the planning process.

In Allendale **Charter** Township, the following analysis was ~~done~~ **performed** of existing transportation facilities, and recommendations were developed to insure adequate transportation for all users.

Existing Conditions

Sidewalks

Allendale **Charter** Township is a predominantly rural township served by Ottawa County primary and local roads. **Lake Michigan Drive, M-45**, a State of Michigan highway, traverses the Township from east to west. Commercial development is concentrated along the **M-45 Lake Michigan Drive** Corridor, while residential development is located along County primary and local roads, within residential subdivisions served by both private and public roads, and within multi-family developments that serve primarily the student population associated with Grand Valley State University (**GVSU**).

~~The sidewalk plan for the Township (see map in Appendix) shows the locations of sidewalks that occur adjacent to County primary and local roads that are outside of subdivisions. Where sidewalks occur, accessible curb ramps are present. The sidewalk plan also shows the locations where sidewalks are planned, or where sidewalks will be constructed at the time road improvements or development occurs. The majority of sidewalks are planned for the area within the boundaries of the Downtown Development Authority (DDA).~~

~~As shown by the sidewalk plan map,~~ Sidewalks occur on both sides of **M-45 Lake Michigan Drive** (with minor exceptions west of 68th Avenue) for the length of **M-45 Lake Michigan Drive** from the Grand River ~~west~~ to just west of 74th Avenue. While **M-45 Lake Michigan Drive** contains a median that extends most intersections, pedestrian crossings with accessible curb ramps are located within the median to facilitate pedestrian or bicycle crossing at 48th, 56th, 60th, and 68th Avenues.

Sidewalks constructed within the Ottawa County road right-of-way are subject to specific construction standards as required by statute and as adopted by the Ottawa County Road Commission.

Bicycle Lanes

No designated bicycle lanes exist **within** the Township. However, families and young children use the sidewalk network to bicycle. Along many of the paved roads, no room exists on the current paved width to add a bicycle lane. In some cases, especially where recent paving has occurred, room exists to add a marked bicycle lane. Many of the roadways **within** the Township are gravel, and therefore are not candidates for bicycle lanes until or if they are paved.

A paved shoulder of at least four feet or greater is striped on ~~M-45~~ **Lake Michigan Drive**. This lane is not necessarily designated for bicycles, and some conflict may exist where deceleration lanes are present, or where vehicles must pull onto the shoulder. However, the striped lane does provide space for cyclists who do not wish to bike in the travel lane.

Non-mMotorized Trails

A non-motorized trail does not exist within the Township. **However, the** Ottawa County Parks and Recreation Commission has **incorporated the Township's 2002 Path and Greenway Master Plan into the County's overall non-motorized trail plan, referred to as the Grand River Greenway.** ~~which plans for a non-motorized greenway trail along the Grand River corridor, linking parks and public lands. A Path and Greenway Master Plan for Allendale Township was developed in 2002 and has been adopted as a component of the 2013 Master Plan. (See Appendix)~~ The plan proposes linking greenways, Township parks, and other Township facilities such as schools via pathways along County drain easements and via additional roadside paths and sidewalks. The proposed trail system also proposes to link to the County's proposed greenway trail along the Grand River corridor.

The Ottawa County Road Commission has a policy whereby they recommend that the construction of separated ~~(from the roadway)~~ sidewalks or non-motorized facilities **are designed** to safely accommodate pedestrians and bicyclists with respect to the motorized traffic. Non-motorized facilities may not be designed as "exclusively" for bicycles as they are for all users.

The **Ottawa County Road** Commission has adopted policies and procedures for the construction on non-motorized facilities on County roads, as well as policies for paved shoulders. Specific construction standards are required for non-motorized facilities within the County road right-of-way. Providing for non-motorized facilities is the responsibility of the local unit of government. In addition, it is the policy of the County to not designate paved shoulders as bicycle or pedestrian facilities. Where additional paved shoulder width is requested, the requesting party will bear the cost of the construction of the additional paved shoulder.

In addition, in 2020 Allendale Charter Township was working to draft Allendale Charter Township Parks and Recreation Plan, which addresses the development of creating an interconnected non-motorized path system within the Township.

Public Transportation

The Rapid (Interurban Transit Partnership) is the authority that provides a variety of public transportation services for the Grand Rapids metro area and beyond. It is organized and operates under Michigan Public Act 196 of 1986. The activities of The Rapids are overseen by a 15-member board of directors that represent the six municipalities in The Rapids service area.

The Rapid offers a GVSU Campus Connector that provides service from the Pew Campus located in downtown Grand Rapids to a major location on the GVSU campus, including service to several multi-family student living communities. The Campus Connector includes stops along ~~Lake Michigan Drive M-45~~ en route to Allendale Township and on return to the downtown campus.

All of The Rapid's regular route buses are accessible to individuals with mobility impairments, including those who use wheelchairs. All Rapid buses have low floors for level boarding or are lift equipped. In addition, the Rapid operates fixed route, demand-response services for seniors age 65 and over, and people with disabilities called GO! Bus which is available in the Allendale **Charter** Township regular route service area. To qualify for GO! Bus, an individual must complete an Americans with Disabilities application or a "proof of age" application. A low cost fee is charged.

Several private agencies within Ottawa County provide transportation for senior, low-income, or disabled individuals. These agencies vary from free to fee-based services. Agencies that serve the Township include Love in the Name of Christ, located within the Township; Pioneer Resources in Muskegon; and Ambu-Care West Michigan.

Due to the continued development and growth within Allendale Charter Township, it is vital to consider the impact of residential, commercial, and industrial development on the existing non-motorized transportation infrastructure when reviewing land use plans. In that regard, we have concluded that the following goals are paramount for planning for effective modes of non-motorized transportation in Allendale Charter Township. In addition to the goals, recommendations and strategies to achieve success are provided below.

~~Recommendations~~ Goals, Recommendations, and Strategies

Goals

- Ensure balanced, orderly growth of sidewalks, bike paths, roadways, and other transportation routes to create logical transportation extensions and connections.

Recommendations

- As development proposals are reviewed, the ~~Path and Greenway Master Plan~~ **Allendale Charter Township Parks and Trail Master Plan** should be consulted, **once adopted**. The approval of development proposals should include conditions that require either the trail or sidewalks to be constructed or that easements be approved with the site plan for future trail construction
- Any future trails or sidewalks should be constructed to ensure access for all legal uses including those with disabilities as defined by the Americans with Disabilities Act (ADA). Accessibility from transportation facilities to parks, schools, and the library, and other Township facilities ~~should~~ **must** meet the requirements of the ADA
- **Consider the addition of bike racks at commercial areas within the Township to accommodate those traveling by bicycle**

Strategies

- Consider the construction of a non-motorized pathway along Pierce Street between 48th Avenue and 68th Avenue. Identify other suitable locations along roadways for a non-motorized path system
- Since it is not the policy of the Ottawa County Road Commission to designate paved shoulders as any special facility such as a bike path, Allendale **Charter** Township should continue to plan for off-road non-motorized facilities that are constructed for all users. When located within a County road right-of-way, non-motorized facilities are subject to construction standards adopted by the Ottawa County Road Commission.
- ~~• Development policy in the Township should require that, as development or road improvements occur, the goals of the Sidewalk/Bike Plan should be implemented~~
- Provide bike racks at key locations in the Township such as public facilities, **and** parks, ~~and commercial areas~~ to facilitate those traveling by bicycle.

Chapter Seven Transportation

Introduction

The road system within Allendale Charter Township is influenced by a number agencies, from the Township itself, the Ottawa County Road Commission, and the Michigan Department of Transportation. The road system within the Township not only provides internal and external circulation of traffic, but also influences the shape and intensity of land.

For planning purposes, it is useful to recognize that various roads within Allendale Charter Township can have different functions. An understanding of these functions can lead to decisions as to the desirable use of each road segment, road right-of-way widths, building setbacks, and adjoining land use. Below is a brief description of the different road types that are important to consider in Allendale Charter Township.

Arterial Streets

Lake Michigan Drive, also referred to as M-45, is a State of Michigan highway that runs through the center of the Township from east to west spanning from Grand Rapids and terminating at Lakeshore Drive in Grand Haven Charter Township. This road is also classified as a major arterial street. Lake Michigan Drive within Allendale Charter Township is a four-lane boulevard from the east Township border transitioning to a two lane roadway just west of 68th Avenue. The principal function of arterial streets is to provide traffic movement for higher volumes of vehicles.

County Primary Roads

Paved County Primary roads include 68th Avenue, Warner Street west of 68th Avenue, 48th Avenue south of Lake Michigan Drive, 96th Avenue south of Lake Michigan Drive, and Fillmore Street. This class of streets serves major movements of traffic within and through the Township. While these roads are mainly designed to move traffic, a secondary function is to provide access to adjacent properties.

County Local Paved Streets

County Local Paved Streets provide internal traffic movement within specific areas and connect those areas with the major arterial system. Generally, they are not continuous for great length. Paved Local County Streets include 54th Avenue, 60th Avenue, 64th Avenue, Alger Street, portions of Pierce Street, 96th Avenue, 84th Avenue, 78th Avenue, 76th Avenue, Rich Street and all of Lincoln Street. Unpaved County Local Streets include Warner Street east of 64th Avenue, 88th Avenue, portions of 92nd Avenue, 74th Avenue, Pierce Street, 84th Avenue and 52nd Avenue.

Local Streets

The sole function of these streets is to provide access to immediately adjacent property particularly within residential subdivisions. In developed areas, while they make up a major percentage of the streets within the community, they facilitate a small proportion of the overall vehicular traffic.

Multi-Modal Transportation

While roadways are the predominant method of transportation throughout Allendale Charter Township, it is necessary to emphasize alternative methods of transportation as well. The prevalence of bicycling and walking continues to increase as alternative modes of transportation are available, with positive impacts for both the environment and health of Township residents and visitors. It is important to ensure that travelers that are not in vehicles have safe routes throughout the Township as well, connecting places of residence, business, recreation, and education.

Another mode of transportation which is available in the Township is The Rapid bus service, which provides daily bus service between the Grand Valley State University campus within the Township, and the downtown Grand Rapids campus.

Future Streets

The Master Plan Map illustrates locations of future streets which are intended to connect to existing major north south roads and provide alternative routes to disperse traffic. The locations are general and are illustrated so that measures can be taken to ensure that road connections can be made during review of development plans.

As Allendale Charter Township continues to grow, the transportation network will also continue to become more complex. Given this, it is imperative to consider the impact of residential, commercial, and industrial development on the existing transportation infrastructure when reviewing land use plans. In that regard, we have concluded that the following goals are paramount for planning for effective modes of transportation within Allendale Charter Township. In addition to the goals, recommendations and strategies to achieve success are provided below.

Goals, Recommendations, and Strategies

Goals

- Maintain and plan for a safe, efficient, and functional roadway system
- Ensure balanced, orderly growth of sidewalks, bike paths, roadways, and other transportation routes to create logical transportation extensions and connections

Recommendations

- Provide safe trails and sidewalks between destination land uses along roadways for pedestrians, bicyclists, skaters, wheelchair users, and all non-motorized users in order to create an accessible and connected community, to reduce vehicle trips and simply improve the quality of life for Allendale Charter Township residents
- Continue to require development to provide for the construction of sidewalks along major arterial streets
- Incorporate the design concepts of “Complete Streets” into existing and future streets
- Development along Lake Michigan Drive should be designed to achieve traffic safety, walkable access from adjacent neighborhoods and compatibility with existing and future land uses in these neighborhoods
- Encourage continued shared usage of non-residential driveways, where practical
- Encourage the continuation of limited access points to developments

- Consider the ability of existing roadway conditions to handle projected traffic volumes resulting from new development when reviewing site plans and rezoning requests

Strategies

- Strengthen as necessary, access management standards to better regulate driveway locations and vehicle turning movements
- Continue to work with the Michigan Department of Transportation to lower the speed limit on Lake Michigan Drive through the boulevard portion to create safer conditions for both vehicles and pedestrians
- Collaborate with The Rapid bus service to identify opportunities to extend the public bus service west of 48th Avenue
- Plan land uses along major Township roads such as 48th Avenue and 68th Avenue which will preserve the primary function of these roads which is the safe and efficient movement of traffic
- Consider the ability of existing roadway conditions to handle projected traffic volumes resulting from new development when reviewing site plans and rezoning requests
- Pursue funding programs to repair and replace existing streets and sidewalks in disrepair and to expand the sidewalk system in areas of existing development where sidewalks do not exist
- Work with the Ottawa County Road Commission and the Michigan Department of Transportation to promote road improvement policies consistent with the goals of the Master Plan
- Utilize the Capital Improvement Program as the means to implement the street plan elements of the Master Plan, as identified by Michigan Public Act 134 of 2010, and establish Township policy for implementation of street construction in cooperation with the Ottawa County Road Commission and the Michigan Department of Transportation, where appropriate

Complete Streets Analysis

Legal Basis for Complete Streets Analysis

In August of 2010, PA 33 of 2008 (the Michigan Planning Enabling Act) was amended to require that local master plans include consideration of additional elements related to transportation. These elements include safe and efficient movement of people and goods by not only motor vehicles but also by bicycles, pedestrians, and other legal users including persons with disabilities. Additionally, the amended Act defines street as “a street, avenue, boulevard, highway, road, lane, alley, viaduct, or other public way intended for use by motor vehicles, bicycles, pedestrians, and other legal uses.”

In December of 2010, PA 33 of 2008 was further amended to require that local master plans also take into consideration the location, character, and extent of public transit routes and public transportation facilities in the preparation of the master plan, and to coordinate with public transportation agencies in the planning process.

In Allendale Charter Township, the following analysis was performed of existing transportation facilities, and recommendations were developed to insure adequate transportation for all users.

Existing Conditions

Sidewalks

Allendale Charter Township is a predominantly rural township served by Ottawa County primary and local roads. Lake Michigan Drive traverses the Township from east to west. Commercial development is concentrated along the Lake Michigan Drive Corridor, while residential development is located along County primary and local roads, within residential subdivisions served by both private and public roads, and within multi-family developments that serve primarily the student population associated with Grand Valley State University (GVSU).

Sidewalks occur on both sides of Lake Michigan Drive (with minor exceptions west of 68th Avenue) for the length of Lake Michigan Drive from the Grand River to just west of 74th Avenue. While Lake Michigan Drive contains a median that extends most intersections, pedestrian crossings with accessible curb ramps are located within the median to facilitate pedestrian or bicycle crossing at 48th, 56th, 60th, and 68th Avenues.

Sidewalks constructed within the Ottawa County road right-of-way are subject to specific construction standards as required by statute and as adopted by the Ottawa County Road Commission.

Bicycle Lanes

No designated bicycle lanes exist within the Township. However, families and young children use the sidewalk network to bicycle. Along many of the paved roads, no room exists on the current paved width to add a bicycle lane. In some cases, especially where recent paving has occurred, room exists to add a marked bicycle lane. Many of the roadways within the Township are gravel, and therefore are not candidates for bicycle lanes until or if they are paved.

A paved shoulder of at least four feet or greater is striped on Lake Michigan Drive. This lane is not necessarily designated for bicycles, and some conflict may exist where deceleration lanes are present, or where vehicles must pull onto the shoulder. However, the striped lane does provide space for cyclists who do not wish to bike in the travel lane.

Non-Motorized Trails

A non-motorized trail does not exist within the Township. However, the Ottawa County Parks and Recreation Commission has incorporated the Township's 2002 Path and Greenway Master Plan into the County's overall non-motorized trail plan, referred to as the Grand River Greenway. The plan proposes linking greenways, Township parks, and other Township facilities such as schools via pathways along County drain easements and via additional roadside paths and sidewalks. The proposed trail system also proposes to link to the County's proposed greenway trail along the Grand River corridor.

The Ottawa County Road Commission has a policy whereby they recommend that the construction of separated sidewalks or non-motorized facilities are designed to safely accommodate pedestrians and bicyclists with respect to the motorized traffic. Non-motorized facilities may not be designed as "exclusively" for bicycles as they are for all users.

The Ottawa County Road Commission has adopted policies and procedures for the construction on non-motorized facilities on County roads, as well as policies for paved shoulders. Specific construction standards are required for non-motorized facilities within the County road right-of-way. Providing for non-motorized facilities is the responsibility of the local unit of government. In addition, it is the policy of the County to not designate paved shoulders as bicycle or pedestrian facilities. Where additional paved shoulder width is requested, the requesting party will bear the cost of the construction of the additional paved shoulder.

In addition, in 2020 Allendale Charter Township was working to draft the Allendale Charter Township Parks and Recreation Plan, which addresses the development of creating an interconnected non-motorized path system within the Township.

Public Transportation

The Rapid (Interurban Transit Partnership) is the authority that provides a variety of public transportation services for the Grand Rapids metro area and beyond. It is organized and operates under Michigan Public Act 196 of 1986. The activities of The Rapid are overseen by a 15-member board of directors that represent the six municipalities in The Rapid service area.

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All of The Rapid's regular route buses are accessible to individuals with mobility impairments, including those who use wheelchairs. All Rapid buses have low floors for level boarding or are lift equipped. In addition, the Rapid operates fixed route, demand-response services for seniors age 65 and over, and people with disabilities called GO! Buss which is available in the Allendale Charter Township regular route service area. To qualify for GO! Bus, an individual must complete an Americans with Disabilities application for or a "proof of age" application. A low cost fee is charged.

Several private agencies within Ottawa County provide transportation for senior, low-income, or disabled individuals. These agencies vary from free to fee-based services. Agencies that serve the Township include Love in the Name of Christ, located within the Township; Pioneer Resources in Muskegon; and Ambu-Care West Michigan.

Due to the continued development and growth within Allendale Charter Township, it is vital to consider the impact of residential, commercial, and industrial development on the existing non-motorized transportation infrastructure when reviewing land use plans. In that regard, we have concluded that the following goals are paramount for planning for effective modes of non-motorized transportation in Allendale Charter Township. In addition to the goals, recommendations and strategies to achieve success are provided below.

Goals, Recommendations, and Strategies

Goals

- Ensure balanced, orderly growth of sidewalks, bike paths, roadways, and other transportation routes to create logical transportation extensions and connections

Recommendations

- As development proposals are reviewed, the Allendale Charter Township Parks and Trail Master Plan should be consulted, once adopted. The approval of development proposals should include conditions that require either the trail or sidewalks to be constructed or that easements be approved with the site plan for future trail construction
- Any future trails or sidewalks should be constructed to ensure access for all legal uses including those with disabilities as defined by the Americans with Disabilities Act (ADA). Accessibility from transportation facilities to parks, schools, and the library, and other Township facilities must meet the requirements of the ADA
- Consider the addition of bike racks at commercial areas within the Township to accommodate those traveling by bicycle

Strategies

- Consider the construction of a non-motorized pathway along Pierce Street between 48th Avenue and 68th Avenue. Identify other suitable locations along roadways for a non-motorized path system.
- Since it is not the policy of the Ottawa County Road Commission to designate paved shoulders as any special facility such as a bike path, Allendale Charter Township should continue to plan for off-road non-motorized facilities that are constructed for all users. When located within a County road right-of-way, non-motorized facilities are subject to construction standards adopted by the Ottawa County Road Commission.
- Provide bike racks at key locations in the Township such as public facilities and parks to facilitate those traveling by bicycle

Chapter Eight Implementation

Introduction

In order for the Master Plan to serve as an effective guide for the continued development of ~~the~~ **Allendale Charter** Township, it must be implemented. Primary responsibility for implementing the plan rests with the Township Board, the Planning Commission, and the Township staff. This is done with a number of methods. These include ordinances, programs, and administrative procedures.

~~The Master Plan itself has no legal authority to regulate development in order to implement the recommendations of the Plan.~~ This implementation must come from the decisions of the **Township** Board and Planning Commission to provide needed public improvements and to administer and establish regulatory measures relative to the use of land.

The private sector, which includes individual land owners as well as developers, is also involved in fulfilling the recommendations of the Master Plan by the actual physical development of land and through the rezoning of land. The authority for this, however, comes from the Township. Cooperation and coordination among individuals, private developers, and public agencies is, therefore, important in successful implementation of the Master Plan (Relocated and Reworded from 2013 Master Plan, page 69).

Zoning and Land Use Regulations

Zoning represents a legal means for the Township to regulate private property to achieve orderly land use relationships. Zoning is the process most commonly used to implement community plans. The zoning process consists of an official Zoning Map and accompanying Zoning Ordinance text. The official Zoning Map divides the community into different districts within which certain uses are permitted. The Zoning Ordinance text establishes permitted uses and regulations to control densities, height, bulk, setbacks, lot sizes and accessory uses, among other physical and linear attributes. The Zoning Ordinance also sets forth procedures for special approval provisions and regulates accessory structures such as signs. These measures permit the Township to control the quality as well as type of development.

The Planning Commission and Township Board should periodically review and make any necessary revisions to the zoning regulations based on the Strategies of this plan to ensure that the Goals and Recommendations of the Master Plan are instituted. Further, the Zoning Ordinance requires systematic and frequent updates to address needs resulting from changing trends, case law and state statutes.

Relationship of Master Plan Classifications to Zoning Districts (Zoning Plan)

Complementing the text of the Master Plan is its map, which identifies land use classifications by which the Township organizes and intends future improvements and uses. These classification terms are intentionally general in nature so as to not necessarily be specific to one use or type of uses permitted by the Zoning Ordinance and its map. In other words, while the land use classifications are related to the Zoning Districts identified on the Zoning Ordinance map, as shown in the table below, specific future uses are determined by numerous natural and man-made features of the landscape such as public utilities, topography, soils, road improvements, surrounding uses, existing densities, and etcetera, as well as other planning considerations such as compatibility, public safety, access, and etcetera. Consequently, while the land use

classifications of the Master Plan Map are designed to serve as a guide for future uses, they are not considered to be a mandate for immediate improvements, public, private, or otherwise.

Ultimately, while the Master Plan Map identifies areas for future uses, the feasibility of a proposed use is determined by the aforementioned, and the Zoning Ordinance with its regulations regarding height, area, bulk, location, etcetera for each of its Zoning Districts.

Terminology

Table of Master Plan Classification Terms & Zoning Ordinance Map District Terms

Master Plan Map Classification Terms	Zoning Ordinance Map Districts
Agricultural (AG)	Agricultural and Rural (AG)
Rural Estate (RE)	Rural Estate (RE)
Low Density Residential (LDR)	Low Density One-Family Residential (R-1)
Moderate Density Residential (MOD)	Medium Density One and Two-Family Residential (R-2)
Medium Density Residential (MDR)	Low Density Multiple Family Residential (R-3)
High Density Residential (HDR)	Medium Density Multiple Family Residential/Office (R-4)
Medium Density Residential (MDR)	Mobile Home Park (R-5)
Office (OC)	Office (O)
General Commercial (GC)	General Commercial (G-C)
Service Commercial (C-3)	Service Commercial (C-3)
Industrial (I)	Industrial (I)

Relationship of Master Plan Map Classification Terms to Master Plan Chapters

Several Chapters of this Master Plan identify the goals, recommendations, and strategies regarding future land uses within the Township. While the goals, recommendations, and strategies will likely always evolve, the intended uses related to the chapter titles will remain the same. Those chapter titles can generally be related to the Master Plan Map terms as provided in the table below.

Master Plan Map Classification Terms	Master Plan Chapters
Agricultural (AG)	Agricultural Uses
Rural Estate (RE)	Agricultural Uses
Low Density Residential (LDR)	Residential Uses
Moderate Density Residential (MOD)	Residential Uses
Medium Density Residential (MDR)	Residential Uses
High Density Residential (HDR)	Residential Uses
Medium Density Residential (MDR)	Residential Uses
Office (OC)	Commercial Uses
General Commercial (GC)	Commercial Uses
Service Commercial (C-3)	Commercial Uses
Industrial (I)	Industrial Uses

Master Plan Classification Terms

The following is a description of land use Classifications identified within this Master Plan.

Agricultural

This future land use category is analogous to the Agricultural and Rural Zoning District and ~~The Agricultural Classification~~ recognizes ~~these~~ lands which are best suited for farming based on location, current utility served areas, soil type, parcel size, and active farm operations. ~~Farming would be a principal permitted use along with single family dwellings but AG areas would not be served by public water and sanitary sewer.~~ The Plan recommends a continuation of the current Zoning Ordinance requirement of a one-acre minimum lot size for a single family dwelling with 150 feet of lot width. **This classification consists of both agricultural lands** but also provides opportunities for very low density residential design to preserve natural features and provide open space buffers between such areas and active farms thereby helping preserve rural character. Public water and sanitary sewer ~~is~~ **are** not envisioned within this Classification. ~~for RE zones.~~ **Agricultural lands are intended to provide for the continuation of existing agricultural uses while also allowing a gradual transition of certain lands to low density development** (Relocated and Reworded from 2013 Master Plan Future Land Use Map, Agricultural and Rural Estate Descriptions).

Low Density Residential (LDR)

~~The~~ Low Density Residential **Classification** ~~land use~~ comprises most of the residential land use component within ~~the Allendale Charter Township and~~ **correlates with the permitted density of the** ~~is the equivalent of the R-1 Zoning District.~~ ~~Single family detached dwellings constitute the principal use along with supporting uses typically located in residential areas such as schools, churches, park, which would be allowed as special land uses.~~ **The LDR Classification recommends a density greater than Agricultural but less than the Moderate Density Residential Classification. LDR planned areas should be served by public water and sanitary sewer** (Relocated and Reworded from 2013 Master Plan Future Land Use Map, Low Density Residential Description).

Moderate Density Residential (MOD)

~~The~~ Moderate Density Residential **Classification** ~~is essentially the same~~ **correlates with the permitted density of the R-2 Zoning District.** ~~Single family dwellings would be the principal use along with supported uses such as schools, churches, parks as special land uses similar to the LDR areas.~~ **The MOD Classification recommends a density greater than LDR but less than Medium Density Residential to provide a transition between use densities.** MOD planned areas ~~would~~ **should** be served by public water and sanitary sewer (Relocated and Reworded from 2013 Master Plan Future Land Use Map, Moderate Density Residential Description).

Medium Density Residential (MDR)

The Medium Density Residential **Classification** recommends a density greater than MOD but less than High Density Residential to provide significant clustering and transition between use densities. ~~The Medium Density Residential-MDR category~~ **Classification** ~~corresponds to~~ **correlates with the permitted density of the R3 Zone Zoning District.** MDR planned areas require connection to public water and sanitary sewer

Public water and sanitary sewer would be required (Relocated and Reworded from 2013 Master Plan Future Land Use Map, Medium Density Residential Description).

High Density Residential (HDR)

The High Density Residential Classification recommends the highest residential density within the Township to provide concentrated development and access to urban amenities and services. The High Density Residential HDR category Classification is essentially the same as the ~~correlates with the permitted density of the R-4 Zoning District~~ in which multifamily dwellings are the principal use. **HDR planned areas are located in close proximity to Grand Valley State University and shall not extend west of 52nd Avenue. HDR planned areas require connection to public water and sanitary sewer.** (Relocated and Reworded from 2013 Master Plan Future Land Use Map, High Density Residential Description).

Commercial

Commercial Classification uses typically serve the local and regional market, are automobile-oriented, and benefit from increased visibility and accessibility. Commercial uses generate large volumes of traffic. Outdoor display and storage of goods are also common characteristics of uses in this land use classification, although design standards should be developed to manage the intensity, location, and environmental impact of such displays. It is the intent of the Township that parcels will not be rezoned to accommodate this classification until adequate infrastructure is present. This includes, but is not necessarily limited to, public water and sanitary sewer as well as roads.

Industrial

It is recognized that industrial development is important to the economy and tax base of the region. The areas designated for Industrial Classification are located for easy access and where utilities are either available or are in the process of being established. Similar to the Commercial Classification, it is intended that these parcels will not be rezoned to accommodate this classification until adequate infrastructure is present. This includes, but is not necessarily limited to, public water and sanitary sewer as well as roads.

Master Plan Map

Within Chapter Eight and the Appendix is the Master Plan Map of Allendale Charter Township.

Chapter Eight Implementation

Introduction

In order for the Master Plan to serve as an effective guide for the continued development of Allendale Charter Township, it must be implemented. Primary responsibility for implementing the plan rests with the Township Board, the Planning Commission, and the Township staff. This is done with a number of methods. These include ordinances, programs, and administrative procedures.

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Ultimately, while the Master Plan Map identifies areas for future uses, the feasibility of a proposed use is determined by the aforementioned, and the Zoning Ordinance with its regulations regarding height, area, bulk, location, etcetera for each of its Zoning Districts.

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Office (OC)	Office (O)
General Commercial (GC)	General Commercial (G-C)
Service Commercial (C-3)	Service Commercial (C-3)
Industrial (I)	Industrial (I)

Relationship of Master Plan Map Classification Terms to Master Plan Chapters

Several Chapters of this Master Plan identify the goals, recommendations, and strategies regarding future land uses within the Township. While the goals, recommendations, and strategies will likely always evolve, the intended uses related to the chapter titles will remain the same. Those chapter titles can generally be related to the Master Plan Map terms as provided in the table below.

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Medium Density Residential (MDR)	Residential Uses
Office (OC)	Commercial Uses
General Commercial (GC)	Commercial Uses
Service Commercial (C-3)	Commercial Uses
Industrial (I)	Industrial Uses

Master Plan Classification Terms

The following is a description of land use Classifications identified within this Master Plan.

Agricultural

The Agricultural Classification recognizes lands which are best suited for farming based on location, current utility served areas, soil type, parcel size, and active farm operations. This classification consists of both agricultural lands, but also provides opportunities for very low density residential design, to preserve natural features and provide open space buffers between such areas and active farms thereby helping preserve rural character. Public water and sanitary sewer are not envisioned within this Classification. Agricultural lands are intended to provide for the continuation of existing agricultural uses while also allowing a gradual transition of certain lands to low density development.

Low Density Residential (LDR)

The Low Density Residential Classification comprises most of the residential land use component within Allendale Charter Township and correlates with the permitted density of the R-1 Zoning District. The LDR Classification recommends a density greater than Agricultural but less than the Moderate Density Residential Classification. LDR planned areas should be served by public water and sanitary sewer.

Moderate Density Residential (MOD)

The Moderate Density Residential Classification correlates with the permitted density of the R-2 Zoning District. The MOD Classification recommends a density greater than LDR but less than Medium Density Residential to provide a transition between use densities. MOD planned areas should be served by public water and sanitary sewer.

Medium Density Residential (MDR)

The Medium Density Residential Classification recommends a density greater than MOD but less than High Density Residential to provide significant clustering and transition between use densities. The MDR Classification correlates with the permitted density of the R3 Zoning District. MDR planned areas require connection to public water and sanitary sewer.

High Density Residential (HDR)

The High Density Residential Classification recommends the highest residential density within the Township to provide concentrated development and access to urban amenities and services. The HDR-Classification correlates with the permitted density of the R-4 Zoning District in which multifamily dwellings are the principal use. HDR planned areas are located in close proximity to Grand Valley State University and shall not extend west of 52nd Avenue. HDR planned areas require connection to public water and sanitary sewer.

Commercial

Commercial Classification uses typically serve the local and regional market, are automobile-oriented, and benefit from increased visibility and accessibility. Commercial uses generate large volumes of traffic. Outdoor display and storage of goods are also common characteristics of uses in this land use classification,

although design standards should be developed to manage the intensity, location, and environmental impact of such displays. It is the intent of the Township that parcels will not be rezoned to accommodate this classification until adequate infrastructure is present. This includes, but is not necessarily limited to, public water and sanitary sewer as well as roads.

Industrial

It is recognized that industrial development is important to the economy and tax base of the region. The areas designated for Industrial Classification are located for easy access and where utilities are either available or are in the process of being established. Similar to the Commercial Classification, it is intended that these parcels will not be rezoned to accommodate this classification until adequate infrastructure is present. This includes, but is not necessarily limited to, public water and sanitary sewer as well as roads.

Master Plan Map

Within Chapter Eight and the Appendix is the Master Plan Map of Allendale Charter Township.