2015 ALPINE TOWNSHIP MASTER PLAN UPDATE



2015 Alpine Township Master Plan Update

Kent County, Michigan

Adopted July 20, 2015

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Introduction



Change is inevitable. Planning allows a community to make choices and set goals to help manage change.

PURPOSE AND USE OF THE MASTER PLAN

The Township's Master Plan lays out the vision for the community's desired future and serves as a decision-making framework by providing valuable information and sound rationale for recommended land uses, public utility extensions and transportation system changes. The goals and objectives of the Master Plan guide the Planning Commission and Township Board in making both day-to-day and long-range decisions to achieve the community's vision.

MASTER PLAN REVIEW

In 2013, the Planning Commission began to review the 2007 Master Plan. They determined that the overall Master Plan was still valid but that certain elements needed to be updated or added. The 2007 Master Plan remains the official long range planning document of Alpine Township, except for the those elements which are updated or added by this Master Plan Update. Therefore, both this Update and the 2007 Master Plan should be consulted when making decisions.

UPDATED PLAN ELEMENTS

Combined with the 2007 Master Plan, this Update complies with the requirements of the Michigan Planning Enabling Act, including the required elements in Section 33 of the Act. Specifically, the updated or added elements in this Master Plan Update include:

- Updated information on community conditions and trends
- New Vision Statement that meets current desires was developed
- Revised Goals and Objectives (some added and some eliminated)
- A complete transportation plan including existing and proposed roads, service drives, sidewalks, bike facilities, public transit, railroads and truck routes
- Revised public water and sanitary sewer master plan maps
- Revised Future Land Use map
- Revised existing sub-area maps
- New zoning plan matrix
- Revised Implementation chapter

Vision Statement:

Alpine Township is a dynamically diverse family-oriented community that strives for managed growth with proper supporting infrastructure within a framework of a vibrant agricultural base and a small town feel.

Chapter 1: Current Conditions and Trends

COMMUNITY RESOURCES

CULTURAL RESOURCES

There are at least four new congregations (Family of Christ Lutheran Church, Ridge Covenant Church, The Story Community Church, York Creek Community Church) in addition to other congregations that have started sharing space with existing congregations.

A group of businesses, governments, schools, churches and service organizations started the Comstock Park Community Outreach group whose mission is to match community needs to available resources. In addition, exploration has begun to provide activities for seniors.

The Kent District Library continues to host many programs and activities. Other groups such as Neighborhood Watches, Ridge Agricultural Economic Partner's promotion of farm activities, numerous farm markets, and the Comstock Park Rotary continue to sustain and improve the quality of life for Alpine Township residents and visitors.

EDUCATIONAL INSTITUTIONS

Sparta's Englishville Alternative High School on Vinton Avenue south of 10 Mile Road recently closed and the district is in the beginning stages of a district-wide facilities study to help determine its future needs.

Comstock Park's Greenridge Elementary on Oakridge Avenue is now an early childhood center serving children ages 2½ to 5 years of age in various capacities. Stony Creek Elementary in the Westgate Subdivision on Lantern Street recently expanded to include 8 new classrooms, a new gym, cafeteria, and playground equipment and serves kindergarten through 2nd grades. The North Kent Alternative High School located on Rusche Drive and 6 Mile Road has been closed and sold.

RECREATION FACILITIES

At the Alpine Township Sports Complex, the cracked tennis courts were removed and an overflow parking lot was installed in their place. In 2013, Westgate Neighborhood Park received needed updates including new tennis courts, a basketball hoop, additional playground equipment, a gaga ball pit and a paved walking/biking pathway. Both the York Creek and Alpine Slopes Apartment complexes removed their tennis courts and replaced them with playgrounds to better serve their communities.

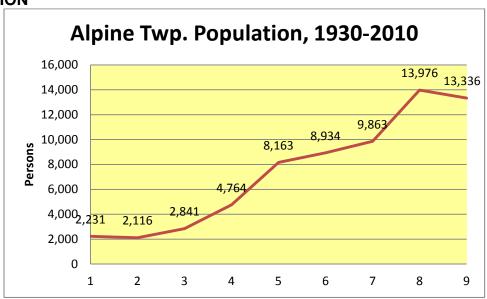
ECONOMIC DEVELOPMENT

The Township joined The Right Place, an economic development agency for West Michigan, to assist with local economic development efforts.

SOCIAL AND ECONOMINC CHARACTERISTICS

An important step in community planning is to understand the characteristics of the people that make up the community. Unless otherwise stated, the following graphs are based upon data from U.S. decennial censuses.

POPULATION



Source: 1975 Alpine Township Master Plan and U.S. Censuses 1980-2010

| | Population Change | | | | | | | | | | |
|-----------------|-------------------|---------|---------|---------|-----------------------------------|--|--|--|--|--|--|
| | 1980 | 1990 | 2000 | 2010 | Percent Change 2000 to 2010 | | | | | | |
| Alpine Twp. | 8,934 | 9,863 | 13,976 | 13,336 | <mark>-4.6</mark> | | | | | | |
| City of Walker | 15,088 | 17,279 | 21,842 | 23,537 | 7.8 | | | | | | |
| Plainfield Twp. | 20,611 | 24,946 | 30,195 | 30,952 | 2.5 | | | | | | |
| Sparta Twp. | 6,934 | 8,447 | 8,938 | 9,110 | 1.9 | | | | | | |
| Wright Twp. | 3,387 | 3,285 | 3,286 | 3,147 | -4.2 | | | | | | |
| Kent County | 444,506 | 500,631 | 574,335 | 602,622 | 4.9 | | | | | | |

According to the 2010 Census, Alpine Township lost 640 persons since 2000. It was one of four communities in the county to lose population and the only township to do so.

| | Population Projections | | | | | | | | | | |
|--|------------------------|--------|------|--|--|--|--|--|--|--|--|
| 2010 Actual 2040 Projection Percent Change | | | | | | | | | | | |
| Alpine Twp. | 13,336 | 15,586 | 17 % | | | | | | | | |
| City of Walker | 23,537 | 26,437 | 12 % | | | | | | | | |
| Plainfield Twp. | 30,952 | 35,052 | 13 % | | | | | | | | |
| Sparta Twp. | 9,110 | 10,071 | 11 % | | | | | | | | |
| Wright Twp. | 3,147 | 3,272 | 4 % | | | | | | | | |

Source: Grand Valley Metro Council 2040 population projections from the Metropolitan Transportation Plan

| | 2000 Percentage of Age Distribution | | | | | | | | | | |
|---|-------------------------------------|-------------------|------|------|------------------|------|--|--|--|--|--|
| Under 18 18-24 25-44 45-64 65 + | | | | | | | | | | | |
| Alpine Twp. | 25.0 | <mark>17.3</mark> | 30.4 | 18.6 | <mark>8.8</mark> | 29.0 | | | | | |
| City of Walker | 25.9 | 12.4 | 32.0 | 19.2 | 10.6 | 32.4 | | | | | |
| Plainfield Twp. | 30.0 | 8.0 | 29.9 | 22.7 | 9.3 | 35.1 | | | | | |
| Sparta Twp. | 29.5 | 8.6 | 30.4 | 20.0 | 11.6 | 33.9 | | | | | |
| Wright Twp. | 29.3 | 8.0 | 28.5 | 22.4 | 11.8 | 35.6 | | | | | |
| Kent County 28.3 10.2 31.2 19.7 10.4 32 | | | | | | | | | | | |
| Michigan | 26.1 | 9.4 | 29.8 | 22.4 | 12.3 | 35.5 | | | | | |

| 2010 Percentage of Age Distribution Median | | | | | | | | | | | |
|---|---------------------------------|-------------------|------|------|-------------------|------|--|--|--|--|--|
| | Under 18 18-24 25-44 45-64 65 + | | | | | | | | | | |
| Alpine Twp. | 25.8 | <mark>11.4</mark> | 27.1 | 25.0 | <mark>10.7</mark> | 32.6 | | | | | |
| City of Walker | 22.9 | 12.9 | 26.7 | 25.3 | 12.1 | 34.6 | | | | | |
| Plainfield Twp. | 25.1 | 8.4 | 23.6 | 30.6 | 12.3 | 39.7 | | | | | |
| Sparta Twp. | 28.0 | 8.5 | 25.9 | 25.2 | 12.4 | 35.6 | | | | | |
| Wright Twp. | 25.9 | 9.2 | 23.0 | 30.3 | 12.5 | 39.8 | | | | | |
| Kent County | 0 1 | | | | | | | | | | |
| Michigan | 23.7 | 9.9 | 24.7 | 27.9 | 13.8 | 38.9 | | | | | |

My how we have changed over the last 40 years!

1970 U.S. Census

Median Age = 21 years old (youngest in county)

Persons under 18 years old = 46.2% (highest in county) Persons over 65 years old = 4.4% (lowest in county)

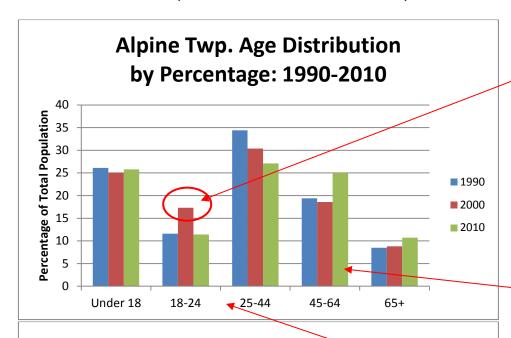
Persons per household = 3.94 persons (highest in county)
Per the 1975 Master Plan: "This indicates a substantial influx of younger families."

2010 U.S. Census

Median Age = 32.6 years old

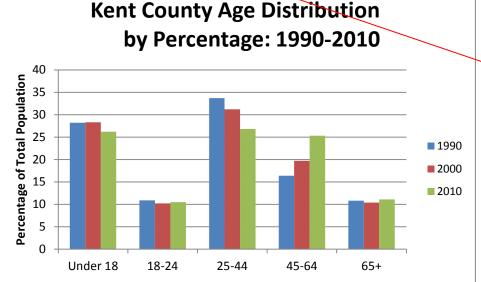
Persons under 18 years old = 25.8% Persons over 65 years old = 10.7%

Persons per household = 2.52 persons



This spike in young adults in the 2000 Census is likely the result of approximately 1,400 rental dwelling units being constructed between 1990 and 2000.

The leading edge of the Baby Boomers in 2010 (people born between 1946-1964). In 2013 the oldest Baby Boomers reached a common retirement age of 67.



Millennials (a.k.a. Gen. Y or Echo Boomers were born between the early 1980s to early 2000s) and were approximately 10 to 30 years of age in 2010. This second largest generation group born in U.S. history is currently coming of age.

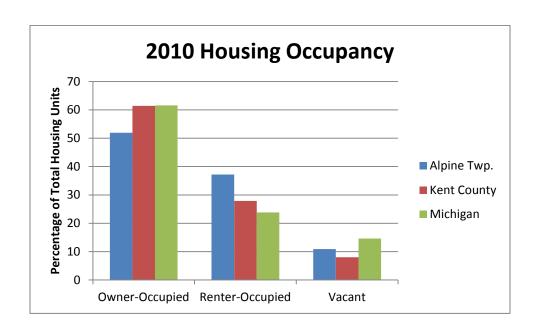
HOUSING

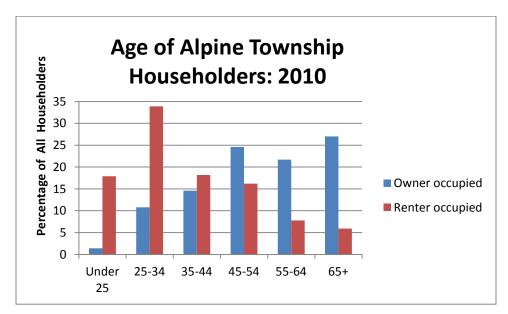
A Household is defined as an occupied dwelling unit. In Alpine Township there were 282 fewer households in 2010 than in 2000. However, the percentage of single person households has remained steady at about 24%. The percentage of single-person households has also remained steady over the last decade for the other listed communities.

| | Households, 2010 | | | | | | | | | | |
|-----------------|-------------------------|--|-----------------------------|--|--|--|--|--|--|--|--|
| | Number of Households | Average Household Size (persons) | Single Person Households | % of Total Households (single person households) | | | | | | | |
| Alpine Twp. | 5,268 | 2.52 | 1,307 | 24.8 | | | | | | | |
| City of Walker | 9,684 | 2.40 | 2,952 | 30.5 | | | | | | | |
| Plainfield Twp. | 11,943 | 2.59 | 2,807 | 23.5 | | | | | | | |
| Sparta Twp. | 3,424 | 2.65 | 828 | 24.2 | | | | | | | |
| Wright Twp. | 1,127 | 2.77 | 206 | 18.3 | | | | | | | |
| Kent County | 227,239 | 2.60 | 59,082 | 26.0 | | | | | | | |

Approximately 40% of Alpine Township's housing is renter-occupied. 18.7% of Township residents (2,476 persons) lived elsewhere in 2009 (most moved from within Kent County). According to the 2008-2012 American Community Survey Estimates, 2% of households moved into their owner-occupied home in 2010 or later while 13.7% of households moved into their renter-occupied home in 2010 or later.

| | Housing Occupancy Changes | | | | | | | | | | | |
|----------------|---------------------------|---------------|-------------------|---------------|-------------------|-------------------|-------------------|----------------|--|--|--|--|
| | | Owner-O | ocupied | Renter-O | ccupied | <mark>Vaca</mark> | Total | | | | | |
| Community | Year | # of Units | % of Units | # of Units | % of Units | # of Units | % of Units | Total Units | | | | |
| | 1990 | 2,759 | 70.3 | 927 | 23.7 | 239 | 6.0 | 3,925 | | | | |
| Alpine Twp. | <mark>2000</mark> | 3,100 | <mark>53.2</mark> | 2,450 | <mark>42.0</mark> | 280 | <mark>4.8</mark> | 5,830 | | | | |
| | <mark>2010</mark> | 3,070 | <mark>51.9</mark> | 2,198 | <mark>37.2</mark> | 642 | <mark>10.9</mark> | 5,910 | | | | |
| | | | | | | | | | | | | |
| City of Walker | 2000 | 5,513 | 59.9 | 3,292 | 35.8 | 396 | 4.3 | 9,201 | | | | |
| City of Walker | 2010 | 6,081 | 58.3 | 3,603 | 34.5 | 748 | 7.2 | 10,432 | | | | |
| | | | | | | | | | | | | |
| Plainfield | 2000 | 9,064 | 79.1 | 1,974 | 17.2 | 418 | 3.6 | 11,456 | | | | |
| Twp. | 2010 | 9,917 | 80.0 | 2,026 | 16.1 | 612 | 4.9 | 12,555 | | | | |
| | | | | | | | | | | | | |
| Sparta Twp. | 2000 | 2,609 | 75.6 | 692 | 20.0 | 148 | 4.3 | 3,449 | | | | |
| Sparta Twp. | 2010 | 2,619 | 72.0 | 805 | 22.1 | 213 | 5.9 | 3,637 | | | | |
| | | | | | | | | | | | | |
| Wright Twp. | 2000 | 947 | 87.5 | 90 | 8.3 | 45 | 4.2 | 1,082 | | | | |
| vviigitt i wp. | 2010 | 1,016 | 86.1 | 111 | 9.4 | 53 | 4.5 | 1,180 | | | | |
| | | | | | | | | | | | | |
| Kent County | 2000 | 149,679 | 66.8 | 63,211 | 28.2 | 11,110 | 5.0 | 224,000 | | | | |
| Rent County | 2010 | 158,301 | 64.1 | 68,938 | 27.9 | 19,662 | 8.0 | 246,901 | | | | |
| | | | | | | | | | | | | |
| Michigan | 2010 | 2,793,342 | 61.6 | 1,079,166 | 23.8 | 659,725 | 14.6 | 4,532,233 | | | | |





There were 642 vacant housing units (10.9%) in 2010, a 6.1% increase from 2000. The vacancy rates in all of the comparison communities also rose but nearly as sharply. According to the Census, the 2010 owner-occupied vacancy rate in Alpine Township was 2% and the rental vacancy rate was 15%. Most of the rental vacant housing units are in Section 36 (York Creek/Alpine Slopes Apts.)

| Alpin | Alpine Township New Dwelling Units by Type: 2007-2013 | | | | | | | | | | | |
|--------|--|--|--|--|--|--|--|--|--|--|--|--|
| Year | Number of Single-Family Detached Dwelling Units | Number of Attached Dwelling Units | Total Number of New Dwelling Units | | | | | | | | | |
| 2007 | 6 | 0 | 6 | | | | | | | | | |
| 2008 | 0 | 0 | 0 | | | | | | | | | |
| 2009 | 4 | 0 | 4 | | | | | | | | | |
| 2010 | 2 | 0 | 2 | | | | | | | | | |
| 2011 | 5 | 0 | 5 | | | | | | | | | |
| 2012 | 8 | 0 | 8 | | | | | | | | | |
| 2013 | 18 | 0 | 18 | | | | | | | | | |
| Totals | 43 | 0 | 43 | | | | | | | | | |

Sources: Alpine Twp. Assessor & Building Dept. Data does not take into account mobile homes or demolitions

There has been slow residential growth over the last decade. Between 2000 and 2010, there was an overall increase of 80 dwelling units.

INCOME

| Income: 2007-2011 Estimates | | | | | | | | | |
|-----------------------------|-----------------------------------|-----------------------------------|-----------------------------|--|--|--|--|--|--|
| | Median Household Income (dollars) | Median Family Income (dollars) | Per Capita Income (dollars) | | | | | | |
| Alpine Township | 43,505 | 51,615 | 22,434 | | | | | | |
| Sparta Township | 45,406 | 56,047 | 20,548 | | | | | | |
| City of Walker | 52,396 | 66,887 | 25,897 | | | | | | |
| Wright Township | 56,618 | 62,330 | 23,773 | | | | | | |
| Plainfield Township | 59,242 | 74,203 | 28,230 | | | | | | |
| Kent County | 50,801 | 62,485 | 25,410 | | | | | | |
| Michigan | 48,669 | 60,895 | 25,482 | | | | | | |

Source: 2007-2011 American Community Survey 5-year estimates

Additional Resources: http://factfinder2.census.gov

EDUCATION

| Educa | ational | Attainme 2 | ersons gr 1 Estima | r tha | an 2 | 25 | yea | rs | olo | d: | |
|-------|---------|---------------|-----------------------|-------|------|----|-----|----|-----|----|--|
| | | a sath | | | | | _ | | | - | |

| | Less than 9 th grade | 9-12 th grade no diploma | High school grad | Some college, no degree | Associate's degree | Bachelor's degree | Graduate degree |
|-----------------|--|--|------------------------|----------------------------------|--------------------|----------------------|--------------------|
| Alpine Township | <mark>5.1</mark> | <mark>8.6</mark> | <mark>34.8</mark> | <mark>21.9</mark> | <mark>10.2</mark> | <mark>13.3</mark> | <mark>6.1</mark> |
| Sparta Township | 3.8 | 9.0 | 37.0 | 24.4 | 10.7 | 10.0 | 5.1 |
| City of Walker | 2.3 | 4.3 | 31.4 | 27.2 | 9.0 | 18.8 | 7.0 |
| Wright Township | 5.1 | 6.1 | 41.8 | 25.9 | 10.0 | 9.3 | 1.9 |
| Plainfield Twp. | 1.6 | 4.5 | 28.1 | 25.0 | 10.5 | 21.2 | 9.2 |
| Kent County | 4.0 | 7.3 | 27.2 | 22.9 | 8.2 | 20.2 | 10.1 |
| Michigan | <mark>3.5</mark> | <mark>8.1</mark> | <mark>31.1</mark> | <mark>23.8</mark> | <mark>8.2</mark> | <mark>15.6</mark> | <mark>9.7</mark> |

Source: 2007-2011 American Community Survey 5-year estimates

RACE and CULTURE

As indicated in the Census figures, Alpine Township is slowly changing into a more diverse community. For clarification purposes, Hispanic origin refers to culture not race; people who identify their origin as Hispanic may of any race.

| | | Race by Percentage of Total Population | | | | | | | Hispanic Origin by % of Total Population | | |
|------|---------------------|---|---------------------|--------------------|------------------|---------------------|------------------|------------------|--|-----------------------------|--|
| | | White | African American | Native American | Asian | Pacific Islander | Other race | Multiracial | Hispanic | Not Hispanic | |
| 2000 | Alpine Township | 89.5 | 3.1 | 0.8 | <mark>1.5</mark> | 0.1 | 2.8 | 2.2 | 6.6 (916 persons) | 93.4 (13,060 persons) | |
| | Alpine Township | 81.9 | <mark>6.2</mark> | 0.6 | 1.0 | 0.0 | <mark>6.7</mark> | <mark>3.6</mark> | 13.0 (1,735 persons) | 87.0 (11,601 persons) | |
| | Sparta Township | 94.5 | 0.7 | 0.3 | 0.4 | 0.0 | 2.4 | 1.7 | 5.3 | 94.7 | |
| 2010 | City of Walker | 91.3 | 2.8 | 0.5 | 1.9 | 0.0 | 1.4 | 2.1 | 4.1 | 95.9 | |
| 2010 | Wright Township | 96.3 | 0.5 | 0.6 | 0.3 | 0.0 | 1.7 | 0.7 | 3.3 | 96.7 | |
| | Plainfield Township | 93.7 | 2.1 | 0.3 | 1.2 | 0.0 | 0.6 | 2.1 | 2.6 | 97.4 | |
| | Kent County | 79.9 | 9.7 | 0.5 | 2.3 | 0.0 | 4.5 | 3.0 | 9.7 | 90.3 | |
| | Michigan | 78.9 | 14.2 | 0.6 | 2.4 | 0.0 | 1.5 | 2.3 | 4.4 | 95.6 | |

Source: 2000 and 2010 U.S. Census, QT-PS, Race and Hispanic or Latino Origin

TRANSPORTATION

ROADS

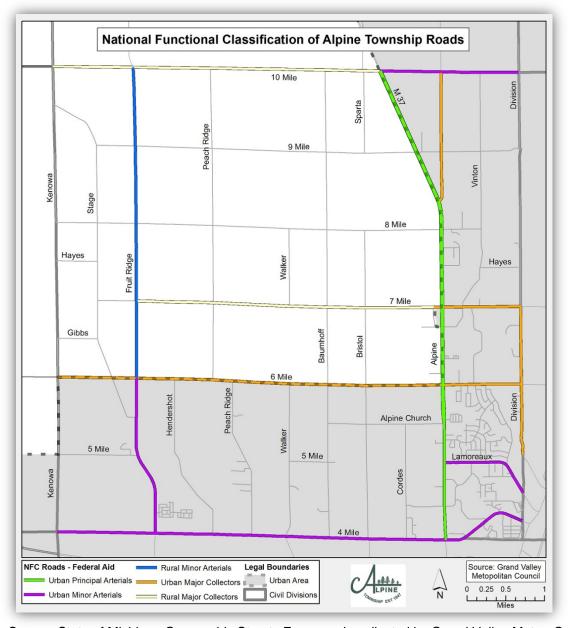
Road Classification:

The type of roadway and the amount of traffic it is designated to carry greatly influences the type of land uses surrounding it. Conversely, adjoining land uses influence the type and amount of traffic generated. The following table and map illustrates the functionally classified roadways in Alpine Township. Only the functionally classified roads (i.e. those eligible for federal funding) were analyzed.

Since the 2007 Master Plan was adopted, the Urban Area Boundary has expanded to include greater portions of Alpine Township. The boundary expansion was partially based upon 2010 Census data and has been adopted by the FHWA. In addition, several roads have been reclassified to more intensive classifications.

| Street Classifications in Alpine Township | |
|---|-------------|
| National Functional Classification Name | Total Miles |
| Urban Principal Arterials | 11.3 |
| Urban Minor Arterials | 11.2 |
| Rural Minor Arterials | 4.0 |
| Urban Major Collectors | 10.7 |
| Rural Major Collectors | 8.1 |
| Total miles analyzed | 45.3 |

Source: Michigan Dept. of Transportation, collected by Grand Valley Metro. Council, 2013



Map 1: National Functional Classification of Alpine Twp. Roads, 2013

Source: State of Michigan Geographic Streets Framework, collected by Grand Valley Metro. Council, 2013.

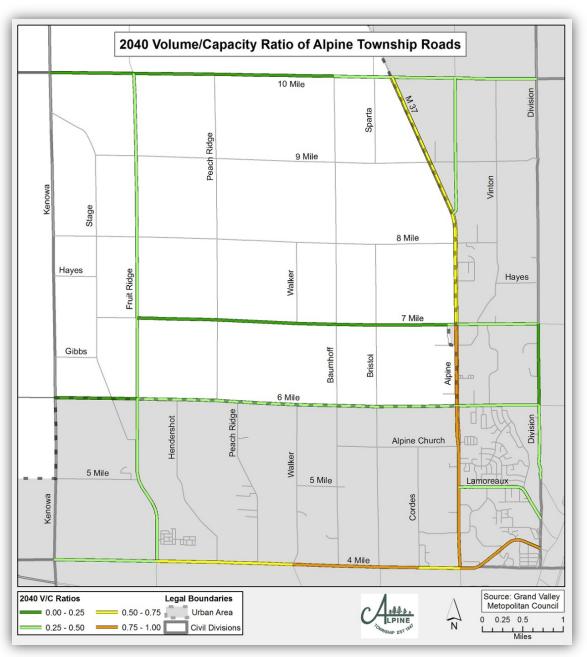
Motor Vehicle Traffic Congestion

The two primary components of measuring congestion are the traffic volume of a roadway and the capacity of a roadway. Volume is the actual number of vehicles traveling on a given roadway. Capacity relates to the number of vehicles per hour that a roadway can accommodate. The number of lanes, traffic mix, and characteristics of the road will determine its capacity. Congestion is measured by the volume to capacity ratio (V/C ratio). For road segments that receive a V/C ratio less than 1, the roadway is capacity. For any segments that receive a V/C ratio greater than 1, the roadway is

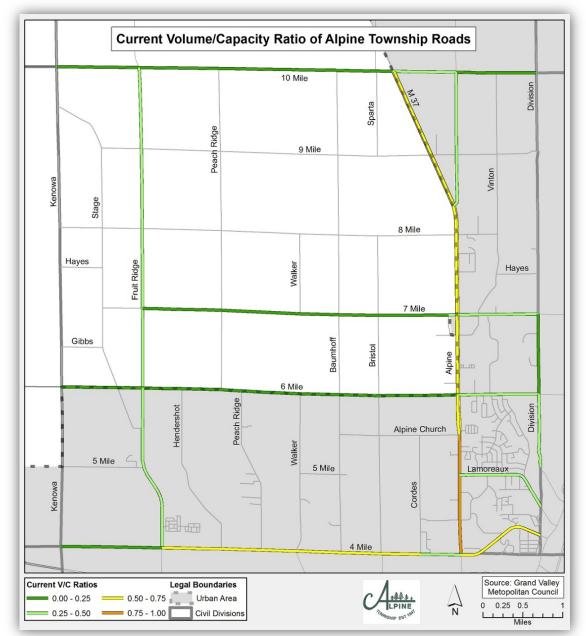
exceeding its designated capacity. The following maps and tables display the current and forecasted (the year 2040) V/C ratios.

As of 2013, there are no roads operating above their given capacity in Alpine Township. However, Alpine Avenue (M-37) between Alpine Church Street and 4 Mile Road is operating at 80% capacity.

Map 2: Current Volume/Capacity Ratio, 2010-2013 traffic counts



*NOTE: Current Volume figures range from 2010-2013. GVMC is on a three year rotation for collecting traffic counts, so it has identified the latest count for each segment as the Current Volume for the purpose of this analysis.

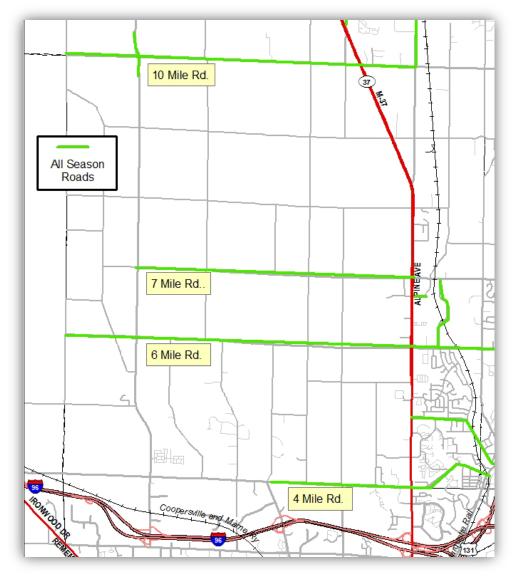


Map 3: 2040 Forecasted Volume/Capacity Ratio

*NOTE: Current Volume figures range from 2010-2013. GVMC is on a three year rotation for collecting traffic counts, so it has identified the latest count for each segment as the Current Volume for the purpose of this analysis. Growth rates have been applied based on the actual year the count was taken to get 2040 volume estimates.

The forecasted traffic analysis resulted in more roads operating near their current capacity. As indicated on the map, roads located in the southern and eastern portions of the township are affected the greatest.

| | Traffic Volumes and Volume/Capacity Ratios of Classified Roads | | | | | | | | |
|-------------------------|--|------------------|--------------------------|-------|-------------------|---------------------|----------|-------------------------|----------------------|
| Street F | From Street | To Street | Functional Class | Miles | Current Volume | 2040 Est. Volume | Capacity | Current V/C Ratio | 2040 V/C Ratio |
| Alpine Ave NB (M-37) | Alpine | 7 Mile | Urban Principal Arterial | 1.4 | 9854 | 11864 | 17500 | 0.56 | 0.68 |
| Alpine Ave SB (M-37) | Alpine | 7 Mile | Urban Principal Arterial | 1.4 | 9854 | 11864 | 17500 | 0.56 | 0.68 |
| Alpine Ave NB (M-37) | 7 Mile | 6 Mile | Urban Principal Arterial | 1.0 | 12112 | 14583 | 17500 | 0.69 | 0.83 |
| Alpine Ave SB (M-37) | 7 Mile | 6 Mile | Urban Principal Arterial | 1.0 | 12112 | 14583 | 17500 | 0.69 | 0.83 |
| Alpine Ave NB (M-37) | 6 Mile | Alpine Church | Urban Principal Arterial | 0.5 | 12112 | 14583 | 17500 | 0.69 | 0.83 |
| Alpine Ave SB (M-37) | 6 Mile | Alpine Church | Urban Principal Arterial | 0.5 | 12112 | 14583 | 17500 | 0.69 | 0.83 |
| · · | Alpine Church | 4 Mile | Urban Principal Arterial | 1.5 | 27814 | 31819 | 34800 | 0.80 | 0.91 |
| M-37 NB 1 | L0 Mile | Alpine | Urban Principal Arterial | 1.8 | 9018 | 10371 | 17500 | 0.52 | 0.59 |
| M-37 SB 1 | L0 Mile | Alpine | Urban Principal Arterial | 1.9 | 9018 | 10371 | 17500 | 0.52 | 0.59 |
| 10 Mile Rd M | M-37 | Alpine | Urban Minor Arterial | 0.8 | 3652 | 4914 | 13600 | 0.27 | 0.36 |
| 10 Mile Rd A | Alpine | Division | Urban Minor Arterial | 1.0 | 7889 | 11206 | 36000 | 0.22 | 0.31 |
| 4 Mile Rd K | Kenowa | Fruit Ridge | Urban Minor Arterial | 1.3 | 2499 | 3160 | 12000 | 0.21 | 0.26 |
| 4 Mile Rd F | ruit Ridge | Walker | Urban Minor Arterial | 1.7 | 6983 | 8899 | 12000 | 0.58 | 0.74 |
| 4 Mile Rd W | Walker | Cordes | Urban Minor Arterial | 1.6 | 8993 | 11373 | 12000 | 0.75 | 0.95 |
| 4 Mile Rd C | Cordes | Alpine | Urban Minor Arterial | 0.5 | 11893 | 15156 | 26400 | 0.45 | 0.57 |
| 4 Mile Rd A | Alpine | Twp Line | Urban Minor Arterial | 1.1 | 9920 | 12170 | 16000 | 0.62 | 0.76 |
| Fruit Ridge Ave 6 | 6 Mile | 4 Mile | Urban Minor Arterial | 2.1 | 5768 | 6705 | 13600 | 0.42 | 0.49 |
| Lamoreaux A | Alpine | Twp Line | Urban Minor Arterial | 1.2 | 7867 | 9259 | 26400 | 0.30 | 0.35 |
| Fruit Ridge Ave | LO Mile | 8 Mile | Rural Minor Arterial | 2.0 | 4542 | 5793 | 13600 | 0.33 | 0.43 |
| Fruit Ridge Ave | 3 Mile | 6 Mile | Rural Minor Arterial | 2.0 | 4874 | 6266 | 13600 | 0.36 | 0.46 |
| 6 Mile Rd K | Kenowa | Fruit Ridge | Urban Major Collector | 1.0 | 2096 | 2838 | 13600 | 0.15 | 0.21 |
| 6 Mile Rd F | ruit Ridge | Walker | Urban Major Collector | 2.0 | 2794 | 3684 | 13600 | 0.21 | 0.27 |
| 6 Mile Rd | Walker | Alpine | Urban Major Collector | 2.0 | 3205 | 4226 | 13600 | 0.24 | 0.31 |
| 6 Mile Rd A | Alpine | Division | Urban Major Collector | 1.0 | 4363 | 4791 | 13600 | 0.32 | 0.35 |
| 7 Mile Rd R | Rhino | Division | Urban Major Collector | 1.1 | 4124 | 5106 | 13600 | 0.30 | 0.38 |
| Alpine Ave 1 | L0 Mile | M-37 | Urban Major Collector | 1.7 | 3571 | 4831 | 13600 | 0.26 | 0.36 |
| Division Ave 7 | 7 Mile | 6 Mile | Urban Major Collector | 1.0 | 2663 | 3070 | 13600 | 0.20 | 0.23 |
| Division Ave 6 | 6 Mile | Twp Line | Urban Major Collector | 0.9 | 3684 | 4210 | 13600 | 0.27 | 0.31 |
| 10 Mile Rd K | Kenowa | Fruit Ridge | Rural Major Collector | 1.0 | 1405 | 1869 | 13600 | 0.10 | 0.14 |
| 10 Mile Rd F | ruit Ridge | Peach Ridge | Rural Major Collector | 1.0 | 2038 | 2711 | 13600 | 0.15 | 0.20 |
| 10 Mile Rd P | Peach Ridge | Baumhoff | Rural Major Collector | 1.5 | 2361 | 3268 | 13600 | 0.17 | 0.24 |
| | Baumhoff | M-37 | Rural Major Collector | 0.7 | 2759 | 3713 | 13600 | 0.20 | 0.27 |
| 7 Mile Rd F | ruit Ridge | Walker | Rural Major Collector | 2.0 | 1232 | 1831 | 13600 | 0.09 | 0.13 |
| | Walker | Rhino | Rural Major Collector | 1.9 | 1518 | 2256 | 13600 | 0.11 | 0.17 |



Map 4: All Season Roads in Alpine Township

Source: Kent County Road Commission

Road Network Changes

Since 2007, traffic lights have been added at M-37/10 Mile Rd. and at 4 Mile Road/Cordes Avenue. The direct M-37 crossovers for 8 and 9 Mile Roads have been removed, 4 Mile Road was widened to a 3 lane all-season road from Walker to Cordes Avenues, and Lamoreaux Drive went on a road diet (i.e. 4 lanes to 3 lanes).

RAIL

The railroad track traversing Alpine Township runs between Manistee/Ludington and Grand Rapids. Chemicals, paperboard, grain, salt, petroleum products and other commodities are transported daily. On average one train a day (southbound and return trip northbound) occurs seven days a week. Between 6 and 7 Mile Roads there are three dead-end sidings in the Township: Weekes Forest Products, Ambassador Steel, and Michigan Rail & Storage.

TRANSIT

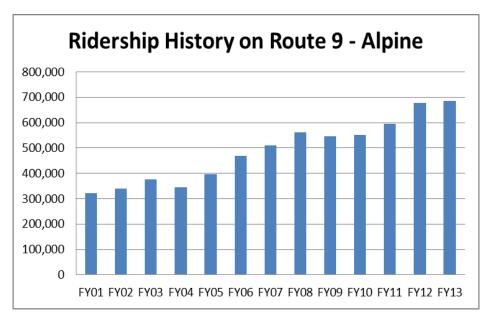
Fixed-Route Bus

The RAPID operates the fixed-route bus service in Alpine Township (Route #9). Route #9 originates downtown Grand Rapids at central station, crosses the river on the Pearl Street bridge and heads north on Alpine Avenue to Lamoreaux Drive and then loops back south. Information on days and times of service can be found at www.ridetherapid.org.

Ridership on Route #9 is one of the highest in the system. Excluding the contracted routes (for example the link between GVSU's Grand Rapids and Allendale campuses), Routes #2 (Kalamazoo), #4 (Eastern) and #9 annually jockey for the second highest ridership. Only Route #1 (Division Ave) has a higher ridership of the 22 total regular routes. According to The RAPID, there are approximately 2,000 total weekday boardings along Route #9.

Map 5: Rapid Bus Route #9





RAPID Bus Route #9 in Alpine Township

Data collected Monday March 11, 2013 to Sunday March 17, 2013

| Route #9 | Direction | Stop Name | Boardings per Day | Alightings per Day | Total Activity per Day |
|-------------|-----------|--------------------------------|----------------------|-----------------------|------------------------------|
| Alpine | NB | Lamoreaux @ Berkenshire | 5.7 | 9.8 | 15.5 |
| Alpine | NB | Alpenhorn & Lamoreaux | 22.1 | 13.1 | 35.1 |
| Alpine | NB | Alpine just south of Lamoreaux | 4.3 | 5.5 | 9.7 |
| Alpine | NB | Alpenhorn @ 4240 Alpenhorn | 16.3 | 9.8 | 26.1 |
| Alpine | NB | Alpine @ Menards | 4.3 | 2.5 | 6.7 |
| Alpine | NB | Alpenhorn across from York | 17.6 | 17.8 | 35.3 |
| | | Creek Dr. | | | |
| Alpine | NB | Menards & Discount Tire | 2.9 | 4.5 | 7.4 |
| Alpine | NB | Walmart North side | 62.3 | 86.0 | 148.3 |
| Alpine | NB | Alpenhorn @ 4196 Alpenhorn | 60.3 | 41.7 | 101.9 |
| Alpine | NB | Alpenhorn east of Alpine | 4.9 | 39.0 | 43.9 |
| Alpine | NB | Alpine @ Walmart | 0.0 | 82.2 | 82.2 |
| Alpine | SB | Alpine @ Walmart | 154.0 | 0.0 | 154.0 |
| Alpine | SB | 4 Mile @ Alpine | 10.4 | 0.6 | 11.0 |
| Alpine | NB | Old Orchard & 4 Mile | 5.1 | 42.7 | 47.8 |
| Alpine | SB | Old Orchard & 4 Mile | 30.0 | 2.0 | 32.0 |
| 4 === 4 | h | Total activity for 7 days | 400.1 | 357.1 | 757.2 |

¹ ride = 1 boarding + 1 alighting

Paratransit

There are two door-to-door paratransit services available in Alpine Township for non-disabled residents at least 65 years of age and for persons with a disability requiring specialized transportation. Both require advanace reservations.

Hope Network operates the North Kent Transit Service which provides service to the entire metropolitan area. The hours of operation are 5:15 a.m. - 11:15 p.m. Monday through Friday, 6:30 a.m. - 9:30 p.m. on Saturday, and 8:00 a.m. - 7:00 p.m. on Sunday. More information can be found at www.hopenetwork.org.

The RAPID operates the GO!Bus which services the areas within ¾ of a mile from the fix-route bus in Alpine Township to the rest of the areas within The RAPID bus system. Days and times of operation are the same as the fix-route bus (Route #9). For a map of the exact service area and additional information, see www.ridetherapid.org.

PEDESTRIAN and BICYCLE FACILITIES

Historically, as commercial and industrial properties develop or redevelop, the Township has required sidewalks to be installed. In some instances, a written agreement to be a part of a future special assessment district for sidewalk construction was required instead. Some of these agreements were recorded with the Kent County Register of Deeds and some were not. Properties with sidewalk agreements for future sidewalk are illustrated on Map 6: Sidewalk Agreements.

Because historically only development or redevelopment triggers the requirement of sidewalk installation, some key segments in the pedestrian network were disjointed until recent years. Beginning in 2010, the Township installed approximately 2 miles of sidewalk in various locations. The most significant was the



2013 mile-long replacement of the aged Lamoreaux Drive pathway. The Township used Community Block Grant Funds to fill in gaps in the current network.

However, there is much work to be done, including:

- connecting existing sidewalk segments together
- providing sidewalk and bicycle facilities in areas of need
- providing sidewalk and bicycle facility connections to destination points and neighborhoods

How the connections listed above are accomplished is a discussion in the Future Plans section of this document.

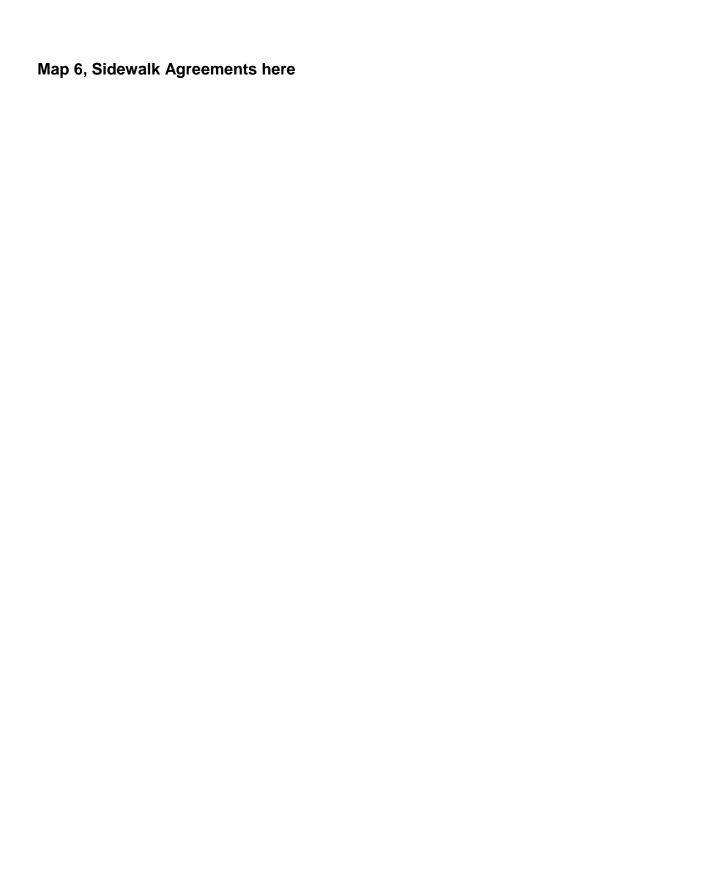
There are a several 4-foot paved shoulders for bicycles to use, but the network is very limited. The Fred Meijer Pioneer Trail which connects the State of Michigan's Musketawa and White Pine Trails is currently under construction just to the south in the City of Walker.

Additional Resources:

Walk scores for any location and travel time maps using various modes of transportation www.walkscore.com

Greater Grand Rapids Bicycle Coalition (maps available), http://www.BikeGrandRapids.org Regional Bicycle Maps for the entire state, our area is covered in the Grand Region http://michigan.gov/micommute/0,4623,7-214-53573-146053--,00.html

The existing transportation network in Sections 23-26 and 35-36 of roads, railroads, sidewalks, and transit routes is illustrated on Map 7: Existing Transportation Network.



| Map 7 existing transportation here | | | | | |
|------------------------------------|--|--|--|--|--|
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UTILITIES

PUBLIC WATER

In 2009, Alpine and Plainfield townships formally dissolved their 425 Agreement because the investment in the water system was deemed secure and the other provisions for mutual services were deemed no longer practical. After the 425 Agreement was dissolved, Alpine Township retained its established water service boundary. The water service boundary and Plainfield Township's master planned water mains are illustrated on Map 8: *Water Distribution System*

PUBLIC SANITARY SEWER

In late 2008, the Township's contract with the City of Grand Rapids for sewer treatment expired and the new PARCC (Plainfield, Alpine, Rockford, Cannon, Courtland) Side Waste Water Treatment Plant began operations. The Township immediately adopted the proposed sanitary sewer service map in the 2007 Master Plan as the official boundaries (see Map 9: Sanitary Sewer Collection System). In 2012, Kent County decided it no longer wanted to be in the sewer service business. Alpine Township signed a 10-year contract with the North Kent Sewer Authority to immediately begin maintaining and servicing our sanitary sewer system in addition to sewage treatment.

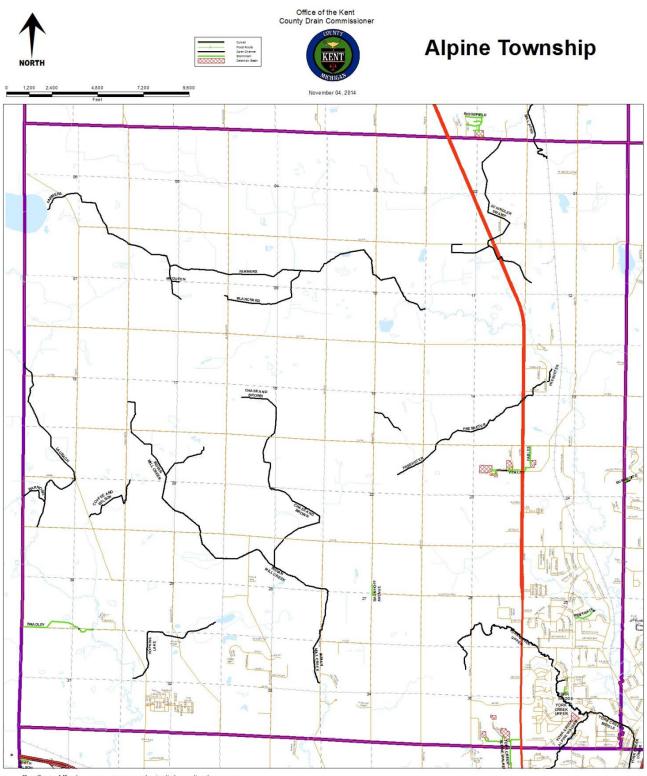
KENT COUNTY DRAIN COMMISSIONER DRAINS

See Map 10: Kent County Drain Commissioner Drains

Map 8 water distribution system here

Map 9 sanitary sewer collection system here

Map 10: Kent County Drain Commissioner Drains



Kent County, MI makes no warranty, expressed or implied, regarding the accuracy, completeness or usefulness of information presented. Users of this information assume all liability for its fitness for a particular use.

LAND USE

The general development character of the Township has not changed since 2007. Scattered new homes and additional commercial and industrial development have occurred in recent years.

It is anticipated that significant land use changes will occur in the City of Walker just south of the mutual border between Cordes and Walker Avenues. The exact nature of the changes and their impacts remain to be seen.

COMMERCIAL AND INDUSTRIAL LAND USES

There are approximately 200 vacant acres zoned for commercial use in November 2014. Most are small sites approximately 3-acres in size. Assuming an average commercial building would cover 20 percent of a parcel, the 200 vacant acres could accommodate 1.7 million square feet of new commercial building space.

According to Township records in November of 2014, there are approximately 130 acres of vacant industrial zoned land; an adequate amount for a five year planning horizon. Assuming a typical industrial building will cover 40% of a site, the 130 vacant acres would result in 2.2 million square feet of industrial building space.

IMPLICATIONS

This chapter contains a broad range of summary information regarding current conditions and trends in Alpine Township. What does it all mean? The following sets forth implications:

Population

- The loss of 640 persons between the 2000 and 2010 Census negatively impacts our state revenue sharing for years to come. However, population growth is anticipated in future years.
- The overall population of the Township, county and state is aging and the leading edge of the Baby Boomers has reached retirement age. An increasing larger percentage of the Township's population being aging Baby Boomers will result in increased demands for alternative housing options, changing recreation needs/desires, changes in transportation needs and increased health care needs.
- Millennials are the second largest generation group born in U.S. history and are currently coming of age. Alpine Township needs to ensure it is an attractive place to buy a home, work and play for this next generation and all subsequent ones.
- The overall culture of Alpine Township is changing into a more diverse community. For example, in 2010 13% of the residents were of Hispanic culture compared to 6% in 2000.

Housing

- In 2010, approximately 50% of housing units were owner-occupied, 40% renter-occupied and 10% vacant. Most of the vacant rental units were in Section 36 where the largest concentrations of apartment complexes are located.
- Rental populations are generally mobile (19% of all residents lived outside of the Twp. in 2009). The mobility of people who rent make Census counts volatile, which in turn negatively impacts state revenue sharing monies the Township receives.
- Because such a large percentage of the housing units in the Township are renteroccupied, the population in the Township is very dynamic; meaning the population number and makeup (education, race, income, etc.) changes with some frequency. This becomes a challenge for community outreach efforts, educators, and community involvement efforts.

Education

 Of residents at least 25 years old, approximately 14% do not have a high school diploma and 30% have a college degree. The wide gap in educational attainment creates challenges.

Transportation

- Fruit Ridge Avenue has become the alternative route to M-37.
- Conversion of 10 Mile Road to an all season road east to at least Pine Island Drive (to connect to US-131 at Post Dr.) is important to the economic health of Alpine Township.
- RAPID bus Route #9 consistently has one of the top ridership numbers in the system. Transit will continue to be an important mode of transportation and its usage is expected to increase.
- Providing a full range of transportation options, especially public transit and pedestrian facilities, will help allow older residents to remain in their homes.
- The compact development patterns of Sections 25 and 36 make providing multiple transportation modes easier.
- The importance of commercial rail service is expected to increase

Infrastructure

- Strategically directing where future utilities may be located will allow the Township to better direct where development may occur.
- Although not previously mentioned, the Township is currently reaping the financial benefits from having a geographically compact area of development on public sewer service in the form of lower operating costs. To maintain low cost of services (construction and more importantly ongoing maintenance costs) the Township should encourage geographically compact development patterns.

Land Uses

- The City of Walker likely will change its land use plans between Walker and Cordes Avenues along our mutual border (non-residential uses). This area in Alpine Township is currently planned for low density residential uses (mostly 3.22 d.u./acre). The inconsistency between non-residential and residential uses may impact the Township's plans for the area.
- Currently, the tax base is reasonably balanced between agribusinesses, industrial, commercial uses and residential uses. Extensive additional residential development without agricultural, commercial or industrial tax base expansion will likely necessitate higher local tax rates to support services.
- Different development patterns of future residential areas will have different fiscal impacts on the Township. Less compact development patterns are less efficient and more costly to service and maintain (i.e. water, sewer, roads, sidewalks, emergency services, etc.).

Chapter 2: Community Input

COMMUNITY INPUT SURVEY

In late 2013, a Community Input Survey was distributed through the Harvester newsletter and on the Township's website in a fillable digital format for residents and business owners to provide their input and help guide the future of Alpine Township.

In January 2014, a summary of the Community Input Survey's 202 responses was published in the Harvester newsletter and on the Township's website. The summary also included invitations to upcoming community open houses as additional opportunities to help guide the future of Alpine Township.

JOINT VISIONING SESSION

In January 2014, the Planning Commission and Township Board met and participated in a joint visioning session. Each of the eleven attendees voted on their top three Township strengths and weaknesses.

COMMUNITY OPEN HOUSES

To solicit additional community input, the Planning Commission hosted three Community Open Houses in the spring of 2014. Each open house had the same format with various activities to help participants express what they value most in the Township, to identify the issues confronting their community, and to generate ideas on the future direction of the Township. There were four discussion tables each with a question to help participants generate ideas, existing future land use maps for participants to draw their suggestions on, maps of two critical areas to foster discussion (4 Mile Road between Walker Avenue and M-37 and the Lamoreaux Drive extended area) along with other land use planning resources for reference. The questions asked at the discussion tables were:

- How do we view our neighborhood and the Township? / What are the Township's strengths and weaknesses?
- What are the issues the community is facing?
- Where do we want to be? / What is the desired future for Alpine Township?
- How do we get there?

The open houses were advertised in the newspaper and on the Township's website. Prior to the last two open houses, they were featured in television and newspaper articles and the Township mailed a postcard advertising them to all property owners in the Township.

Following is a synthesis of all community input obtained. The summary of Community Input Survey responses, the Joint Visioning Session and the comments shared at the Community Open Houses are contained in the Appendix.

SYNTHESIS OF ALL COMMUNITY INPUT OBTAINED

WE LOVE ALPINE TOWNSHIP!

- Alpine Township is a strong community.
- We love having a strong agricultural base, including the tax stability is provides
- We love the rural feel of the Township, but also the fact that it has commercial and industrial businesses.
- We love the close proximity to the City of Grand Rapids and all that it has to offer.
- We are happy with fire and police protection services, park facilities and the library.
- Our quality of life has improved as a result of park, sidewalk and school improvements and the Township has more of a community/neighborhood focus.

OUR CONCERNS

Farmland Preservation

- We are concerned about farmland loss
- We are concerned about the lack of support for Purchase Development Rights

Transportation:

- Increased traffic congestion on M-37 negatively impacts our quality of life
- Our roads are in need of repair
- There is a no funding for Master Planned roads
- There is a lack of sidewalks

Business and Development

• We do not want development all the way to 10 Mile Road on M-37

Residential Development

- Our quality of life has declined as a result of influence from the apartment complexes
- We are concerned more high density residential growth will occur
- We are concerned about the lack of senior housing choices and social activities
- Our quality of life has declined as a result of property maintenance issues relating to a general lack of home and yard maintenance

Miscellaneous

- We need more women on boards and commissions and a commitment that two people from the agricultural community are always on Township boards and commissions.
- Our quality of life has declined as a result of crime/vandalism and feeling less secure
- Our infrastructure (water, sewer, Twp. buildings, sidewalk network) have deficiencies that need addressing

OUR DESIRED FUTURE

Farmland Preservation

• We desire to continue to preserve the Township's agricultural areas

Transportation

- We desire well maintained roads
- We desire more sidewalks
- We desire congestion mitigation measures on M-37, including coordinated signal timing
- We desire more parallel service drives to M-37

Business and Development

- We desire commercial and industrial development in appropriate locations
- We desire to redevelop commercial areas before developing new areas
- We desire commercial and industrial uses to be concentrated
- We desire a city center
- We desire to utilize smart growth and new urbanism ideas with new developments
- We desire quality development over quantity

Residential Development

- We do not desire more apartments
- We desire more single-family homes
- We desire safe neighborhoods
- We desire well maintained quality neighborhoods
- We desire senior housing options

Culture

- We desire recreation programs for all residents
- We desire a senior center
- We desire to improve existing parks and hold community events
- We desire a larger library

Miscellaneous

- We desire to keep our small town character and its natural features
- We desire quality schools
- We desire to increase police and fire protection, especially at York Creek Apartments and parks

Utilities and Services:

We desire to expand the public water and sanitary sewer systems

HOW WE WILL CREATE THE FUTURE WE WANT

Farmland Preservation

- We are willing to pay for farmland preservation efforts
- Actively support the Purchase of Development Rights program.
- Review the Future Land Use Map to verify land use designations near the Agricultural Preservation designations are still valid.

Transportation:

- We are willing to pay for additional road maintenance
- Dedicate more funds to infrastructure maintenance (roads and sidewalks)
- Review and revise if necessary current access management standards for M-37
- Continue to make businesses connect to service drives or each other
- Work with Plainfield Twp., Kent County, State to build limited access bypass from US-131 to M-37
- Install sidewalk/bike trail links between major destinations points
- Install sidewalks along 4 Mile Road between Yorkland and West River Drives
- Pave the select shoulders of rural roads for pedestrian and bicycle use
- Widen sidewalks to include bike lanes where appropriate
- Ensure sidewalks are usable 12 months of the year

Business and Development

- Keep commercial development adjacent to M-37 and if need be along 4 Mile Road.
- Do not expand commercial uses any further north or west.
- Encourage reuse/use existing commercial land on water and sewer before building on vacant land
- Create a town center or other community-focused development at Lamoreaux Dr. extended area
- Create a DDA or utilize another tool to capture growth in taxable values along the developed portions of M-37 to help fund improvements and to help build master planned roads in the area.

Community Appearance / Miscellaneous

- Address blight by demolishing abandoned homes and commercial buildings
- Install a digital message board at Fire Station #1 to advertise community events.
- Start a themed festival or other annual community event at one of the parks.
- Help make York Creek Apts. a safer place to live.
- We are willing to pay for additional police patrols
- Promote the establishment of trained neighborhood watch groups
- We desire improvements at the existing parks and are willing to pay for them
- Enforce property maintenance codes for residences and businesses
- Encourage residents to maintain their property and yards
- Have a spot on the website for people to make suggestions to improve the Township

Chapter 3: Community Vision and Goals

In updating the Master Plan, the Planning Commission decided it was important to develop a new Vision Statement. The community's values, as expressed through various community input processes, were the basis for the new vision statement and were used to update the goals and objectives adopted in the 2007 Master Plan. A vision statement is an aspirational description of what the community would like itself to be in the future. It is a foundation for goal setting and action planning.

Vision Statement:

Alpine Township is a dynamically diverse family-oriented community that strives for managed growth with proper supporting infrastructure within a framework of a vibrant agricultural base and a small town feel.

Planning goals are statements that express a community's long range desires and serve to provide direction for related action planning activities such as zoning, development of infrastructure, and economic development. Goals are intended to provide a basic framework upon which long term development decisions may be made as well as day-to-day decisions made by public and private entities. Objectives describe the specific means to work towards achieving the goals.

Agriculture



Maintain and implement the Alpine Township Farmland Preservation policy which is to preserve the prime, unique and valuable agricultural land in Alpine Township for present and future generations.

- Objective 1: Study and implement PDR (purchase of development rights) and TDR (transfer of development rights) ordinances
- Objective 2: Analyze original and current Sliding Scale splits
- Objective 3: Advocate links between local farm products and local consumers
 - Continue to support R.E.A.P. (Ridge Economic Agricultural Partners) www.fruitridgemarket.com
 - Publicize farm markets on Township web page and in Harvester newsletter

Objective 4: Apply REGIS to increase understanding of the Alpine Township LESA study, PA 116 map, local soils and topography, past and present land use & cover, and watershed management

Objective 5: Continue to monitor local farmer priorities and concerns

- Survey the farming community
- Hold discussion meetings with farmers by type of operations and products
- Review Alpine Township farmland preservation policy and zoning ordinances

Objective 6: Monitor State of Michigan farmland legislation and support and implement when appropriate

- Remain active with MTA (Mich. Twp. Assoc.) on farm legislation
- Support the Michigan Right to Farm Act (PA 93 of 1981)

Objective 7: Buffer working farms from residential development;

- Update ordinance standards when appropriate for open space and buffers to protect farmland
- Preserve open space in clustered housing developments adjacent to active farmland
- Study the permitted density of development parcels adjacent to master planned agricultural areas
- Update Future Land Use Map to address buffering

Objective 8: Analyze and update permitted and special uses in the "A, Agricultural" zoning district to allow increased economic use of farmland and farm buildings

Objective 9: Research potential for an Alpine Township private land trust and rural land foundation.



Housing

GOAL 2

Plan for safe, creative and desirable residential neighborhoods that are suitable for people of varying ages, lifestyles and incomes.

- Objective 1: Plan for traditional subdivision densities and attached housing units only where public utilities are available or can be reasonably extended
- Objective 2: Analyze present and future housing needs based on Census data and best-available demographic analyses and projections
 - Conduct build-out study to avoid "over-planning" for growth
- Objective 3: Encourage the creative development of new residential areas when and where appropriate through the use of planned unit developments (PUD's)
 - Adopt ordinance standards for sidewalks, trails, linked and useable open spaces and natural feature preservation
 - Adopt ordinances which allow flexibility regarding lot size and area, building setbacks, and design and dwelling unit types within a single unified development
 - Ensure that PUD ordinances apply to a range of housing densities, not just traditional subdivisions
- Objective 4: Protect existing and future residential areas from any unwarranted negative effects of nearby non-residential uses through berming, landscaping, greater setbacks and natural features preservation while still allowing pedestrian and vehicle connections to nearby schools, parks, shopping and employment opportunities via road, trail and sidewalks
- Objective 5: Allow for senior housing developments and related medical care facilities close to shopping, churches, parks, medical offices, sidewalks and public transit in a variety of zoning districts
 - Adopt zoning ordinance regulations to allow senior housing and related medical care facilities in residential, office and commercial zoning districts by special land use
 - Develop a "Senior Housing PUD" district or specifically allow such use in a Town Center or Mixed Use PUD chapter
 - Survey seniors for input and ideas

• Implement policies or programs that allow residents to age in place. An example would be to increase non-motorized transportation connections.

Objective 6: Maintain values of existing single-family and multiple-family homes and neighborhoods

- Continue to enforce the Property Maintenance Code and other applicable Township ordinances.
- Demolish abandoned and unsafe homes.

Objective 7: Help prevent crime by seeking community engagement so that citizens are informed, consulted and involved in public safety issues. This requires open communication and trust between citizens and law enforcement personnel

Promote the establishment of trained neighborhood watch groups.







Transportation



Maintain and plan for a safe, efficient and functional transportation system for all users, both motorized and non-motorized.

Objective 1: Periodically update the M-37 Access Management Plan;

- Use previous plans as reference materials
- Require businesses to connect to service drives or each other. More parallel service drives.
- Partner with MDOT and KCRC to enforce the plan
- Require traffic impact studies for development projects
- Periodically update access management link in zoning ordinance, including maps
- Explore options with MDOT and Plainfield Charter Township to connect M-37 and US 131

Objective 2: Plan for future public streets that disperse traffic density and provide alternate travel routes thus improving traffic flow on M-37;

- Review and revise the transportation master plan map
- Develop zoning ordinance regulations to implement master plan future roadways
- Provide more opportunities for non-motorized transportation options

Objective 4: Require developers (residential, office, commercial and industrial) to include public street improvements, sidewalks, trails and public transit system components on approved site plans and then build the improvements;

Objective 5: Continue to link Capital Improvement Program (CIP) expenditures and grant opportunities to the transportation master plan.

- Annually set aside a sufficient consistent amount of funds for public road maintenance.
- Objective 6: Continue and support public bus service partnership with ITP/ The Rapid;

Objective 7: Develop a non-motorized transportation plan;

- Develop a non-motorized transportation component to the future land use map
- Develop zoning ordinance regulations to implement master plan future non-motorized transportation facilities.
- Amend the Land Subdivision and Utility Extension Ordinance to include installation of sidewalks on both sides of all streets.

Objective 8: Design new streets in a manner to allow for the most efficient and least expensive extension of infrastructure;

- Require new public or private local streets to stub in developable directions where appropriate. The terminus of the stub shall be legally reserved for the future street extension.
- Objective 9: Where planned for and contextually appropriate, provide for complete streets that emphasize safe, attractive and comfortable access and travel to all users of roadways;
 - Include sidewalks, bicycle lanes/paths, wider shoulders, and other appropriate elements to complement the roadway.
 - When road reconstruction occurs, coordinate with all involved road agencies to install sidewalks, bicycle paths/lanes, streetscapes elements and other related improvements to maximize both efficiency and cost effectiveness.
- Objective 10: Periodically review and update 4 Mile Road Plan with City of Walker, Grand Valley Metro Council, MDOT and the Kent County Road Commission;
 - Ensure pedestrian access along 4 Mile Road
 - Ensure public transit access along 4 Mile Road
 - Develop capital improvements program
 - Develop access management standards for 4 Mile Road
 - Develop common site plan and development standards with the City of Walker

Utilities



Maintain and plan for efficient, functional and fiscally sound utility systems.

- Objective 1: Maintain and plan for a functional and financially efficient, geographically compact design for public water and sanitary sewer utilities.
 - Maintain public water and sewer district maps
- Objective 2: Continue to link Capital Improvement Program (CIP) expenditures and grant opportunities to the public utility master plans.
- Objective 3: Periodically review and refine the Alpine Township Stormwater Management Master Plan and Ordinance;
- Objective 4: Continue to partner with Plainfield Township regarding public water system;
- Objective 5: Continue membership in the North Kent Sewer Authority to maintain a long term, cost efficient sanitary sewer system for Township residents;
- Objective 6: Continue to partner with the Kent County Drain Commission office regarding drainage issues;
- Objective 7: Monitor high-speed internet access availability.

Economic Development

GOAL 5

Encourage dynamic commercial and industrial districts.

- Objective 1: Monitor and periodically update building design standards in the zoning ordinance using community visual preference survey results as one method;
- Objective 2: Develop and maintain Township/businesses relationships. Survey Alpine Township businesses to understand priorities and concerns;
- Objective 3: Partner with local businesses and governmental agencies to seek grants for specific infrastructure and aesthetic improvements;
- Objective 4: Connect business and industrial areas with sidewalks and bicycle paths/lanes to allow alternative ways for employees to travel to work;
- Objective 5: Develop and adopt a Town Center PUD zoning district;
 - Study development potential of Lamoreaux Drive extended area and the Homrich/driving range parcel at Alpine Church Street and Alpine Avenue for either Mixed Use or Town Center use
 - Study development potential of Henze Street extended area
- Objective 6: Periodically review and update commercial and industrial zoning ordinances.
- Objective 7: Encourage commercial and industrial development where public water and sanitary sewer are available or can be reasonably extended.
- Objective 8: Promote the redevelopment, rehabilitation and adaptive re-use of existing commercial or industrial sites and buildings within existing commercial or industrial areas.
 - Study underutilized commercially or industrially-zoned sites outside the main commercial or industrial areas to determine appropriate future land use designation.
- Objective 9: Small-scale commercial land uses serving nearby residents should be encouraged within or near new development.
- Objective 10: Research a Downtown Development Authority or other mechanism to provide funding for needed vehicular and pedestrian linkages.

Relationships

GOAL

Maintain and develop Township-school relationships.

Objective 1: Cooperate with school officials to align master plans, discuss future school sites, discuss future of decommissioned schools and compare demographic data;



Maintain and expand inter-governmental cooperation and relationships.

- Objective 1: Continue to serve on committees and focus groups to help the State and Federal governments better understand local issues;
- Objective 2: Continue to partner with the Grand Valley Metro Council (GVMC) and REGIS (Regional Geographic Information System);
- Objective 3: Continue to partner with MDOT and the Kent County Road Commission on access management, drainage and other roadway issues;
- Objective 4: Continue to partner with the City of Walker regarding traffic, drainage and land use issues;
- Objective 5: Continue to partner with Plainfield Township regarding traffic, public water system, drainage and land use issues;
- Objective 6: Continue membership in the North Kent Sewer Authority to maintain a long term, cost efficient sanitary sewer system for Township residents;
- <u>Objective 7</u>: Expand communication with Wright, Sparta and Algoma Townships regarding traffic, drainage and land use issues;
- Objective 8: Continue to partner with the Kent County Drain Commission office regarding drainage issues;
- Objective 9: Continue and enhance alliances with local universities and non-profit organizations.

Community Resources

GOAL 8

Maintain and expand natural, recreational and cultural resource assets.

- Objective 1: Map natural features and historical sites using REGIS;
- Objective 2: Periodically review and update the Alpine Township Community Recreation Plan;
- Objective 3: Seek parkland acquisition within master planned growth areas;
- Objective 4: Encourage developers to provide parks/open space in standard, non-PUD subdivisions in addition to PUD subdivisions;
- Objective 6: Continue to maintain and update Township parks with new recreation equipment and facilities.
- Objective 7: Create gateway treatments identifying the Township at key entrance locations.
- Objective 8: Require new developments to include provisions for open space.
- Objective 9: Require a natural features inventory as part of the site plan approval process.



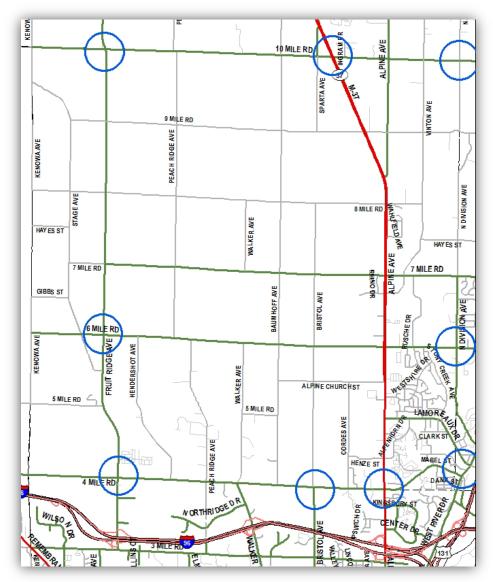
Chapter 4: Future Plans

COMMUNITY RESOURCES

Seek parkland acquisition within master planned growth areas or near exiting developments. Continue to upgrade existing parks, save monies for future library expansion, explore recreation programing opportunities for residents and especially seniors.

Create gateway signage or treatments identifying the Township at key entrance locations.

Map 11: Key Township Entrances



TRANSPORTATION

RELATIONSHIP WITH LAND USE PATTERNS

Land use and transportation are a chicken and an egg relationship. Land use shapes the demand for transportation and conversely, transportation options alters the intensity with which land is used and thus land use patterns.¹

The density and proximity of residential and commercial/industrial development to each other greatly influences pedestrian and bicycle travel. Generally, the greater the density of development and mixing of uses (i.e. mixed use developments) the shorter the distance individuals must travel which in turn increases the attractiveness of making trips by walking or bicycling. The compact development patterns of Sections 25 and 36 make providing multiple transportation modes easier.

COMPLETE STREETS

In 2010, the Governor signed complete streets legislation that advances cooperation and coordination among local governments and transportation agencies with regards to street planning and design so that consideration is given to all legal users of a street (pedestrians, bicyclists and transit users). It is important to note that local road agencies are not required to adopt a complete streets policy or spend additional dollars on non-motorized facilities. However, the KCRC recently adopted a complete streets policy (see Appendix) and 1% of Act 51 transportation monies must be spent on non-motorized transportation.

One of the Township's transportation objectives is: Where planned for and contextually appropriate, provide for complete streets that emphasize safe, attractive and comfortable access and travel to all users of roadways. What constitutes a complete street will depend upon the context within which the street is located. For instance, in a rural area a complete street may have a wide paved shoulder for pedestrians and bicyclists to use. In an urban setting a complete street may include sidewalks, crosswalks, benches at transit stops and a bike lane.

Additional Resources:

National Complete Streets Coalition www.completestreets.org Michigan Complete Streets Coalition www.michigancompletestreets.org

¹ Contemporary Urban Planning, 9th Ed. John M. Levy, page 239

CONNECTIVITY

A well connected transportation system reduces motor vehicle congestion on collector and arterial streets, reduces trip time and miles, and provides for an efficient utilization of land.

To ensure proper connectivity and efficient utilization of land (since it's a finite resource); all future public and private streets shall stub in all developable directions and depending on the size of a development, may be required to provide more than one stub in a given direction. The terminus of stubs shall be legally reserved for future street extensions.

Extensive use of cul-de-sacs is discouraged as are street patterns that loop and only provide limited connections between streets.

FUTURE STREETS

Changes from the 2007 Master Plan for future streets include requiring all new public streets to be contextually appropriate complete streets and the following:

<u>3. East-West Collector Street System.</u> As shown on the Transportation Master Plan and 2015 Future Land Use Maps, this consists of public streets through the planned residential areas in Sections 26, 27, 34 and 35. The future street previously proposed along the north side of Menards and extending westward to Cordes Avenue is no longer included in the Transportation Master Plan.

The east-west collector street system will serve to collect residential traffic from abutting neighborhoods. Uses along these streets will be residential and the design and layout must ensure that residential uses are not compromised by too much traffic utilizing these streets. These streets are planned to be complete streets and must include contextually appropriate facilities for pedestrians, bicyclists and transit users.

- <u>6. Service Road System</u>. The Plan strongly recommends that the service road system serving private properties along Alpine Avenue be continued on both sides of Alpine Avenue as illustrated on the Transportation Master Plan Map and as stated in the 2007 Master Plan.
- **<u>8. Aldun Ridge Extended.</u>** Obtain the necessary right-of-way and either extend Aldun Ridge Avenue north to Alpine Church Street or develop Syracuse Avenue south to the service drive in the Churchill Place apartment complex in order to provide a second means of ingress and egress to this 228 dwelling unit development.

<u>Implementation and Financing</u>. The Transportation Master Plan and 2015 Future Land Use Maps show the general location of these future roadways. The exact location and alignment will likely not be determined until the property is proposed for development, at which time the Planning Commission and Township Board will make a final determination on the need for the street and agree to its final location. All public streets shall conform to the Kent County Road Commission's standards of construction and design.

Payment for the street will also need to be determined by Township officials but to date payment for streets has been by developers. By illustrating these future streets on the Transportation Master Plan and 2015 Future Land Use Maps, the Township is indicating that such streets will improve access in and around the Township and that these streets must be part of any development for that property. These streets are planned to be complete streets and must include contextually appropriate facilities for pedestrians, bicyclists and transit users.

TRANSIT

According to The Rapid's adopted 2010 Transit Master Plan, the 2030 Preferred Scenario for fixed route bus service includes the following for Alpine Township:

Service Frequencies:

Route 9 currently has higher than average ridership and is recommended for frequency improvements from 30 minutes to 15 minutes during the weekday off-peak period and would also operation with 30-minute frequencies on weekday evenings, weekends and holidays.

Service Expansion:

Route 9 is proposed to be extended beyond its current northern terminus point at the Alpine Wal-Mart. Alternating trips would operate between Alpine Avenue and 6 Mile Road and the MDOT Comstock Park and Ride lot across from the 5/3rd Ballpark (accessed via Lamoreaux Drive and West River Drive). Additionally, all trips are proposed to operate beyond 4 Mile Road, currently a short-turn location for select morning trips and evening and weekend service.

New Route:

The 3 Mile Road Crosstown route was developed to provide local service to the existing and emerging employment nodes along 3 Mile Road. The route would operate between Standale Meijer and Knapp's Corner via Wilson Avenue, 3 Mile Road, Alpine Avenue, 4 Mile Road, W. River Drive, N. Park Street, Coit Avenue, 3 Mile Road, Leffingwell Avenue and Knapp Street. Service would operate every 30 minutes during all periods, except on weekday evenings, when service would operate every 60 minutes.

It is expected that the service contract with Alpine Township and payment amount would be revised with the proposed service changes.



PEDESTRIAN AND BICYCLE FACILITIES

Goal and Benefits:

Alpine Township desires to create a pedestrian and bicycle-friendly community by creating an attractive, safe and connected network of sidewalks and bicycle facilities. Such a network encourages walking and bicycling as viable modes of transportation, improves public health, helps control traffic congestion, and improves quality of life.

Network Connection Priorities:

- Fill gaps in the current sidewalk network
- Connect neighborhoods to important destination points such as parks, transit stops, recreation areas, libraries, civic buildings, schools, and daily living needs (grocery stores, banks, barbers, etc.)
- Connect places of employment to transit stops and neighborhoods
- Look for connections to the Fred Meijer Pioneer Trail, which connects the Musketawa and White Pine Trails together. The Fred Meijer Pioneer Trail is currently under construction just to the south in the City of Walker.
- Encourage the KCRC to continue to pave 6 Mile Road shoulders.

Design Criteria:

Most new facilities will be located in KCRC or MDOT right-of-way; therefore care has been given to coordinate with KCRC's policy for non-motorized facilities (see Appendix) and MDOT's policies.

- Sidewalks shall be constructed of concrete and be a minimum of 5 feet wide. They will typically be located 1-foot off the property line inside the road right-of-way.
- Shared-Use Paths are a pedestrian and bicycle facility that are separated from the road and must be a minimum of 10 feet wide.
- Where feasible, all non-motorized facilities should meet Barrier Free and AASHTO design standards so as to be accessible to all regardless of physical ability or age.
- All public streets shall have sidewalks located on <u>both sides</u> of the street unless specifically identified otherwise on the Transportation Master Plan map.
- Sidewalks along Alpine Ave. shall be located parallel and adjacent to Alpine Ave.
- Support facilities such as bicycle racks, signage, appropriate lighting levels at street crossings, and mid-block crossing locations should be provided when needed.

Additional Resources: www.pedbikeinfo.org www.pedbikeinfo.org www.pedbikeinfo.org www.pbs.org/americaswalking/

Implementation:

- When property develops or redevelops, sidewalks are always required to be installed to tie into the existing or *planned* sidewalk network. Construct all other sidewalks as needs and opportunities present themselves.
- All master planned future streets are to be complete streets that include contextually appropriate pedestrian and bicycle facilities.
- When road reconstruction occurs, coordinate with all involved road agencies to install sidewalks, bicycle lanes, streetscapes elements and other related improvements.
- The Township does not prevent bicyclists from using sidewalks, but such use should not be encouraged. Instead, proper bicycle facilities should be created (paved shoulders, shared-use paths or signed/striped bike routes). The Transportation Master Plan does not identify any specific locations for bicycle facilities, but such facilities should be considered where roads are constructed, reconstructed or where road diets (i.e. lane conversions from 4 to 3 lanes) occur.
- In new residential developments: developer to submit a renewable 3 to 5-year bond for sidewalk construction on 100% of the lots. Sidewalk to be constructed on a lot by lot basis prior to a Certificate of Occupancy being issued on a house. At the end of the bond timeframe, the bond shall be renewed for the amount equal to sidewalk construction costs for the remaining unbuilt lots. The bond shall be continually renewed until the sidewalk network is complete. The goal is to ensure the



entire residential neighborhood eventually has a complete sidewalk network.

• In existing residential developments: sidewalk to be installed as opportunities present themselves such a road reconstruction, grant opportunities and the like.

Financing:

- Private developers: When property develops or redevelops sidewalks are always required to be installed. If there is extenuating physical reasons to postpone construction of a sidewalk; a Sidewalk Agreement with the Township to construct the sidewalk at a future date shall be made with the property owner and recorded at the Register of Deeds.
- Special Assessment Districts: There are numerous existing sidewalk agreements
 with language that a property owner will be included in a future special assessment
 district for sidewalk installation. The Township could establish such districts and
 construct the sidewalk segments.

- Build sidewalks at reduced cost during other construction activities (underground utility work, road resurfacing, etc.)
- State grants, private donations, and private foundations
- Community Development Block Grants: Funds are very limited and may only be used in low/moderate income areas as defined by the U.S. Bureau of the Census.
- Township General Fund monies through the Capital Improvement Program

SCOPE OF TRANSPORTATION MASTER PLAN MAP:

Map 12: The Transportation Master Plan is not a static map. It does not represent the geographic limits of all future transportation facilities as unforeseen needs or opportunities may arise in the future that would provide needed or desired network connections or additions. Implementation is considered a long-term process, with an expected timeframe of 25 years or more for portions of the plan.

The non-motorized transportation portion of the Transportation Master Plan map focuses on known issues and deficiencies and does not include future shared-use paths in areas planned for future residential development. As residential development begins to occur, plans for shared-use paths will be added to the Transportation Master Plan map.

| Map 12 transportation master plan here | |
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UTILITIES

WATER DISTRIBUTION SYSTEM.

There has been on and off discussions with Plainfield Township regarding ownership of the water system and how it is funded. Resolution of this complicated issue will have impacts for the Alpine Township. Future plans include increasing the service area to incorporate the small residential area at the northwest corner of Fruit Ridge Avenue and 5 Mile Road. The water service area and master planned water mains are illustrated on Map 13: Water Service Area and System Master Plan.

SANITARY SEWER COLLECTION SYSTEM.

The Township has been awarded a *Storm Water, Asset Management and Wastewater* (SAW) grant to fund a complete asset management plan and financial plan for the Township's sewer system. The asset management plan along with the financial tools created to develop an annual sewer O&M budget and set user rate changes will in turn be used for capital improvement planning purposes.

The sanitary sewer service area and master planned sewer mains are illustrated on Map 14: Sanitary Sewer Service Area and System Master Plan. Because they are planned for future development, the map reflects two new areas to be included in the sanitary service area: the northwest quarter of Section 26 and in Section 32 the triangle-shaped area bounded by the north section line of Section 32, Consumers Energy property on the south and approximately the Hopkins Lake Drain on the west. The planned mains have also changed to reflect current conditions and proposed future land uses.

| Мар | 13: | water | service | e area a | nd syst | em mas | ter plan | here | | |
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LAND USE

FISCAL IMPACTS OF DEVELOPMENT PATTERNS AND LAND USES

Different development patterns have different fiscal impacts. Less compact development patterns are less efficient and more costly to service and maintain (i.e. water, sewer, roads, sidewalks, public transit, emergency services and etcetera).

The Township is currently reaping the financial benefits from having a geographically compact area of development on public sewer service in the form of lower operating costs. To maintain a low cost of providing public services (utilities, transportation and emergency services) the Township encourages geographically compact development patterns.

Different land uses also have different fiscal impacts. Currently, the Township's tax base is reasonably balanced between agribusinesses, industrial, commercial uses and residential uses. However, extensive additional residential development without agricultural, commercial or industrial tax base expansion will likely necessitate higher local tax rates to support public services.

As a community with a large percentage of rental dwelling units, a large percentage of Alpine Township's population base is easily mobile (according to the 2010 Census, 18.7% of Twp. residents lived elsewhere in 2009). A mobile population base can make Census counts volatile, which in turn negatively impacts state revenue sharing monies the Township receives. At the same time, the Township has seen a greater demand for public services in areas with multi-family development complexes.

The Township strives for development patterns and land uses that collectively are balanced and fiscally sustainable to help ensure Alpine Township is an attractive place to live, work and play for current and subsequent generations.

FUTURE HOUSING NEEDS

The overall population of the Township is aging and the leading edge of the Baby Boomers has reached retirement age. An increasing larger percentage of the Township's population being aging Baby Boomers will result in increased demands for senior housing options that provide supportive living environments for a variety of age-related needs.

In 2010, approximately 40% of housing units in Alpine Township were renter-occupied. Within the county, only the City of Grand Rapids has a higher percentage of renter-occupied housing units (44%). Most renter-occupied housing units in Alpine Township are located within multi-family development complexes.

Because such a large percentage of housing units in the Township are renter-occupied, the Township's population is very dynamic; meaning the population number and makeup changes with some frequency. In addition to the fiscal impacts mentioned above, the

dynamic nature is a challenge for community outreach efforts, educators, and community involvement efforts.

There are several multi-family development complexes within Alpine Township in addition to single-family homes, condominiums and mobile homes available for rent. As such, there is a variety of housing choices available to residents. While each proposed development will be judged on its particular merits; in general there is not a need for additional multi-family dwelling units in Alpine Township. Senior housing options and as part of a mixed-use PUD development would be exceptions as those choices are not currently available to residents and have been identified as desirable.

Additional Resources:

Michigan initiative for placemaking www.miplace.org
Initiative to revitalize Michigan communities www.letssavemichigan.com
Smart Growth Network www.smartgrowth.org, www.swstainablecitynetwork.org
The Congress for New Urbanism www.cnu.org, www.swstainablecitynetwork.org

FUTURE LAND USE DESIGNATIONS AND DESCRIPTIONS

Changes from the 2007 Master Plan's future land use designations and descriptions were influenced by:

- The concerns, desires and suggestions of Alpine Township residents and property owners voiced during the Plan preparation process;
- Location and availability of public utilities;
- Analysis of existing circumstances and future needs;
- The land use plans of nearby municipalities.

The changes are described below and are illustrated on Map 15: <u>2015 Future Land Use Map.</u>



RURAL ESTATE

The northwest ¼ of the northwest ¼ of Section 26 is recommended for Rural Estate. This is a change from the 2007 Master Plan as this area was planned for Agricultural Preservation. Designating the area entirely for RE is consistent with the rest of the Section (the 2007 Master Plan future land use

designation bisects a large parcel in the area between AP and RE), acknowledges 6 Mile Road as an all-season road and the property owners are in favor of the change. The RE classification is intended to serve as a transition or buffer zone between the AP, Agricultural Preservation classification and more intense land uses. Currently the northwest ¼ of Section 26 is outside the sanitary sewer service boundary but is recommended to be included within the service boundary to accommodate the planned future land uses.

in Section 32 the triangle-shaped area bounded by the north section line of Section 32, Consumers Energy property on the south and approximately the Hopkins Lake Drain on the west.

In Section 32, the triangle-shaped area bounded by the north section line of Section 32, Consumers Energy property on the south and approximately the Hopkins Lake Drain on the west is recommended for Rural Estate. This is a change from the 2007 Master Plan as this area was planned for Agricultural Preservation. Most of this area is zoned the analogous RA, Rural Agricultural and has recently been developed with a private road and homes. Very little of the area is in crop production as wetlands are present. The area was master planned for the equivalent of RE in the 1998 Master Plan and was subsequently zoned for and developed with residential uses. The recommended future land use designation would be in keeping with the existing zoning and established new land use pattern. Currently this area of Section 32 is outside the sanitary sewer service boundary but is recommended to be included within the service boundary to accommodate the existing development and planned future land uses.



LOW DENSITY RESIDENTIAL

In the 2007 Master Plan, two-family (duplex) units were permitted along arterial streets as shown on the National Functional Classification Map of Alpine Township Roads. The road classification map in the 2007 Master Plan is no longer valid as the Federal Highway Administration has reclassified the

Township's road network. Therefore, the Planning Commission has changed the provisions of the R-1, Low Density Residential zoning district to list specific arterial road segments where duplex units may be constructed on.

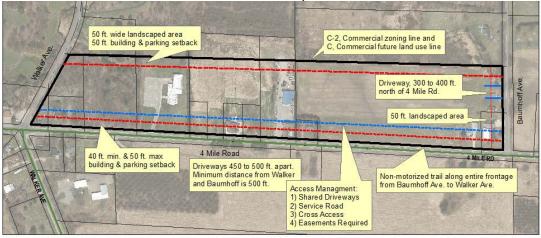
Sub-Area

The existing C-2 zoned area on the north side of 4 Mile Road between Baumhoff and Walker Avenues.

Currently there is a proposal before the City of Walker to change their Master Plan to Highway Commercial/Office and Light and Heavy Industry between Walker and Bristol Avenues just south of 4 Mile Road. In 2014, 4

Mile Road from Walker Ave. to Cordes Ave. was reconstructed to a 3-lane all-season road with paved shoulders and a traffic signal at Cordes Avenue. In response to the recent and proposed changes in the vicinity, the Planning Commission recommends that Sub-Area Plan 1 be retained as is for the existing commercial zoned area. See 2007

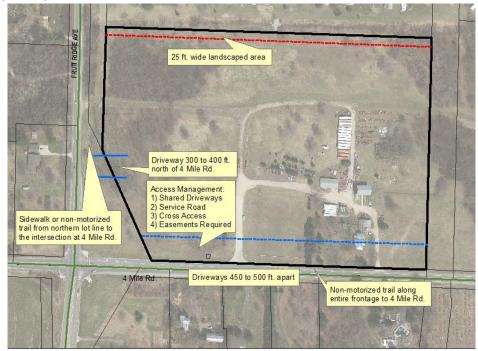
Master Plan for further information. Below is an updated **Sub-Area 1 Plan**.



Map produced using 2014 REGIS property line data and 2014 aerial photos

Sub-Area 2

The northeast corner of 4 Mile Road and Fruit Ridge Avenue. See 2007 Master Plan for further information. Below is an updated Sub-Area 2 Plan.



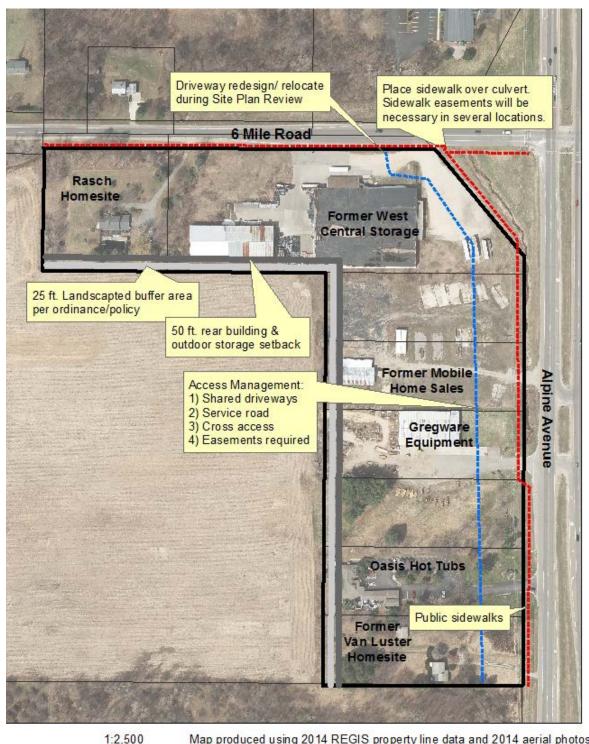
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Map produced using 2014 REGIS property line data and 2014 aerial photos

Sub-Area 3

The area includes the Rasch homesite at 930 6 Mile Road, extending easterly to contain the West Central Storage site, then southerly to include the mobile home sales business lots, the Gregware Equipment lots, the Oasis Hot Tubs property and the Van Luster homesite.

See 2007 Master Plan for further information. Below is an updated **Sub-Area 3 Plan**.



Map produced using 2014 REGIS property line data and 2014 aerial photos



Chapter 5: Zoning Plan Matrix

| Future Land Use Designation | Corresponding Zoning Districts |
|--|---|
| AP, Agricultural Preservation | A, Agricultural |
| | RA, Rural Agricultural |
| RE, Rural Estate | OSN-PUD, Open Space Neighborhood Planned Unit Development |
| | ROSP-PUD, Residential Open Space Preservation Planned Unit Development (in areas zoned RA) |
| | R-1, Low Density Residential |
| LDR, Low Density Residential | OSN-PUD, Open Space Neighborhood Planned Unit Development |
| | ROSP-PUD, Residential Open Space Preservation Planned Unit Development (in areas zoned R-1) |
| MDR, Medium Density Residential | R-2, Medium Density Residential |
| HDR, High Density Residential | R-3, High Density Residential |
| Currently no corresponding future land use designation | R-4, Mobile Home Park |
| MPUD, Mixed Use Planned Unit Development | MPUD, Mixed Use Planned Unit Development |
| O, Office | O-S, Office and Service |

| | C-1, Commercial |
|---|---|
| | C-2, Commercial |
| C, Commercial | C-3, Commercial |
| | CPUD, Commercial Planned Unit Development |
| | B-PUD, Business Planned Unit Development (if also partially master planned for industrial uses) |
| CPUD, Commercial Planned Unit Development | CPUD, Commercial Planned Unit Development |
| | I-1, Light Industrial |
| Industrial | I-2, General Industrial |
| | B-PUD, Business Planned Unit Development |
| Public Parks / Recreation | Alpine Township does not have a zoning district specifically for public parks, recreation, social, cultural and institutional uses. Existing such uses are zoned |
| Social, Cultural & Institutional | various zoning districts. Thought should be given to rezoning requests on or adjacent to such lands with these future land use designations as to not create use conflicts. |

Chapter 6: Implementation

In order for the Master Plan to serve as an effective decision-making framework regarding the development of the Alpine Township, it must be implemented. This is done through a number of methods, including ordinances, programs, and administrative procedures.

In addition to the implementation recommendations of the 2007 Master Plan, the following actions (from the Goals and Objectives and recommendations in Chapter 4) should be taken to implement this Master Plan Update:

| Strategic Implementation Plan | | | | | | |
|--|----------------|--------------------------|--|--|--|--|
| Actions regarding Ordinances, Guidelines, Plans and Policies | Responsibility | Priority for this update | | | | |
| Amend the sanitary sewer service boundaries in Sec. 26 & 32 | Twp. Bd. | 1 | | | | |
| Establish a separate written policy regarding the parameters concerning the extension of sanitary sewer (consistent with Master Plan, paybacks, across entire frontage, oversizing, gravity preferred, etc.) and amend Land Subdivision & Utility Extension Ordinance (Ord. #89-10) with the same if necessary | Twp. Bd. | 2 | | | | |
| Update access management maps and possibly standards in Zoning Ordinance (Sec. 18.06) with input from MDOT and KCRC and include all modes of transportation in traffic studies | PC Twp. Bd. | 3 | | | | |
| Update the Sidewalk Ordinance (Ord. #94-5) add construction standards and streamline ordinance | Twp. Bd. | 4 | | | | |
| Amend Unplatted Property Ordinance (Ord. #91-4) and Land Subdivision & Utility Extension Ordinance (Ord. #89-10) with complete streets components and reserve strips at road stubs | Twp. Bd. | 5 | | | | |
| Amend the private road and service drive provisions of the Zoning Ordinance (Sections 2.34 and 18.06) regarding approval process, construction standards, require road stubs with reserve strips | PC Twp. Bd. | 6 | | | | |
| Adoption of illustrated design standards for the Lamoreaux Drive extended area. | PC Twp. Bd. | 7 | | | | |
| Research the possibility of requiring Environmental Impact Assessments for other types of developments besides PUDs (Sec. 22.03), esp. fiscal & community impact analysis | PC Twp. Bd. | 8 | | | | |

Appendix A Supporting Documents

- 1. Community Input Survey Responses
- 2. 2007 Alpine Township Master Plan
- 3. Kent County Road Commission Complete Streets Policy
- 4. Kent County Road Commission Non-Motorized Facilities Policy
- 5. Alpine Twp. Finance Primer and Capital Improvements Plan, 2015-2021 (with annual updates)
- 6. 2010-2014 Alpine Twp. Community Recreation Plan
- 7. Alpine Township Stormwater Master Plan, 2003
- 8. 4 Mile Road Corridor Study, 2007

Community Input Survey

In late 2013, a Community Input Survey was distributed through the Harvester newsletter and on the Township's website in a fillable digital format for residents and business owners to provide their input and help guide the future of Alpine Township.

In January 2014, a summary of the Community Input Survey's 202 responses was published in the Harvester newsletter and on the Township's website. The summary also included invitations to upcoming community open houses as additional opportunities to help guide the future of Alpine Township. Below is the summary of the Community Input Survey responses. In the charts, the highest percentages of responses are bolded and shaded.

1. You are a:

Twp. resident that is a homeowner = 83% Business owner/manager (non-farm) = 9% Farm business owner/manager = 6% Twp. resident that lives in a rented home/apt. = 2%

2. How long have you lived in Alpine Township?

Less than a year = 1% 1-5 years = 11% 6-15 years = 18% 16-25 years = 16% Greater than 25 years = 54% 3. If you were to move today, indicate how important each of the following is to you in deciding where to live:

| • | % Very Important | % Important | % Somewhat Important | % Not Important | % Does Not Apply /No Opinion |
|--|---------------------|----------------|----------------------------|--------------------|------------------------------|
| Low crime rates | 74 | 21 | 4 | 0 | 2 |
| Quality of neighborhoods | 54 | 36 | 6 | 1 | 4 |
| Trees, waterways and other natural features | 46 | 34 | 15 | 3 | 2 |
| Housing I can afford | 43 | 34 | 11 | 4 | 8 |
| Small town character | 39 | 30 | 21 | 7 | 3 |
| Quality of schools | 38 | 25 | 11 | 12 | 14 |
| Family nearby | 32 | 24 | 27 | 13 | 4 |
| Easy access to the expressway | 13 | 37 | 35 | 12 | 4 |
| Privacy from neighbors | 23 | 34 | 31 | 9 | 3 |
| Close proximity to GR | 18 | 33 | 32 | 12 | 5 |
| Park and recreation facilities | 25 | 32 | 29 | 10 | 3 |
| Church nearby | 22 | 29 | 23 | 21 | 5 |
| Job nearby | 8 | 26 | 26 | 20 | 21 |
| Living in a community with people at all stages of life: singles, families with children and older people | 6 | 27 | 38 | 24 | 5 |
| An established neighborhood with older homes and mature trees | 7 | 29 | 33 | 25 | 6 |
| Sidewalks | 13 | 16 | 26 | 20 | 7 |
| Living in a place that's at the center of it all | 1 | 9 | 21 | 63 | 7 |
| A new neighborhood with recently built homes | 1 | 8 | 23 | 61 | 8 |
| Living in a community with a mix of different types of housing: houses, townhouses, apartments, and condominiums | 3 | 7 | 23 | 59 | 8 |
| Living in a community with a mix of people from various income levels | 4 | 15 | 33 | 43 | 6 |
| Being within walking /bicycling distance of places I want to go | 10 | 15 | 24 | 42 | 9 |
| Availability of public transportation | 7 | 15 | 27 | 41 | 9 |
| Living in a place that's away from it all | 13 | 24 | 29 | 30 | 4 |
| A home on acreage | 25 | 22 | 18 | 29 | 5 |

4. How would you rate your satisfaction with the following public services in the Township?

| | %Very | % | % | % | % Very | % No |
|---------------------------------|-----------|-----------|---------|--------------|--------------|---------|
| | Satisfied | Satisfied | Neutral | Dissatisfied | Dissatisfied | Opinion |
| Fire Protection | 32 | 54 | 7 | 2 | 0 | 6 |
| Park facilities | 12 | 54 | 23 | 4 | 1 | 8 |
| Harvester newsletter | 29 | 52 | 14 | 1 | 1 | 4 |
| Police protection | 22 | 49 | 15 | 6 | 2 | 6 |
| Library | 28 | 47 | 13 | 3 | 0 | 9 |
| Emergency medical services | 26 | 45 | 17 | 1 | 0 | 12 |
| Twp. Board | 15 | 41 | 24 | 5 | 2 | 13 |
| Access to Twp. leaders | 21 | 40 | 23 | 1 | 1 | 15 |
| Water utility services | 15 | 40 | 15 | 4 | 1 | 28 |
| Community events | 8 | 38 | 35 | 5 | 1 | 13 |
| Road maintenance and repair | 10 | 37 | 22 | 25 | 5 | 2 |
| Sanitary sewer utility services | 14 | 37 | 17 | 5 | 1 | 26 |
| Twp. website | 15 | 34 | 24 | 0 | 1 | 26 |

5. Do you think the quality of life in Alpine Township has changed during the past five years?

Yes 51%, No 30%, No opinion 19%

6. If you think the quality of life has changed; how has it changed?

This question generated a great deal of the responses that can be summarized into basic themes described as: Quality of life has improved as a result of park, sidewalk and school improvements and that the Township has more Quality of life has declined as a result of community/neighborhood focus. crime/vandalism and feeling less secure; increased traffic on Alpine Avenue (M-37); influence of apartment complexes; property maintenance issues in the Westgate subdivision relating to a general lack of maintenance of homes and yards including multiple vehicles, recreational vehicles and trash.

7. Two part question: How important is it for the Township to develop or improve the following over the next 20 years? And, if financing is needed, would you support paying additional taxes for this? (check yes or no box for taxes)

| | | Importance | | | | | | |
|--|---------------------|----------------|----------------------------|--------------------|-----------------|-----------------|-----------------|--|
| | % Very Important | % Important | % Somewhat Important | % Not Important | % No Opinion | % Yes | % No | |
| Continued farmland preservation | 41 | 33 | 15 | 7 | 4 | <mark>50</mark> | <mark>50</mark> | |
| Increased police patrols | 22 | 32 | 30 | 7 | 9 | <mark>60</mark> | 40 | |
| Additional road maintenance | 26 | 28 | 28 | 10 | 8 | <mark>55</mark> | 45 | |
| Improve existing parks | 15 | 27 | 34 | 16 | 8 | <mark>52</mark> | 48 | |
| Increased fire protection | 16 | 29 | 33 | 13 | 10 | 49 | 51 | |
| Programming for seniors | 12 | 22 | 30 | 23 | 14 | 37 | 63 | |
| More parks | 8 | 12 | 30 | 39 | 10 | 29 | 72 | |
| Establish a senior center | 10 | 21 | 29 | 29 | 12 | 40 | 60 | |
| Recreation programs | 8 | 27 | 29 | 23 | 13 | 38 | 62 | |
| Development of a Town Center | 3 | 10 | 19 | 64 | 5 | 11 | 89 | |
| Community branding | 2 | 9 | 23 | 57 | 10 | 9 | 91 | |
| Start a Chamber of Commerce | 2 | 8 | 18 | 43 | 29 | 11 | 89 | |
| Expanded bus route | 6 | 15 | 19 | 41 | 19 | 21 | 79 | |
| More community events and festivals | 5 | 18 | 27 | 38 | 13 | 17 | 83 | |
| Bicycle lanes on major streets | 14 | 16 | 22 | 35 | 14 | 32 | 68 | |
| More sidewalks in residential subdivisions | 14 | 14 | 21 | 35 | 16 | 25 | 75 | |
| Larger library | 10 | 21 | 27 | 34 | 8 | 40 | 60 | |
| Increased availability of public water or sanitary sewer | 10 | 25 | 22 | 29 | 14 | 38 | 63 | |
| More sidewalks along major streets | 20 | 20 | 24 | 26 | 11 | 40 | 60 | |
| Purchase of farmland development rights | 16 | 20 | 17 | 24 | 22 | 25 | 75 | |

8. For residents only: How strongly do you agree/disagree with the following statements about housing in Alpine Township.

| | % Strongly Agree | % Agree | % Disagree | % Strongly Disagree | % No Opinion |
|---|------------------------|------------|---------------|---------------------------|-----------------|
| People wishing to move into Alpine Township can find affordable homes | 18 | 70 | 4 | 1 | 8 |
| People wishing to move into Alpine Township can find all types of housing types available to them | 24 | 66 | 3 | 1 | 7 |
| The homes in my neighborhood are well kept | 20 | 59 | 13 | 3 | 6 |
| I believe my home has retained its value | 9 | 43 | 32 | 10 | 7 |
| I plan to make improvements to my house within the near future | 12 | 37 | 18 | 3 | 29 |
| Traffic in my neighborhood has decreased the value of my home | 9 | 19 | 50 | 5 | 17 |
| Development near my neighborhood has increased the value of my home | 2 | 13 | 41 | 20 | 25 |

9. For business owners/managers only (farm and non-farm): How strongly do you agree/disagree with the following statements about business in Alpine Township.

| | % Strongly Agree | % Agree | % Disagree | % Strongly Disagree | % No Opinion |
|--|------------------------|------------|---------------|---------------------------|-----------------|
| Businesses wishing to move into Alpine Township can find all types of buildings and land available to them | 10 | 45 | 18 | 3 | 25 |
| Businesses wishing to move into Alpine Township can find affordable buildings or land | 5 | 43 | 25 | 0 | 28 |
| The businesses near mine are well kept | 5 | 42 | 11 | 0 | 42 |
| I believe my business building has retained its value | 5 | 41 | 26 | 0 | 28 |
| Development near my business has increased the value of my business | 3 | 15 | 44 | 0 | 39 |
| I plan to expand or make physical improvements to my business building in the near future | 5 | 10 | 31 | 3 | 51 |
| Traffic near my business has increased the value of my business | 8 | 18 | 29 | 3 | 42 |

10. What would you like the appearance of the commercial area of the Alpine Avenue/M-37 corridor to be? (check all that apply)

| % | |
|----|--|
| 38 | The same as it is today |
| 34 | Mixed-use development (commercial and non-commercial uses within a unified |
| 34 | development) |
| 28 | Development at defined nodes (A concentration of commercial activities) |
| 23 | Strip center development |
| 19 | On individual lots |
| 11 | Big box development |

11. Please select the statement below that most closely matches your views on growth and development in the Township. I would prefer the Township to... (check one)

| % | |
|----|--|
| 36 | Maintain current rate of growth and development |
| 33 | Plan for and actively seek growth and development in areas currently planned for development |
| 22 | Discourage growth and development |
| 9 | No opinion |

12. Should Alpine Township continue to preserve agricultural areas of the Township?

13. What would make Alpine Township an even better place to live or do business?

This question generated a great deal of the responses that can be summarized into six basic themes described below. The order of the themes listed below is in the order of the frequency of responses from greatest to least (i.e. most of the comments pertained to Business and Development and the least number of comments pertained to Utilities and Services).

<u>Business and Development</u>: Protect agriculture, create a Downtown Development Authority, more commercial and industrial development, stop development, no more apartments, more single-family homes, keep businesses located on Alpine Ave., spread businesses out away from Alpine Ave., more businesses, better grocery stores, redevelop commercial areas before developing new areas, desire a major retailer like Macy's or Yonkers, disperse development, concentrate development, move focus from farms to commercial and industrial businesses because they create more jobs.

<u>Transportation</u>: Need for road maintenance in Westgate subdivision, coordinate traffic signal timing on Alpine Ave. (M-37), more parallel service drives to Alpine Ave. (M-37), more sidewalks, congestion mitigation on Alpine Ave. (M-37).

<u>Property Maintenance</u>: Encourage residents to maintain their property, enforce property maintenance codes, continue maintaining commercial businesses and apartment complexes, and clean up residential yards including junk cars and recreational vehicles.

<u>Culture</u>: Larger library, more community opportunities (arts, community picnics, parades), more neighborhood parks, improve existing parks, add a senior center, add a sign at the high school that displays upcoming activities.

<u>Law Enforcement</u>: More police at York Creek Apartments and parks, promote the establishment of trained neighborhood watch groups.

<u>Utilities and Services</u>: Expand public water and sanitary sewer systems, desire for service area expansion for AT&T and Charter cable and natural gas, bury electric lines, more tornado sirens, and a desire for a comprehensive competitive curbside leaf pick up system.

Joint Visioning Session

In January 2014, the Planning Commission and Township Board met and participated in a joint visioning session. Each of the eleven attendees voted on their top three Township strengths and weaknesses. The greater the score the greater the relevance. The results and rankings are below:

| Score | re Alpine Township Strengths | | | | | | | |
|-------|--|--|--|--|--|--|--|--|
| 6 | Farmland preservation | | | | | | | |
| 6 | Nice location, urban/rural, close to the City of Grand Rapids | | | | | | | |
| 4 | Controlled growth | | | | | | | |
| 3 | Schools | | | | | | | |
| 3 | Public safety: Fire and Community Police | | | | | | | |
| 3 | Economic Diversity: agriculture, commerce, and industry | | | | | | | |
| 2 | Mix of housing price points | | | | | | | |
| 1 | Rural atmosphere | | | | | | | |
| 1 | Mix of agriculture and suburbs | | | | | | | |
| 1 | Big hearted people and friendly | | | | | | | |
| 1 | Water and sanitary sewer systems are sound and maintained | | | | | | | |
| 1 | Small government | | | | | | | |
| 1 | Highway access is close | | | | | | | |
| | Current Master Plan | | | | | | | |
| | Good Township parks | | | | | | | |
| | Development growth on southern portion of M-37 | | | | | | | |
| | Longevity of Township leadership | | | | | | | |
| | Friendly Township leadership and staff, progressive leadership | | | | | | | |
| | Concentrated population | | | | | | | |
| | Strong church communities | | | | | | | |
| | Near shopping | | | | | | | |

| Score | Alpine Township Weaknesses | | | | | | | |
|-------|--|--|--|--|--|--|--|--|
| 9 | Traffic light timing on M-37, road capacity and congestion | | | | | | | |
| 6 | Infrastructure deficiencies: Twp. buildings, roads, water & sewer, lack of | | | | | | | |
| | sidewalks | | | | | | | |
| 3 | Public perception of York Creek Apartments | | | | | | | |
| 2 | Declining population causes declining state funding | | | | | | | |
| 2 | Community promotion, lack of community identification signs, and identity | | | | | | | |
| | confusion between Alpine Township and Comstock Park | | | | | | | |
| 2 | Not enough police patrols | | | | | | | |
| 2 | Commercial business vacancies | | | | | | | |
| 2 | Lack of business growth on northern portion of M-37 | | | | | | | |
| 1 | Not enough community input | | | | | | | |
| 1 | Concentrated population | | | | | | | |
| 1 | Close to urban sprawl | | | | | | | |
| 1 | Perception of a pass through community (Township is not a destination) | | | | | | | |
| | Lack of hi-tech jobs | | | | | | | |
| | Volume of traffic on Fruit Ridge Avenue and other roads increasing | | | | | | | |

Community Open Houses

To solicit additional community input, the Planning Commission hosted three Community Open Houses in the spring of 2014. Each open house had the same format with various activities to help participants express what they value most in the Township, to identify the issues confronting their community, and to generate ideas on the future direction of the Township. There were four discussion tables each with a question to help participants generate ideas, existing future land use maps for participants to draw their suggestions on, maps of two critical areas to foster discussion (4 Mile Road between Walker Avenue and M-37 and the Lamoreaux Drive extended area) along with other land use planning resources for reference. The questions asked at the discussion tables were:

- How do we view our neighborhood and the Township? / What are the Township's strengths and weaknesses?
- What are the issues the community is facing?
- Where do we want to be? / What is the desired future for Alpine Township?
- How do we get there?

The open houses were advertised in the newspaper and on the Township's website. Prior to the last two open houses, they were featured in television and newspaper articles and the Township mailed a postcard advertising them to all property owners in the Township.

Township Strengths:

- General view of is Township positive
- It is easy to access and talk to Township Officials
- Like the balance of land uses: agricultural is predominate land use with commercial and industrial uses in select areas
- Strong community
- Low cost of living
- Strong agricultural tax base
- The rural feel of the Township
- The direction the Township is the right one. For example, 4 Mile Road development will be controlled and happen as money and the economy dictate.
- Likes the new lanes on 4 Mile Road and walks them several times a week

Township Concerns and Desired Future:

Farmland Preservation

- Concern about farmland loss
- Concern about the lack of county support to Purchase Development Rights
- Maintain open spaces and preserve farmland. Preserve trees

Transportation:

- Traffic congestion on M-37
- Roads in need of repair
- Funding for Master Planned roads non-existent

Business and Development

- Keep commercial development adjacent to M-37 and if need be along 4 Mile Road
- Don't develop M-37 from Comstock Park to the Village Sparta
- Keep industrial in industrial parks rather than scattered
- Concerned about future growth if not well planned
- M-37 has less desirable commercial uses
- A city center somewhere would be a good idea
- Utilize smart growth and new urbanism ideas
- Bigger isn't better, better is better
- Current development pattern is out of balance

Residential Development

- Residents of York Creek Apartments are a concern
- No desire for additional high density residential growth in the form of apartments (rental) although condominiums (owner-occupied) would be more acceptable
- We need senior housing and a senior activity center

Community Appearance / Identity Issue / Miscellaneous

- No blinking or changing billboards
- We need more women on boards and commissions. We also need a commitment that 2 people from the agricultural community are always on Township boards and commissions.

How to get to the desired future?

Have a suggestion box or spot on the website for people to make suggestions

Farmland Preservation

- Actively support the Purchase of Development Rights program.
- The southeast ¼ of Section 27 and the west ½ of Section 26 should be master planned for agricultural preservation instead of LDR and RE.

Transportation:

- Make businesses connect to service drives or each other
- Work with Plainfield Twp., Kent County, State to build limited access bypass from US-131 to M-37
- Create a paved bike/walking/running trail connecting the two segments of 5 Mile Road and Lamoreaux Drive.
- Install sidewalks along 4 Mile Road between Yorkland and West River Drives and in the Stowell Terrace Plat.
- Pave the shoulders of Walker, Baumhoff and Peach Ridge Avenues.
- Use as few cuts as possible on Alpine, keeping it as a quick route from GR north.
- Keep development set back, preserve room from future lanes.
- Widen sidewalks to include bike lane because Alpine Ave. is not safe.
- Make sure sidewalks are usable 12 months of the year

Business and Development

- Do not expand commercial uses any further north or west
- Reuse/use existing commercial land on water and sewer first
- Create a development with a market square at Lamoreaux Dr. extended area
- Concern about the future development of the southwest corner of M-37 and 6
 Mile Rd
- Leave the existing master plan as is (Wahlfield drilling and construction area on Marlene St.) and change the zoning from R-3 to C-2
- Alpine Twp. needs a DDA or a tool to capture growth with the redevelopment of some area of Alpine Ave. That money could be used for improvements and to help build master planned road structures. It is difficult to convince developers that they should pay for it all. So if the Twp. could capture funds for that purpose it might hasten redevelopment.

Community Appearance / Identity Issue / Miscellaneous

- Address blight by demolishing abandoned homes and commercial buildings
- Install a digital message board at Fire Station #1 to advertise community events.
- Start a themed festival or other annual community event at one of the parks.
- Make York Creek Apts. a safer place to live.

Postcard mailed to all Twp. property owners:



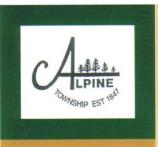
Monday, March 31, 2014 7:00 p.m. to 8:30 p.m.

Tuesday, April 22, 2014 3:30 p.m. to 5:00 p.m.



You are invited to the Master Plan Open Houses!

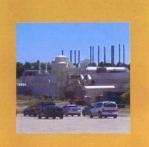
Alpine Township needs your help in updating the community's Master Plan. The Master Plan lays out the vision for the community's desired future for land uses, transportation systems and utilities and outlines the steps to achieve the vision. The Planning Commission wants to hear your thoughts and ideas about what you would like for your community's future. The Commission is hosting open houses at the Township Offices, 5255 Alpine Ave. NW, on the dates above to hear your input. Stop by for a bit, let us know what you think and help guide the direction of your community! If you have any questions, please call the Planning Director, Sue Becker at 784-9090.













2007 Alpine Township Master Plan

Kent County, Michigan Adopted December 17, 2007



Board Policy

| Number | |
|----------------|--|
| 508 | |
| Effective Date | |

Complete Streets

Procedures

5-26-2015

The Michigan Legislature adopted Public Acts 134 and 135 of 2010 to enact the Complete Streets Legislation. This legislation requires the Michigan Department of Transportation and local governments to consider all users in transportation related projects.

The Kent County Road Commission recognizes the importance of Complete Streets and Context Sensitive Solutions and will work with Townships and local Municipalities to allow the installation of street lighting, sidewalks, bike paths, non-motorized trails, trees and other street scape amenities, within the public road right-of-way.

DIVISIONAL RESPONSIBILITY

The Managing Director is responsible for overseeing compliance with this policy as implementation will be carried out by different Departments working together.

PROCEDURES

- 1. Departments will continue to collaborate with Townships and local Municipalities to place transportation facilities where the need justifies the investment.
- 2. It is recognized that context sensitive solutions are important to preserve the character, environment, historical aspect of the area's in which work takes place. Departments will work within the right-of-ways and easements to achieve these goals.
- Departments will consider all appropriate modes of transportation. Location; safety, classification of roadway, cost, location of other or alternative routes, and surrounding environment are all part of the analysis that will go into the final decisions for each project.
- 4. All proposed complete street work will be reviewed to ensure compliance with AASHTO, MDOT, Americans with Disabilities Act, and Kent County Road Commissions Street Standards, Non-Motorized Trail Standards, and Tree Planting Policy.



KENT COUNTY ROAD COMMISSION

POLICY

No. 505 Effective Date 01/01/00 Revised Date 11/25/09

Non-Motorized Facilities

Policy authored by

The Kent County Road Commission supports the development of non-motorized trails and the establishment of a system of integrated bike routes throughout Kent County and between adjacent Counties. In order to provide safe and convenient non-motorized transportation facilities, the Kent County Road Commission has adopted the following guidelines to be used by the Kent County Road Commission or by requesting agencies in conjunction with the existing permit procedures when the facilities are to be located within the road right-of-way.

- A. Non-Motorized Paths (separated from the roadway)
- B. Paved Shoulders (along existing roads)
- C. Signed Routes (on existing roads)
- D. Sidewalks

Providing these facilities is generally considered a responsibility of the local unit of government in which it will be located. This policy does not preclude the Kent County Road Commission from constructing bike lanes within curbed roadways in addition to or as an alternative to an independent non-motorized facility. The Road Commission may be involved in certain instances in providing in whole or in part similar facilities as they may determine.

A. NON-MOTORIZED PATHS

Non-Motorized paths are considered to be a facility that is separated from the motorist-traveled portion of the roadway. It is also considered to be different than a sidewalk, in that sidewalks have specific statutory status especially as it pertains to construction and liability matters.

Such non-motorized paths will not be signed, or designated, as "exclusive" bike paths because they are intended for multiple non -motorized uses and all users should be encouraged to use the facility rather than the roadway. Existing sidewalks shall be enlarged to provide for the non-motorized path.

The following gives guidance for designing a facility to be constructed on County road right-of-way.

Width and Clearance:

The paved width and operating width are primary considerations. A facility intended for two-way traffic should have a <u>minimum</u> width of eight feet, or for one-way traffic a minimum width of five feet, in order to accommodate bicycle traffic as well as other non - motorized uses such as walking, running, wheelchairs, wagons and roller skates.

A two feet wide (minimum) clear graded area is recommended along both sides of the paved path and vertical clearance to overhead obstructions should be a minimum of eight and one-half feet. All bridges, culverts etc. needed to accommodate these facilities should provide for these same minimum standards.

A wide separation between the facility and the roadway is desirable for safety reasons. The facility should typically be located one foot off the property line and provide minimum clearances of six feet from back of curb on roads with curb and gutter; ten feet from edge of roadway pavement (where there is no ditch), or twenty feet from centerline of right-of-way (where there is no ditch), or one foot behind the top of drainage backslope (where ditch exists), whichever is greater. These clearances shall also be used as a guide for allowing deviations from the location of one foot off the property line.

Where these minimum requirements cannot be obtained in the right-of-way or where there is evidence that a roadway will require widening beyond two lanes, consideration must be given to acquiring additional right-of-way to accommodate the proposed roadway, the facility, and the minimum clearances and widths stated.

Pavement & Structures:

The type of material, thickness of surface and base are of primary importance as well as the proper design of all structures needed to accommodate the facility. These designs should be determined by engineers after an analysis of soils, wheel loads, and other site-specific requirements are considered.

Normally, however, the pavement should be a minimum of four inches concrete or three inches bituminous surface over six inches of processed road gravel. A cross slope of two percent should be provided to allow for proper drainage.

Signing & Marking:

Adequate signing and marking may be important safety considerations. General guidance is provided in the Michigan Manual of Uniform Traffic Control Devices. Only signing necessary for safety should be erected so as not to create confusion or restrict vision.

Signing and marking shall be reviewed and approved by the Road Commission's Traffic and Safety Department.

Design Speed, Grades and Alignment:

Many other factors must be considered in the design of the facility. Design speed of twenty mph is normally considered adequate except for steep grades where a higher design speed should be used.

Grades and pavement elevations should be given special consideration in relation to the roadway facility and adjoining properties so as to cause minimal concern for safety, drainage, driveways, yards, etc. Profiles of the curbs and/or roadway should be utilized as a guide for such determination.

Changes in alignment and curves to accommodate such changes should be adequate to provide for the design speed selected and the safety to users of the facility.

Intersections:

Where the facility crosses a roadway, special consideration for selecting the proper location and placing adequate controls must be given.

Operation & Maintenance:

The agency responsible for the control, maintenance and policing of non-motorized paths will be established prior to construction approval. A written agreement specifying local responsibility for maintenance, repair and restoration of the path and stating the local community will save harmless, indemnify, represent and defend the Road Commission for all claims for as long as such path exists must be executed prior to issuance of a construction permit by the Road Commission.

The Road Commission will be responsible only for reviewing plans to assure conformance to the guidelines set forth above relative to geometrics within the right-of-way and for issuance of a construction permit.

Attached as Exhibit "A" is a typical agreement that could be used and modified if necessary to clearly establish responsibilities for such facilities on the road right-of-way.

B. PAVED SHOULDERS

There is considerable emphasis today on the need for paved shoulders to accommodate non-motorized transportation, particularly in urban areas or near schools.

The Road Commission will continue to recommend the construction of sidewalks or non-motorized paths where it is deemed advisable for safety reasons. Generally, such recommendations will be made when traffic volumes or non-motorized uses are exceptionally high or where adequate right-of-way is available.

When the Road Commission allows for construction of a paved shoulder it shall be their policy that:

- 1. The cost for constructing the paved shoulder is the responsibility of the requesting parties, unless otherwise agreed. The requesting party may also be required to resurface the existing roadway, dependent on it's condition.
- 2. The paved shoulder will not be designated as any special facility, such as a bicycle path, but be treated as a normal road shoulder.
- 3. Both shoulders shall generally be paved along a section of roadway as opposed to only paving one side.
- 4. All construction shall be done by or under the direct supervision of the Road Commission in accordance with current standards of construction and design. The width to be a minimum of four feet on uncurbed roadways and six feet on curbed roadways unless a special exception is granted. Bituminous surface shall be a minimum thickness of three inches.
- The Road Commission will only perform routine maintenance of the shoulders following completion and acceptance of construction. Pathway maintenance is the responsibility of the requesting agency.

C. SIGNED ROUTES

In addition to providing for non-motorized paths as a separated facility from the motorist traveled portion of the roadway and the use of paved shoulders to accommodate non-motorized uses, there may be times when it would be desirable to sign an existing roadway (without paved shoulders or separated path) as a "Bike Route". This may also be needed for the purpose of providing continuity of routes within the County or with other counties.

An agreement with the local unit of government shall be executed assigning certain responsibilities for signing, maintenance and liability. (See Exhibit A)

D. SIDEWALKS

Sidewalks constructed by local units of government on county roads shall conform to the following general guidelines and receive the approval of the Kent County Road Commission before construction begins.

- 1. The sidewalk shall be five feet in width and be generally located one foot off the property line.
- Current construction standards of the Michigan Department of Transportation shall be used for the design and construction of all sidewalks.
- 3. Sidewalk elevations shall be determined by the Kent County Road Commission for uniformity in relation to the profile or proposed profile to curbs and/or roadway.

Since the statutes are quite specific regarding sidewalk construction and liability, an agreement will not be necessary. Approval of the design and construction plans, however, by the Kent County Road Commission is a prerequisite before locating on a county road and issuance of a construction permit.

EXHIBIT "A" AGREEMENT

| WHEREAS, the (hereinafter referred to as) is a municipal corporation organized under the laws of the State of Michigan, and is located in the County of Kent, State of Michigan, and: | | | | | | |
|---|--|--|--|--|--|--|
| WHEREAS, the Board of County Road Commissioners of the County of Kent (hereinafter referred to as "BOARD") is a public body corporate, with jurisdiction and control over all county roads located within the County of Kent, State of Michigan, and; | | | | | | |
| WHEREAS, the desires to build non-motorized transportation facilities or bicycle paths (hereinafter referred to as "pathway") in accordance with plans and designs prepared by its engineer within right-of-way under the jurisdiction and control of the BOARD; more specifically: | | | | | | |
| WHEREAS, because the intended location of the pathway is within right-of-way under the jurisdiction and control of the BOARD, it is necessary for to obtain the consent of the BOARD prior to commencing construction of the pathway, and; | | | | | | |
| WHEREAS, it is the desire and objective of the parties hereto, to set forth their mutual understanding with respect to the conditions under which the BOARD will grant its consent to the to construct pathway within county road right-of-way; | | | | | | |
| NOW, THEREFORE, in consideration of the aforementioned premises and in furtherance thereof, it is hereby mutually agreed as follows: | | | | | | |
| will apply for a permit from the BOARD and agrees to abide by all terms and conditions imposed upon permit applications. | | | | | | |
| 2 will construct the pathway in accordance with the plans and design prepared by its engineer and approved by the BOARD. Any deviation from the plans and design must receive the prior written approval of the BOARD. | | | | | | |
| agrees to assume total and exclusive responsibility for maintenance, repair and restoration of the pathway for so long as the pathway may exist. If, for any reason, the pathway is removed by, agrees to restore the county road right-of-way where the pathway is located, to a condition reasonably similar to that in effect prior to the construction of the pathway further agrees to remove or relocate the pathway at its expense when necessary to accommodate a roadway improvement of the Board. | | | | | | |

| 4. | granted by t to save harr for bodily in | he BO <i>i</i> mless, jury or | ARD to indemn proper | the ify, rep ty dam | tion of the paresent and de age or any ot ence of the pa | fend the Bo | DARD elating | from a | ny and all o arising out | grees claims of the |
|----------------|---|-------------------------------------|----------------------|---------------------------|--|-------------|-----------------|--------|-----------------------------|---------------------------|
| 5. | This agreem signatures | | | | as between th authorized | | | | | of the and |
| execı below | uted by their d | | | | the parties h s and their sea | | | | | |
| WITNESS: | | | | COUN | D OF COUNT ITY OF KENT | | | | ERS, | |
| | | | | Ву: | Chairman | | | | | |
| | | | | Ву: | Vice-Chairma | n | | | | |
| | | | | Ву: | Commissione | r | | | | |
| | | | | Ву: | Commissione | r | | | | |
| | | | | Ву: | Commissione | r | | | | |
| | | | | TOWNSHIP OF | | | | | | |
| | | | | Ву: | | | | | - | |
| Date: | | | | Ву: | | | | | <u></u> | |



2015-2021 update

Alpine Township Finance Primer and Capital Improvements Plan







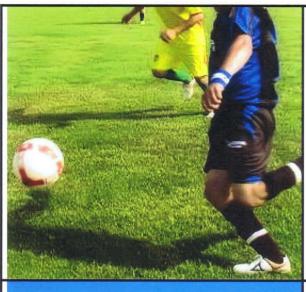








5255 Alpine Avenue Comstock Park, MI 49321 (616) 784-1262 www.alpinetwp.org





2010-2014 ALPINE TOWNSHIP COMMUNITY RECREATION PLAN









Alpine Township Stormwater Master Plan

Alpine Township

April 2003

2020217



Alpine Township Kent County, Michigan



Roger G. Laninga Kent County Drain Commissioner

Prein&Newhof

FINAL REPORT

4 MILE ROAD CORRIDOR STUDY

Prepared For:

GRAND VALLEY METROPOLITAN COUNCIL



In Coordination with:

ALPINE TOWNSHIP
CITY OF WALKER
KENT COUNTY ROAD COMMISSION
MICHIGAN DEPARTMENT OF TRANSPORTATION









Prepared By:

URS

GRAND RAPIDS - DETROIT - FARMINGTON HILLS - TRAVERSE CITY

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