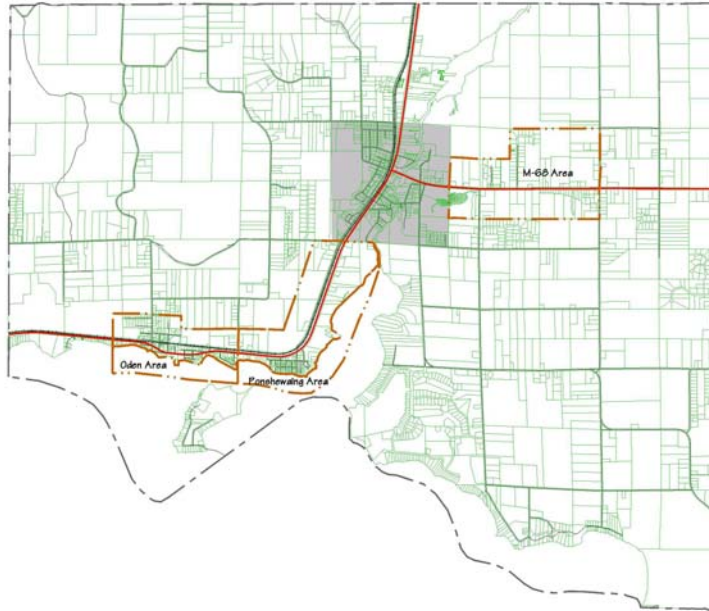


# LITTLEFIELD TOWNSHIP

## CORRIDOR STUDIES

ODEN, PONSHEWAING, AND M-68



### *Summary Report*

Prepared for:  
**Littlefield Township**  
&  
**Emmet County**

With Planning Assistance provided by:

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February 2012

## 1.0 INTRODUCTION

### Background

Littlefield Township is under the jurisdiction of Emmet County regarding Planning and Zoning. The Littlefield Township Planning Committee serves in an advisory capacity to provide local input to the County Planning Commission on planning and zoning matters in Littlefield Township. At the present time Littlefield Township is content with the arrangement of having Emmet County administer the zoning regulations covering Littlefield Township, based on Township input.

Littlefield Township, with support from Emmet County, conducted a series of three corridor studies. The three areas of focus are Oden, Ponshewaing and along M-68, just outside of Alanson, (see Figure 1-1) for the limits of each study area. In order for Littlefield Township to have a basis for providing additional input on potential zoning ordinance changes, three key areas in the Township were studied in detail, and the input from property owners sought. By pursuing a series of corridor studies, the Township was able to direct time and resources to the areas known to be more complicated in terms of planning and zoning; and thus identify the issues, examine a number of concepts to address the identified issues and present a preferred alternative for each area.

In 2009, the Emmet County Planning Commission and County Board of Commissioners adopted a Master Plan to guide future growth and development in Emmet County. While the future land use map of the County Master Plan provides a general direction for future, (see Figure 1-2), it is county-wide and is general in nature. This study allowed the Township to build-upon the recent master planning work done at the County level, and further review and refine how and where the Township would like to guide growth and development for these three corridor areas. The locally proposed or refined development strategies for these three corridors are provided to the Littlefield Township Board, following review and finalization by the Littlefield Township Planning Committee. The Township Board can then, at their discretion, decide whether and when to send any or all of the recommendations of this study to the County Planning Commission for consideration as the Emmet County Zoning Ordinance is fully reviewed.

By pursuing a series of corridor studies, the Township was able to direct time and resources to the areas known to be more complicated in terms of planning and zoning; and thus identify the issues, examine a number of concepts to address the identified issues and present a preferred alternative for each area. The strategies and recommendations of this study provide Littlefield Township a strong basis for requesting consideration of potential zoning ordinance changes, as related to the three corridor areas in the Township.

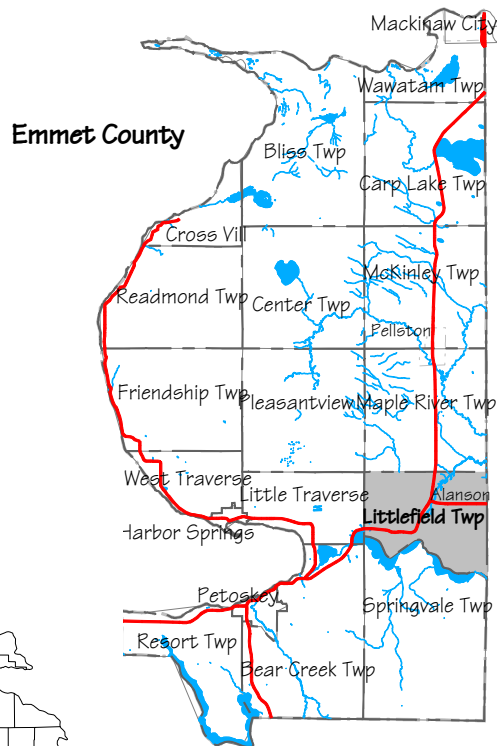
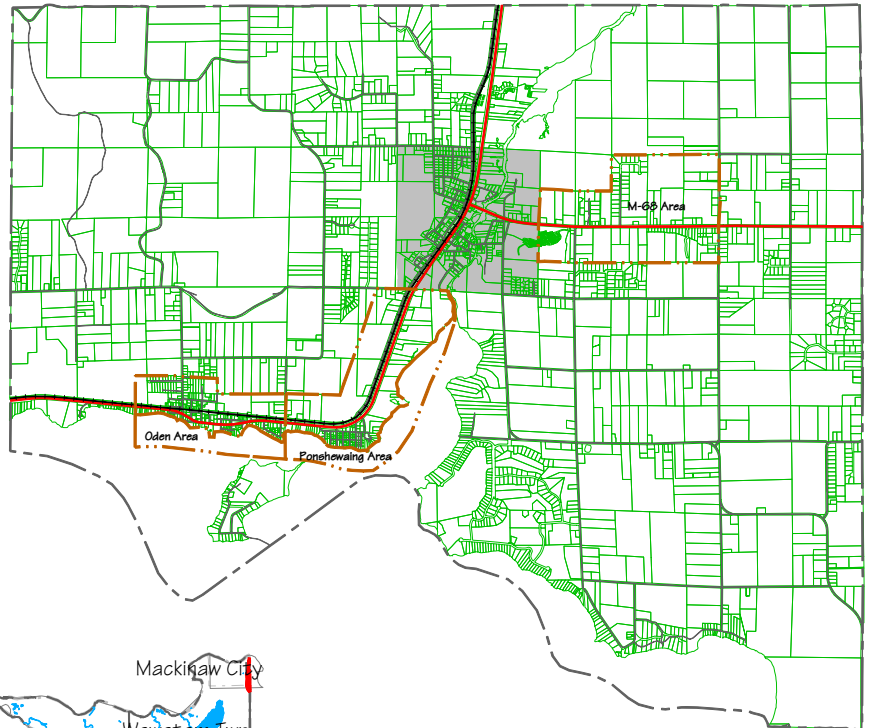
Each corridor study was designed to: 1) Identify local issues and concerns; 2) Review existing conditions (opportunities and constraints), including but not limited to the existing land uses, environmental factors, planned future land use and the existing zoning for each area; 3) Identify Factors for consideration and obtain public input; 4) Present corridor options for public discussion; and 5) Identify strategies and recommendations.

The consultant worked with the Township and County on each of the corridor study areas. A questionnaire was developed for each corridor and mailed to property owners within the defined study area for each Corridor, in order to more accurately gauge the views of property owners in each corridor area. The initial findings for each corridor area were presented at a public forum specific to the individual corridor, and additional public input was solicited. Following the public forum, all input was considered and strategies and recommendations were developed and refined. The findings for each study area are discussed separately in this summary report.

# Littlefield Township -- Corridors Study

## Location Map

Figure 1-1



Littlefield Township



State of  
Michigan



# Emmet County Future Land Use 2009

## FUTURE LAND USE LEGEND

- RR RURAL RESIDENTIAL
- LDR LOW DENSITY RESIDENTIAL
- MDR MEDIUM DENSITY RESIDENTIAL
- HDR HIGH DENSITY RESIDENTIAL
- MU MIXED USE
- LIGHT COMMERCIAL
- COMMERCIAL
- INDUSTRIAL
- PARKS AND RECREATION
- LITTLE TRAVERSE BAY BANDS OF ODAWA INDIANS RESERVATION BOUNDARY

## PUBLIC AND QUASI-PUBLIC LANDS LEGEND

- State of Michigan, Federal (F)
- Emmet County
- Road Commission
- Cities, Villages, Townships, Lands in Tribal Trust
- Schools, Colleges, Universities
- Commercial Forest and Conservancy Lands

Emmet County Planning, Zoning & Construction Resources  
3434 Harbor-Petoskey Rd  
Harbor Springs, MI 49740  
231.439.8983

Adopted Date: January 15, 2009

This map is for general reference purposes only. It is not intended as a replacement, a substitute for, or duplication of a survey. Unintended errors and omissions may occur. If you find one, call the Mapping Department at 231.348.0631.

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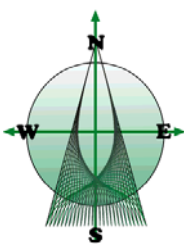


Figure 1-2



## 2.0 ODEN STUDY AREA

### BACKGROUND AND STUDY AREA

Oden is an unincorporated area located within Littlefield Township, and while the general area of Oden is well accepted, there are not definitively accepted boundaries. For the purpose of this Oden Corridor Study area, the limits of the study were established based on existing land use questions, concerns and issues. The approximate boundaries of the study area extend from west of Luce Street along US-31 to east Blumke Road, with Crooked Lake serving as the southern boundary and the northern boundary following roads and parcel boundaries, (see Figure 2-1).

Within the Oden area, the State of Michigan has acquired the former railroad right of way and is working on plans for an improved non-motorized trail to extend from Petoskey to Mackinaw City, with the portion within the Oden Study Area to be located on the former railroad right of way. This trail will connect in Petoskey with the Little Traverse Wheelway trail which runs from Charlevoix to Harbor Springs.

### EXISTING CONDITIONS

As part of the background information gathering for this corridor area, a series of maps were prepared.

#### Public/Quasi-Public Ownership (Figure 2-1) includes:

- STATE OF MICHIGAN (including DNRE)—Rail corridor, ‘Well Spring’ Park along Cincinnati Street and a few triangle shaped properties on the south side of US-31
- EMMET COUNTY ROAD COMMISSION – Property adjacent to the rail corridor between Main Street and Rose Street, and some road ends access points.
- LITTLEFIELD TOWNSHIP- Township Park on Crooked Lake
- ODEN COMMUNITY ASSOCIATION - two properties, Oden Community Hall on Luce Street and the gazebo site adjacent to rail corridor between Luce and Main streets.

#### Existing Land Cover/ Use (Figure 2-2)

This map illustrates how a property is actually being used or is developed for residential, recreation or commercial, and if the area is not developed, the map shows the ‘cover type’ such as forested, non-forested or wetlands.

### Existing Zoning Districts (Figure 2-3)

This map shows the Emmet County Zoning Districts within the Oden Study Area. A summary chart of uses for the applicable zoning districts is located in Appendix A – Oden Supplemental materials.

### Future Land Use (Figure 2-4)

This map is an excerpt from the Emmet County Future Land Use Map (provided in Figure 1-2), provided to show an enlargement of the Oden study area. Within the limits of the study area the planned future uses shown are high density residential, medium density residential and recreation.

### FACTORS FOR CONSIDERATION

Some of the potential factors identified at the start of this study with assistance from Township officials and Emmet County planning staff included:

1. Safety issues with US-31 (both vehicular and pedestrian);
2. Mix of zoning districts along the water (and the associated uses allowed);
3. B-1 zoned property –the quantity zoned versus that currently used as residential in the Oden study area;
4. Trail connections and services – to be coordinated with trail improvements

### PUBLIC INPUT

A questionnaire was mailed to all property owners within the defined Oden study area in order to solicit input on the ‘factors for consideration’ (listed above). The mailing list was purged for duplicates, so only one was sent to each named property owner and only one per mailing address; a total of 183 questionnaires were sent and 38 responses were received for a response rate of 21%.

### Summary of Study Area survey findings (details provided in Appendix A)

*What connections between the Rail Trail and other recreation areas/facilities should be explored/facilitated?*

- ✓ Little Traverse Wheelway (Charlevoix –Petoskey-Harbor Springs trail)
- ✓ Petoskey – Mackinaw City trail (to be improved)
- ✓ Beach Area park
- ✓ Fish Hatchery
- ✓ Upgrade park with fountain
- ✓ Boat launch and Restrooms
- ✓ None – taxes high enough

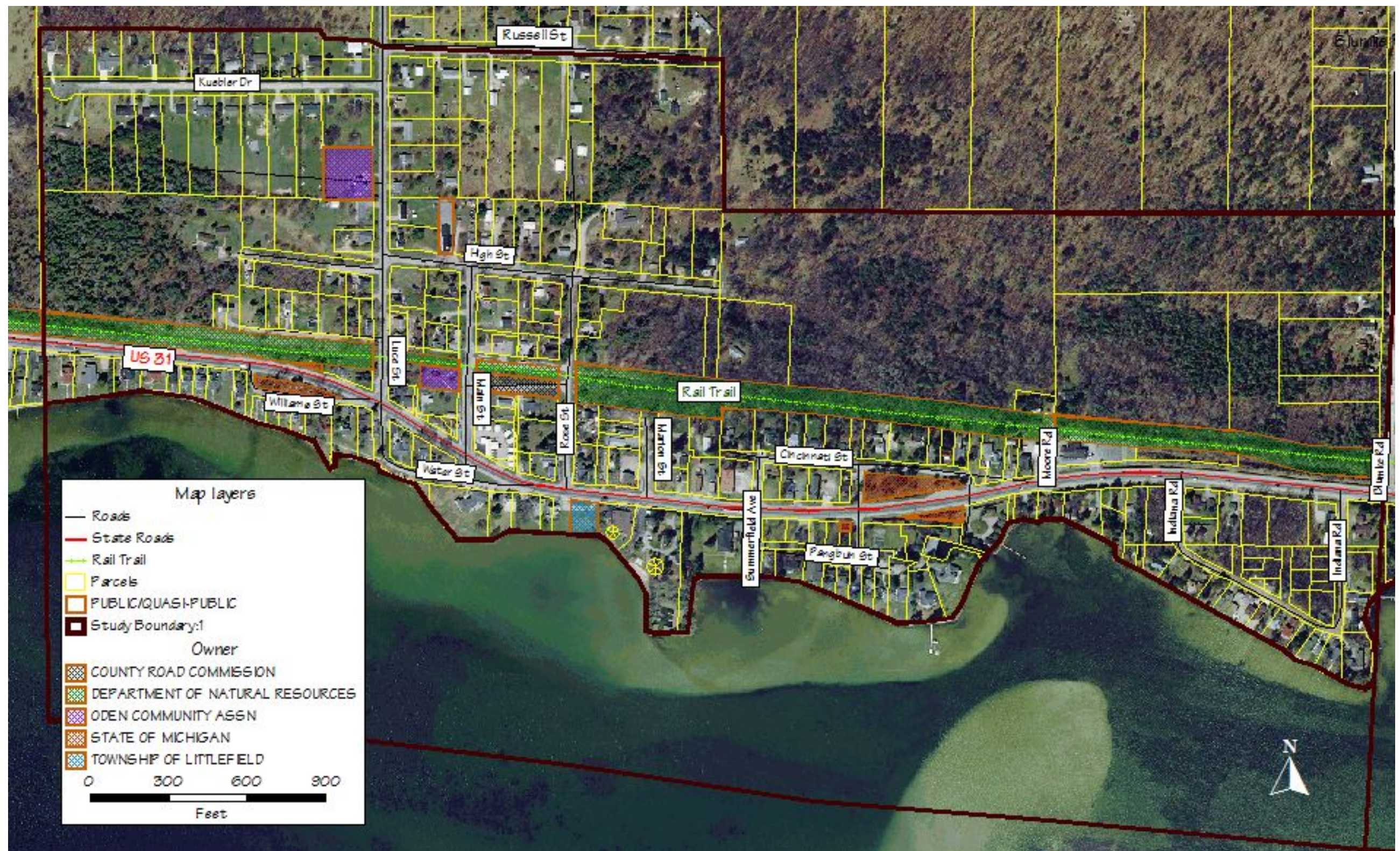
*Other comments* Surface type, Playground at Oden Community hall

*What connections to area businesses or services should be explored/facilitated?*

- ✓ None /OK as is
- ✓ Alanson and Petoskey
- ✓ Food/Beverage establishments and Convenience Stores

*Other Comments* – Provide tax rebates for business located at public facilities





## Oden Area Corridor – Public/Quasi-Public Lands

Prepared for: Littlefield Township and Emmet County

Prepared by: M.C. Planning & Design

Data Sources: Emmet County GIS Department and Michigan Center for Geographic Information

Figure 2-1





## Oden Area Corridor—2010 Existing Land Use/Land Cover

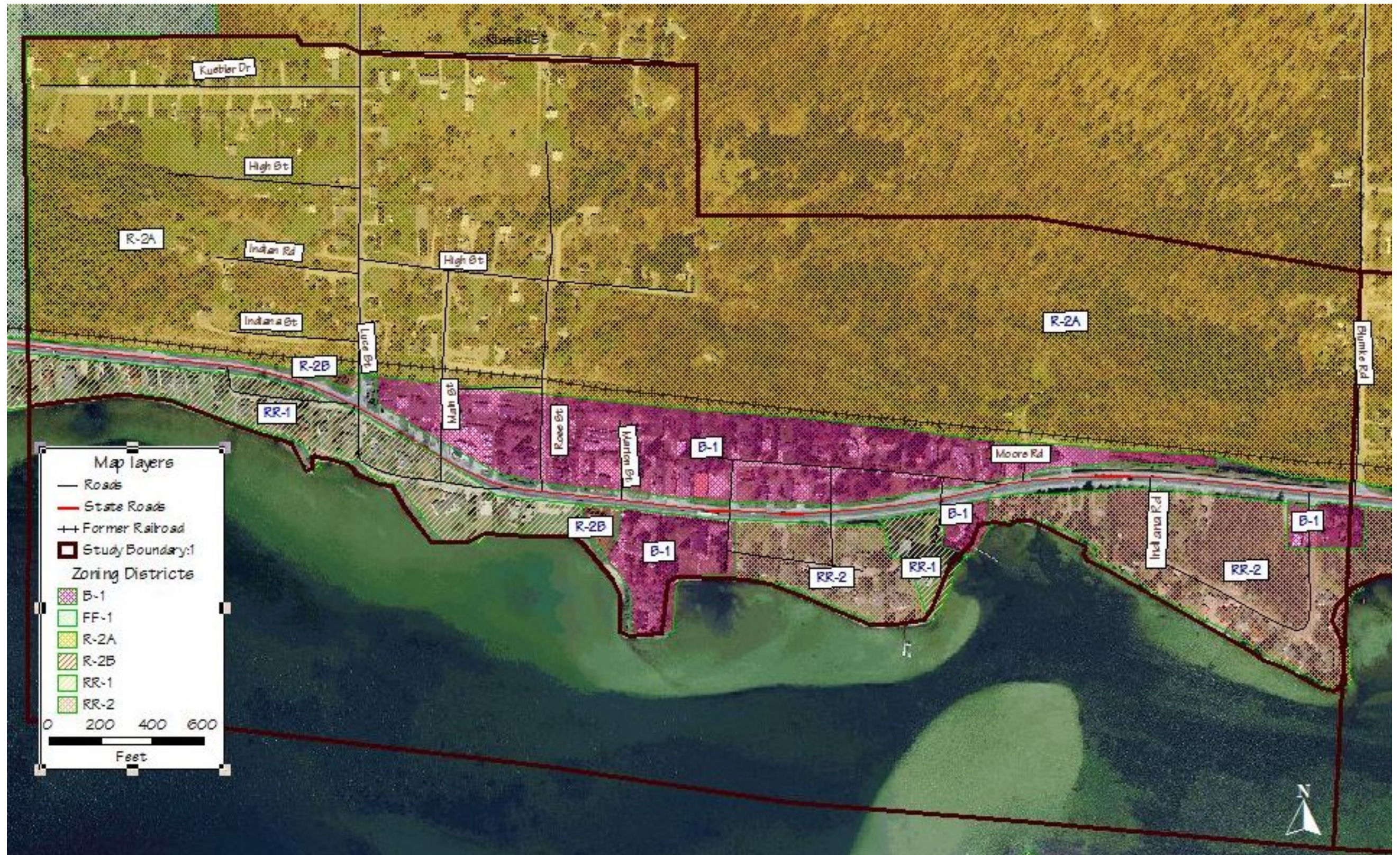
Prepared for: Littlefield Township and Emmet County

Prepared by: M.C. Planning & Design

Data Sources: Emmet County GIS Department and Michigan Center for Geographic Information

Figure 2-2





## Oden Area Corridor – Zoning Districts (Emmet Co)- 2010

Prepared for: Littlefield Township and Emmet County

Prepared by: M.C. Planning & Design

Data Sources: Emmet County GIS Department and Michigan Center for Geographic Information

Figure 2-3



# Oden Area Future Land Use

excerpt from  
Emmet County Future Land Use 2009 Map

Figure 2-4



## Oden Area Corridor Study

Source: Emmet County Master Plan 2009

*Concerns regarding the US-31 corridor in Oden*

- ✓ **Safety and Speed of Traffic**
- ✓ Landscaping to improve aesthetics
- ✓ Blight issues

*Should the Township and County should consider closing off any roads at US-31?*

- ✓ **No** 28 responses (87.5%)
  - ✓ **Yes** 4 responses (12.5%)
- No response = 6

If so, which road(s) should be considered for possible closure?

- **Main Street**
- Luce Street
- Rose Street

*Prior to this letter were you aware of the zoning for your property?*

- ✓ **Yes** 25 responses (65.8%)
- ✓ **No** 13 responses (34.2%)

*Concerned if any of the listed uses (permitted or special use permit) were to locate next door?*

- ✓ **Yes** 21 responses (63.6%)
  - ✓ **No** 12 responses (36.4%)
- No response = 5

*Concerns on uses allowed in zoning districts*

- ✓ Businesses
- ✓ Apartments
- ✓ Gas Stations
- ✓ Mobile homes
- ✓ Farms

*What Zoning related changes would you like reviewed and considered?*

- ✓ Business only on non-lake side of US-31
- ✓ Dual Zoning B-1/R
- ✓ Limit commercial and non-residential uses
- ✓ Some B-1 changed to B-2
- ✓ Maintain for Residential purposes

*Additional comments:*

- The upgrade of the **bike path is an opportunity** to clean-up Oden and increase property values – we should do our part to get it moving.
- **Fix-up Park** with well
- **Purchase properties with grants-**
- turn Oden into a stopping point, upgrade village.
- **Concern about trail upgrades** – invites motorized wheeled vehicles.
- Preserve **Community Hall** and **Community Church**
- **Traffic hazard area currently** – additional business compounds problem. Facilities available very nearby.
- **Reduce** size of **B-1** District.
- Allow B-1 to have **outdoor display**
- **Consider Re-routing US-31 to avoid Oden**
  - Use North Conway and Powers Roads



### Public Forum Input

The Public Forum Discussion primarily centered around the responses to the questionnaire questions, comments received with the questionnaire and the follow-up to such.

### Topics Discussed

- ***Speed and Safety Issues--#1 concern***
  - interest in lowering the speed limit, idea of a seasonally lower speed limit
  - enforce speed limits; extend No Passing zone
  - explore options for safe pedestrian crossing – to access Township waterfront park, and/or residents to access Post office—options being pursued with MDOT
  - hazardous intersections – due to sight distance and speed issues-
    - concept of road closures Not supported
- ***Trail connections***
  - locations for small parking areas for local trail access
  - connection from trail to park with fountain—explore route and/or easement or property purchase
  - connection to Township park—if a safe
  - Fish Hatchery, Alanson, and Petoskey – all connected with trail
- ***Zoning Districts and potential changes***
  - mix of districts on the lake—general support for changing lakefront B-1 properties between Luce and Moore roads
  - concern regarding larger scale or more intense commercial use
  - mixed use district to allow for residential and limited commercial use – generally supported
  - interest in outdoor display, some discussion of a limited amount of outdoor display –needs further discussion with committee and County.
- ***Re-routing US-31 along North Conway and Powers Roads***
  - Concept received mixed reviews
    - definite concern regarding reduced traffic for commercial businesses
    - residential property owners supportive
  - Complicated process involving many entities
  - General consensus NOT worth pursuing at this time

### STRATEGIES & RECOMMENDATIONS

***Safety: Establish on-going dialog between MDOT representatives, Township officials, Emmet County Planning staff and Emmet County Road Commission to explore the options to address the identified safety concerns including, but not limited to, hazardous intersections with limited sight distances, pedestrian crossing options such as a designated crossing location and flashing light when a pedestrian is crossing, speed issues and possibility of extending the no passing zone.***

Inventory the existing speed limit and speed related signs and assess whether signs are blocked by other signs or objects, to determine if re-location of any existing signs would be beneficial.

*Trail:* **Continue to work with DNRE** and monitor timing of proposed improvements.

Establish a connection between the trail and 'well spring' park.

Explore options for the use or establishment of a small parking area to provide easy local trail access, potentially on the Road Commission property adjacent to the trail or near the Post Office.

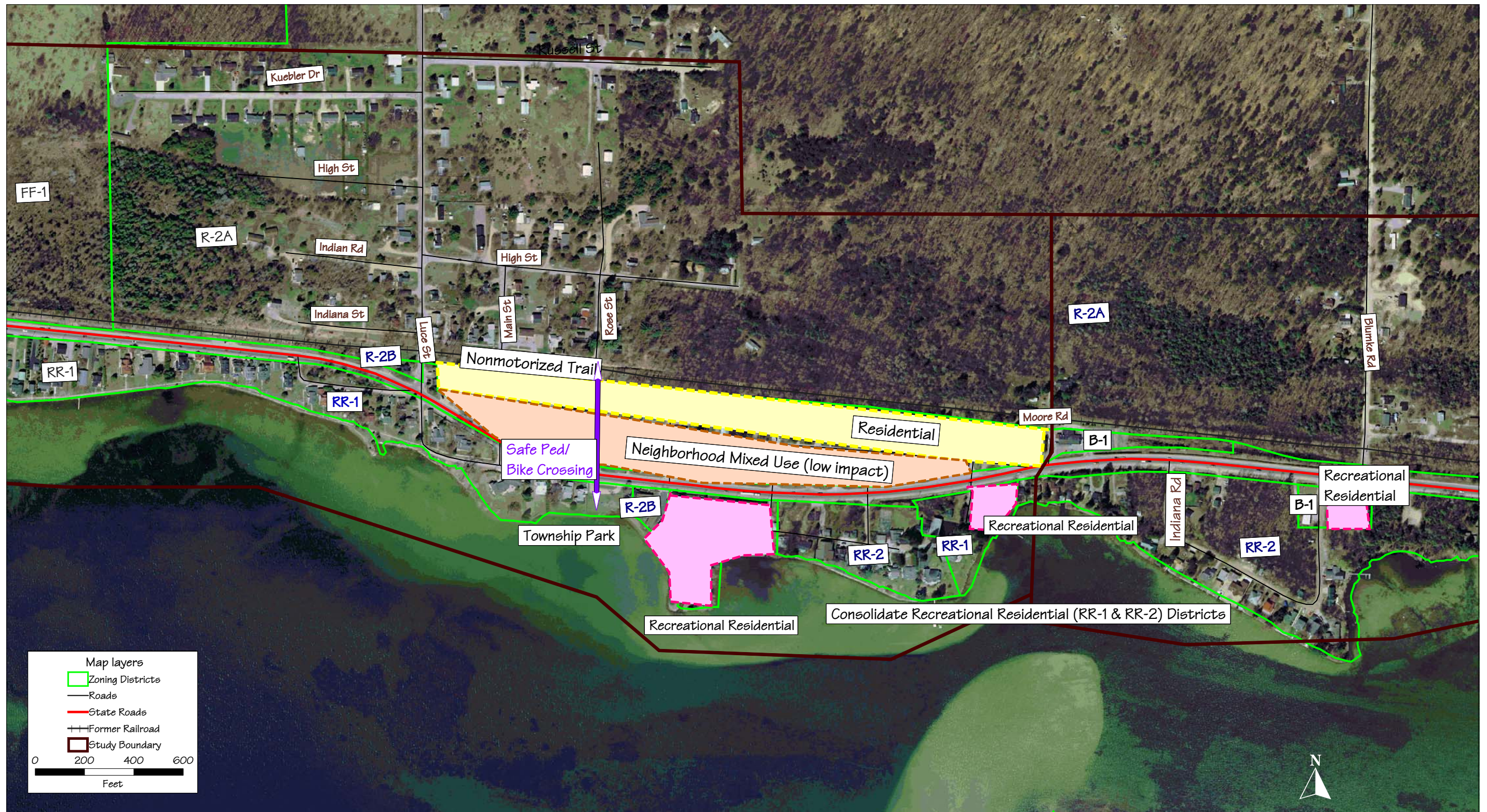
**Work with MDOT** to establish a safe pedestrian crossing to Township Park.

*Zoning:* **Work with Emmet County** to designate and consolidate the waterfront recreational residential uses into one zoning classification consistent with the Oden Area Future Land Use Future Recommendations (Fig 2-5) and the Future Land Use map (Figure 1-2 and 2-4) contained in the Emmet County Master Plan 2009 and would preserve the existing residential and resort character of the waterfront property as desired by the responding property owners in the Oden study area.

Explore the option of a mixed use area along much of the north side of US-31 to provide for residential and small scale neighborhood (low impact) commercial use, while protecting the area from more intensive commercial activities which would increase traffic and may be disruptive to the existing residential area. This recommendation is not intended to change the commercial zoning of Northwoods Restaurant or the commercial (B-1) property located on the south side of US-31 on the west side of Indiana Road, but does include a recommendation to change the zoning for the existing residence and garage on the east side of Indiana Road, (see Figure 2-5).

Continue to restrict outdoor displays in this area, due to the existing traffic and safety concerns and the predominantly residential and resort character of this area.





## Oden Area Corridor - Future Land Use Recommendations

Prepared for: Littlefield Township and Emmet County

Prepared by: M. C. Planning & Design

Data Sources: Emmet County GIS Department and Michigan Center for Geographic Information.

Figure 2-5

Revised Nov. 2011



### 3.0 PONSHEWAING STUDY AREA

#### BACKGROUND

The Ponshewaing study area incorporates the older primarily summer development on small lots (pre-dating zoning) between US-31 and Crooked Lake, and the area along US-31 from Blumke Road to Powers Road, (see Figure 3-1).

Within the Ponshewaing study area, the former railroad right-of-way is primarily in private ownership. The current plans for this portion of the Petoskey to Mackinaw City non-motorized trail, are to locate the separate trail within the US-31 right-of-way on the north or west side of US-31 within the Ponshewaing study area. This trail will connect at M-119 with the Little Traverse Wheelway trail which runs from Charlevoix to Harbor Springs.

#### EXISTING CONDITIONS

As part of the background information gathering for this corridor area, a series of maps were prepared.

##### Study Area and Protected Lands (Figure 3-1)

This map shows the limits of the study area as well as the only quasi-public properties in the study area, on an aerial photo for ease of orientation. There are no public properties within the study area and the only quasi-public properties are three parcels of land owned and protected by the Little Traverse Conservancy.

##### Existing Land Cover/Use (Figure 3-2)

The Existing Land Cover/Use map illustrates how areas within the Ponshewaing study area are actually being used, or what type of development exists on a portion of a property, such as residential, commercial, or industrial/extractive; or if an area is not developed or actively used the area is mapped based on the cover type, such as upland forest, upland field, or wetland.

##### Existing Zoning (Figure 3-3)

This map shows the Emmet County Zoning Districts within the Ponshewaing Study Area. A summary chart of the uses for the applicable zoning districts is provided in Appendix B – Ponshewaing Supplemental materials.

##### Future Land Use (Figure 3-4)

This map is an excerpt from the Emmet County Future Land Use Map (provided in Figure 1-2), provided to show an enlargement of the Ponshewaing study area, (see Figure 3-4). The primary future uses planned within this study area are high density residential in the vicinity of 'the



curve' and along Powers Road, medium density residential primarily north and west of US-31 and light commercial on the east side of US-31 at the northern portion of the study area.

#### FACTORS FOR CONSIDERATION

Some of the potential factors identified at the start of this study with assistance from Township officials and Emmet County planning staff included:

1. Safety issues with US-31 (both vehicular and pedestrian), sight distances and hazardous intersections;
2. Mix of zoning districts (and the associated uses allowed);
3. B-2 and B-3 zoned property near the Alanson Village limits – “gateway” to Alanson.
4. Trail connections and services – to be coordinated with trail improvements.

#### PUBLIC INPUT

A questionnaire was mailed to all property owners within the defined Ponshewaing study area in order to solicit input on the ‘factors for consideration’ (listed above). The mailing list was purged for duplicates, so only one was sent to each named property owner and only one per mailing address; a total of 132 questionnaires were sent and 38 responses were received for a response rate of 28.8%.

#### Summary of Study Area survey findings (details provided in Appendix B)

*What connections between the planned non-motorized trail to other recreation areas/facilities should be explored/facilitated?*

- ✓ Little Traverse Wheelway (Charlevoix –Petoskey-Harbor Springs trail)
- ✓ Petoskey – Mackinaw City trail (to be improved)
- ✓ Downtown Alanson connection & River Park
- ✓ Connect to snowmobile trails
- ✓ Possible boardwalk at the Lake and Boat launch
- ✓ Signs to direct trail users to points of interest
- ✓ None (8)

*What connections to area businesses or services should be explored/facilitated?*

- ✓ Downtown Alanson
- ✓ Safe crossing for US-31 to access The Fort and lake
- ✓ Redirect Golf and Ski traffic along Powers
- ✓ Snowmobile access
- ✓ None /OK as is

*Concerns regarding the US-31 corridor through Ponshewaing*

- ✓ Safety on S-curve
  - Speed of Traffic, need speed study Powers to Blumke
  - Safety for pedestrian crossing
  - Traffic Light – Lake Street and US-31
- ✓ Limit commercial development
- ✓ Preservation of greenbelt for Ponshewaing
- ✓ Re-route US-31



# Study Area and Protected Lands

Figure 3-1



Blumke Road to Powers Road

Prepared for Littlefield Township in Association with Emmet County

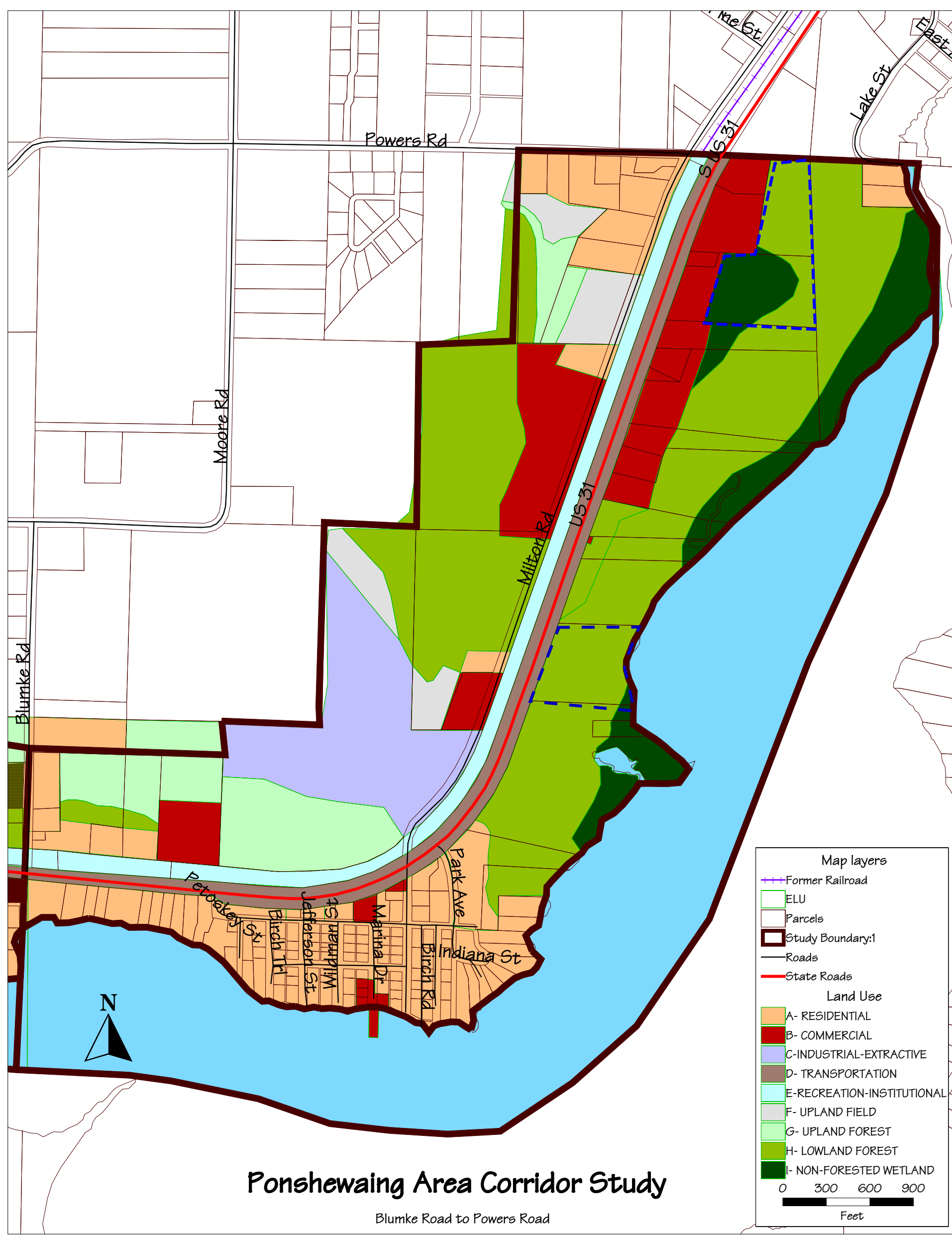
Data Sources: Emmet County GIS Department and Michigan Center for Geographic Information

Prepared by: M.C. Planning & Design



# Existing Land Cover/Use Map - 2010

Figure 3-2



Prepared for Littlefield Township in Association with Emmet County

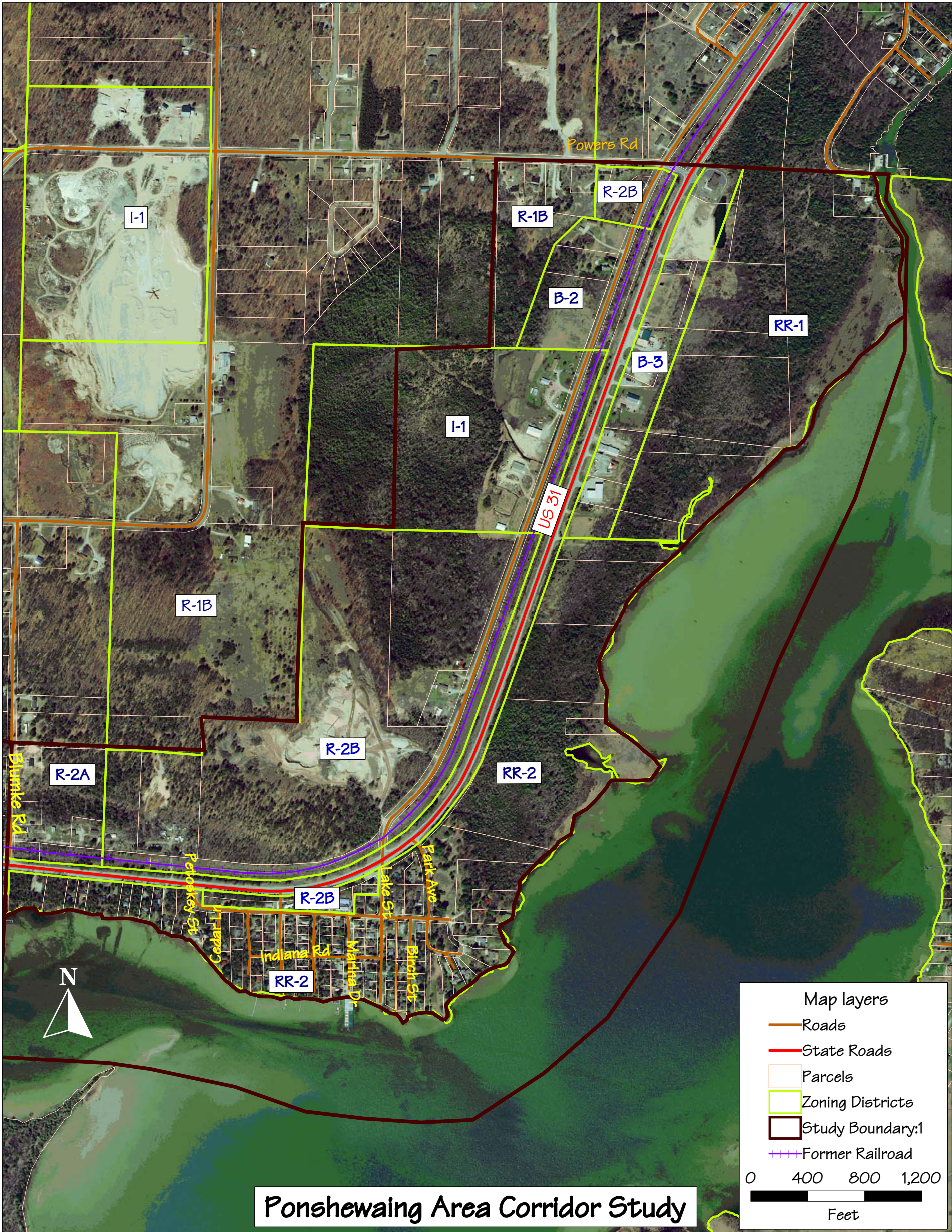
Data Sources: Emmet County GIS Department and Michigan Center for Geographic Information

Prepared by: M.C. Planning & Design



# Zoning Districts (Emmet Co) -2010

Figure 3-3



Blumke Road to Powers Road

Prepared for Littlefield Township in Association with Emmet County

Data Sources: Emmet County GIS Department and Michigan Center for Geographic Information

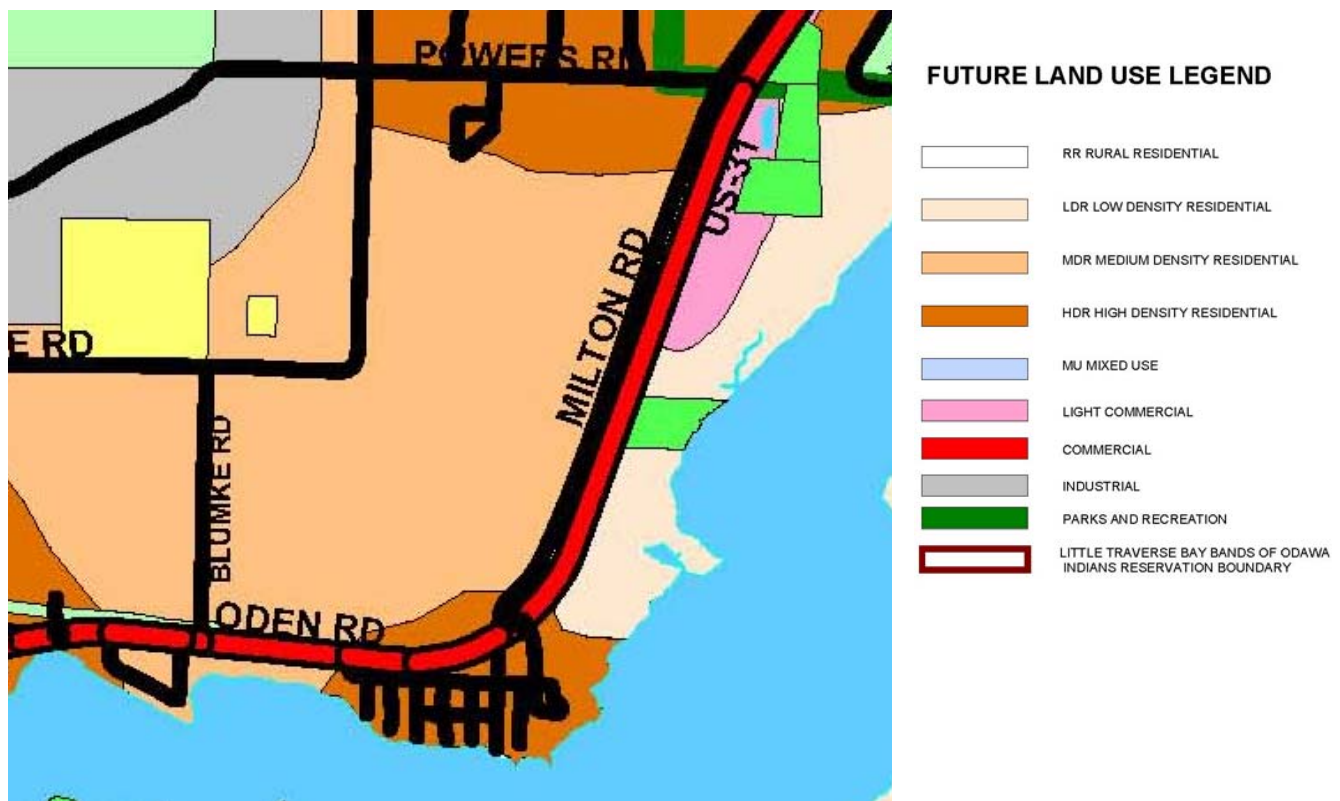
Prepared by: M.C. Planning & Design



# Ponshewaing Area Future Land Use

excerpt from  
Emmet County Future Land Use 2009 Map

Figure 3-4



## Ponshewaing Area Corridor Study

Source: Emmet County Master Plan 2009

*Should the Township and County consider limiting new access on to US-31 in Ponshewaing?*

- ✓ **Yes** 30 responses (78.9%)
- ✓ **No** 8 responses (21.1%)

*If so, which road(s) should be considered for possible changes?*

- **US-31 and Lake Street (by The Fort) –flashing light**
- The S-curve on US-31
- Close Park Street at US-31--dangerous

*Prior to this letter were you aware of the zoning for your property?*

- ✓ **Yes** 25 responses (67.6%)
- ✓ **No** 12 responses (32.4%)

No response = 1

*Concerns on uses allowed in zoning districts*

- ✓ Additional commercial
- ✓ Utility and public service facilities
- ✓ Multi –family dwellings
- ✓ Schools
- ✓ Mobile homes
- ✓ Farms
- ✓ Churches
- ✓ Boat launches

*What Zoning related changes would you like reviewed and considered?*

- ✓ Traffic impacts of any changes
- ✓ Mobile homes eliminated from zoning districts
- ✓ Property maintenance/Upkeep issues – regulations needed
- ✓ No condo/multi family dwellings
- ✓ Enforce existing covenants
- ✓ B-2 and B-3 should be allowed to have outdoor display
- ✓ No changes

*Do you want to encourage additional Commercial use in Ponshewaing Study Area?*

- ✓ **No** 31 (81.5 %)
- ✓ **Yes** 3
- ✓ **Yes with some restrictions** (4)

*Additional comments:*

- ✓ Keep Ponshewaing as noncommercial as possible
- ✓ Existing businesses are good – do not add more.
- ✓ Many safety concern at the S-curve and for pedestrian crossing
- ✓ **Lower speed limits**

### Public Forum Input

The Ponshewaing area corridor public forum discussion centered primarily on the topics and responses received to the questionnaire, and follow-up questions and comments regarding such.



### Topics Discussed

- **Safety** and Access Management
- Potential road closure
- Concerns regarding changes to business zoning that would create non-conforming businesses.
- Outdoor display—desired by business owners in the B-3 district
- A potential boardwalk on the south and east side of US-31 from Ponshewaing to Alanson.

### STRATEGIES & RECOMMENDATIONS

**Zoning:** Encourage local property owners to work together to propose a PUD overlay which would meet the Township goal of aesthetically enhancing the entrance to Alanson, with landscaping requirements, improved access management with internal connections and allowing defined and limited (such as 200 sf) outdoor display.

**Work with Emmet County planning staff** to explore reducing the size of the Mixed Use Area (R-2B district) in the vicinity of The Fort, to include only the store and Ryde Marina.

At the north end of the study area, pursue a mixed use area on Milton Street to R-2B to provide a transition area.

**Safety:** **Work with MDOT and the Emmet County Road Commission** to explore the closure of Park Street, to eliminate a hazardous intersection since the area is served by other roads.

Pursue the implementation of some access management measures to restrict any new accesses to US-31 within this study area, in order to improve safety.

Explore and pursue options for safe pedestrian crossings at The Fort to serve both the residential area and the store.

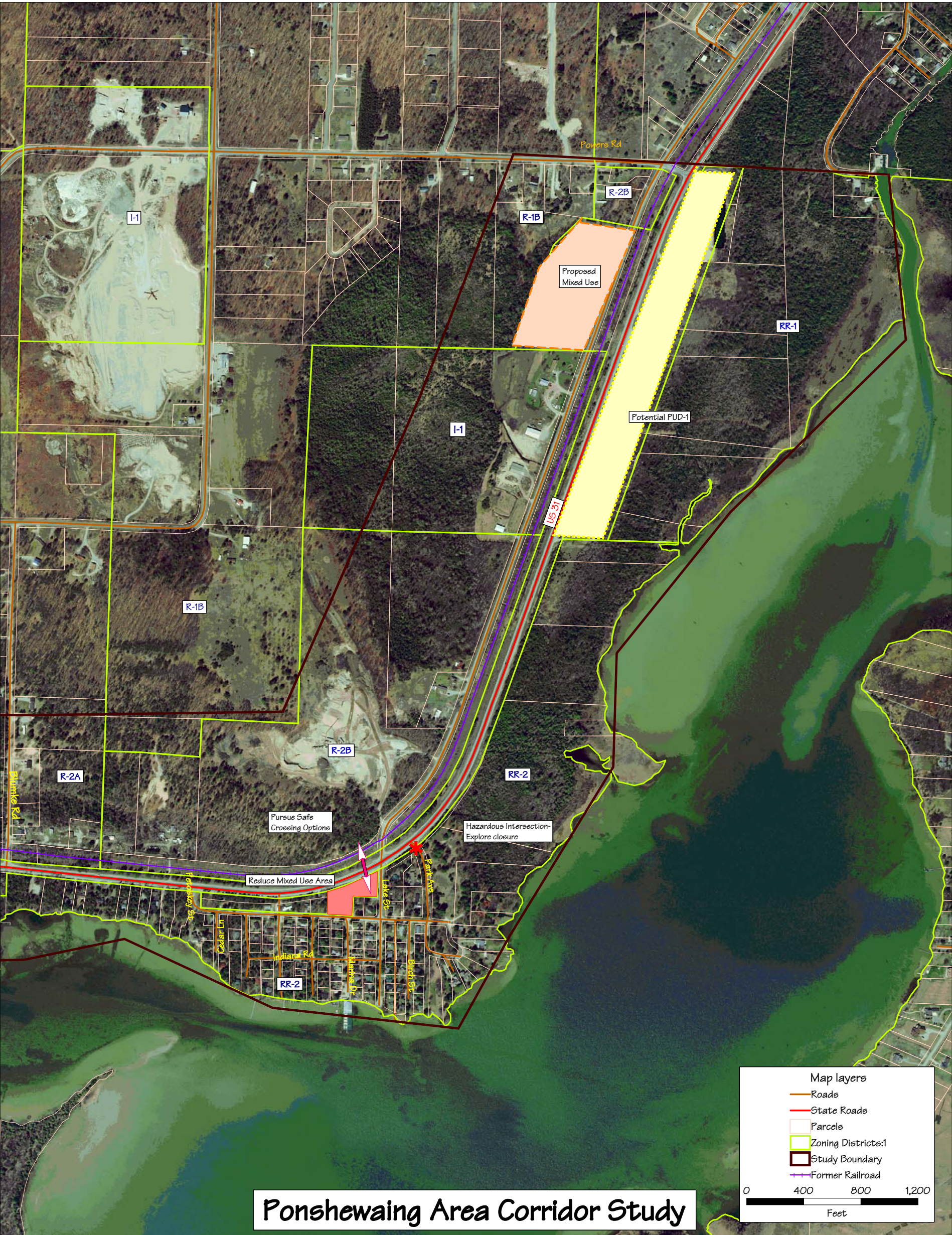
**Trail:** **Work with DNRE** to provide landscaping as part of the trail improvements.

Explore the concept of a boardwalk on the east side of US-31, to provide pedestrian access to Alanson without crossing US-31. This potentially could be considered as part of the PUD overlay discussed above, if the property owners wish to pursue the PUD option.



# Ponshewaing Area - Future Land Use Recommendations

Figure 3-5





## 4.0 M-68 STUDY AREA

### BACKGROUND

The M-68 study area is immediately adjacent to the eastern boundary of the Village of Alanson along M-68 to Mission Road, (see Figure 4-1). This area serves as the eastern entrance to the Village of Alanson and provides a mix of land uses.

### EXISTING CONDITIONS

As part of the background information gathering for the M-68 corridor area, a series of maps were prepared.

#### Study Area Map (Figure 4-1) includes:

This map shows the extent of the study area over an aerial photo base for ease of orientation. The only publicly owned parcel in the study area is one parcel on M-68 owned by the Emmet County Road Commission.

#### Existing Land Cover/ Use (Figure 4-2)

This map illustrates how a property is actually being used or is developed for residential, recreation or commercial, and if the area is not developed, the map shows the ‘cover type’ such as forested, non-forested or wetlands.

#### Existing Zoning Districts (Figure 4-3)

This map shows the Emmet County Zoning Districts within the M-68 Study Area. A summary chart of uses for the applicable zoning districts is located in Appendix C – M-68 Supplemental materials.

#### Future Land Use (Figure 4-4)

This map is an excerpt from the Emmet County Future Land Use Map (provided in Figure 1-2), provided to show an enlargement of the M-68 study area.

### FACTORS FOR CONSIDERATION

Some of the potential factors identified at the start of this study with assistance from Township officials and Emmet County planning staff included:

1. Speed/Safety issues—including the number of driveways;
2. Mix of zoning districts along the M-68;
3. The mix of existing residential and commercial uses;
4. Trail connections and services – to be coordinated with any PUD overlay districts

## PUBLIC INPUT

A questionnaire was mailed to all property owners within the defined M-68 study area in order to solicit input on the 'factors for consideration' (listed above). The mailing list was purged for duplicates, so only one was sent to each named property owner and only one per mailing address; a total of 177 questionnaires were sent and 40 responses were received for a response rate of 22.5%.

### Summary of Study Area survey findings (details provided in Appendix C)

*Should bike/non-motorized paths be planned along M-68 to connect with the rail corridor bike/walking trails in the Alanson area and Indian River?*

- ✓ **Yes 30 responses (75%)**
- ✓ **No 10 responses (25%)**

### *Concerns listed regarding the M-68 corridor*

- ✓ Lower speed limits
- ✓ Center or passing lanes added
- ✓ Clean-up of existing commercial & residential areas
- ✓ Braking of trucks too loud
- ✓ No big box stores or businesses along M-68
- ✓ Extend sewers
- ✓ Trails needed for safety of bikers & walkers
- ✓ Road curves are dangerous for hidden driveways

*In order to address safety issues, do you think the Township and a County should consider limiting new access, (driveways) on to M-68?*

- ✓ **Yes 18 responses (48.6%)**
- ✓ **No 19 responses (51.4%)**                      No response = 3

*Prior to this letter were you aware of the zoning?*

- ✓ **Yes 25 responses (64.1%)**
- ✓ **No 14 responses (35.9%)**                      No response = 1

*Were you previously aware of the uses allowed in the EXISTING zoning district covering your property?*

- ✓ **Yes 18 responses (46.2%)**
- ✓ **No 21 responses (53.8%)**                      No response = 1

### *Comments on allowed uses?*

- ✓ No desire for mobile homes
- ✓ Home business monitored
- ✓ Restrictions on campgrounds in the corridor
- ✓ Move commercial growth from FF-1 to I-1.
- ✓ Good as is.

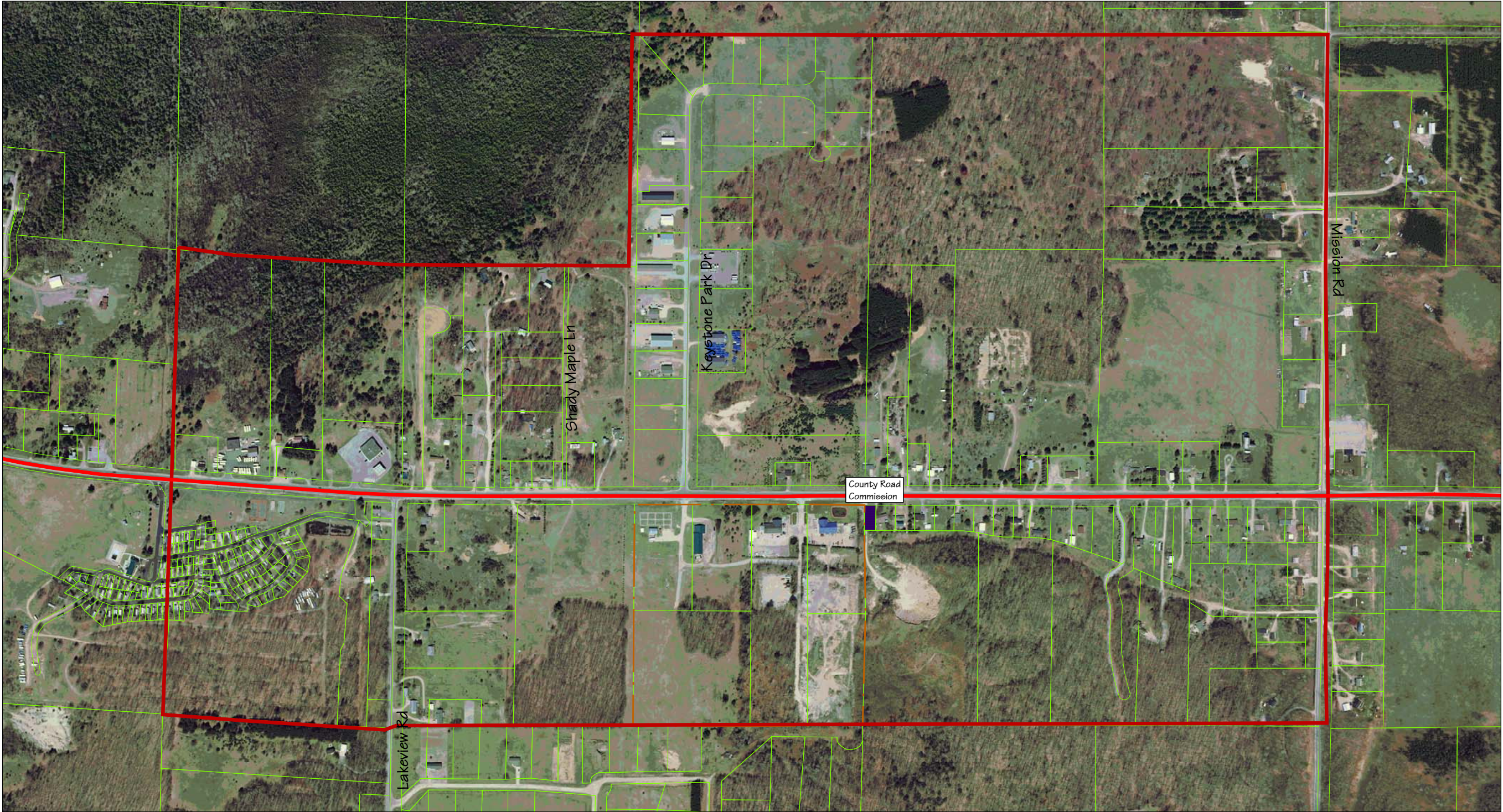
*Concerned if any of the listed uses (permitted or spec use permit) were to locate next door?*

- ✓ **Yes 23 responses (60.5%)**
- ✓ **No 15 responses (39.5%)**                      No response = 2



# M-68 Area Corridor Study Area

Alanson Village limits to Mission Road



Prepared for Littlefield Township in Association with Emmet County

Data Sources: Emmet County GIS Department and Michigan Center for Geographic Information

Prepared by: M.C. Planning & Design

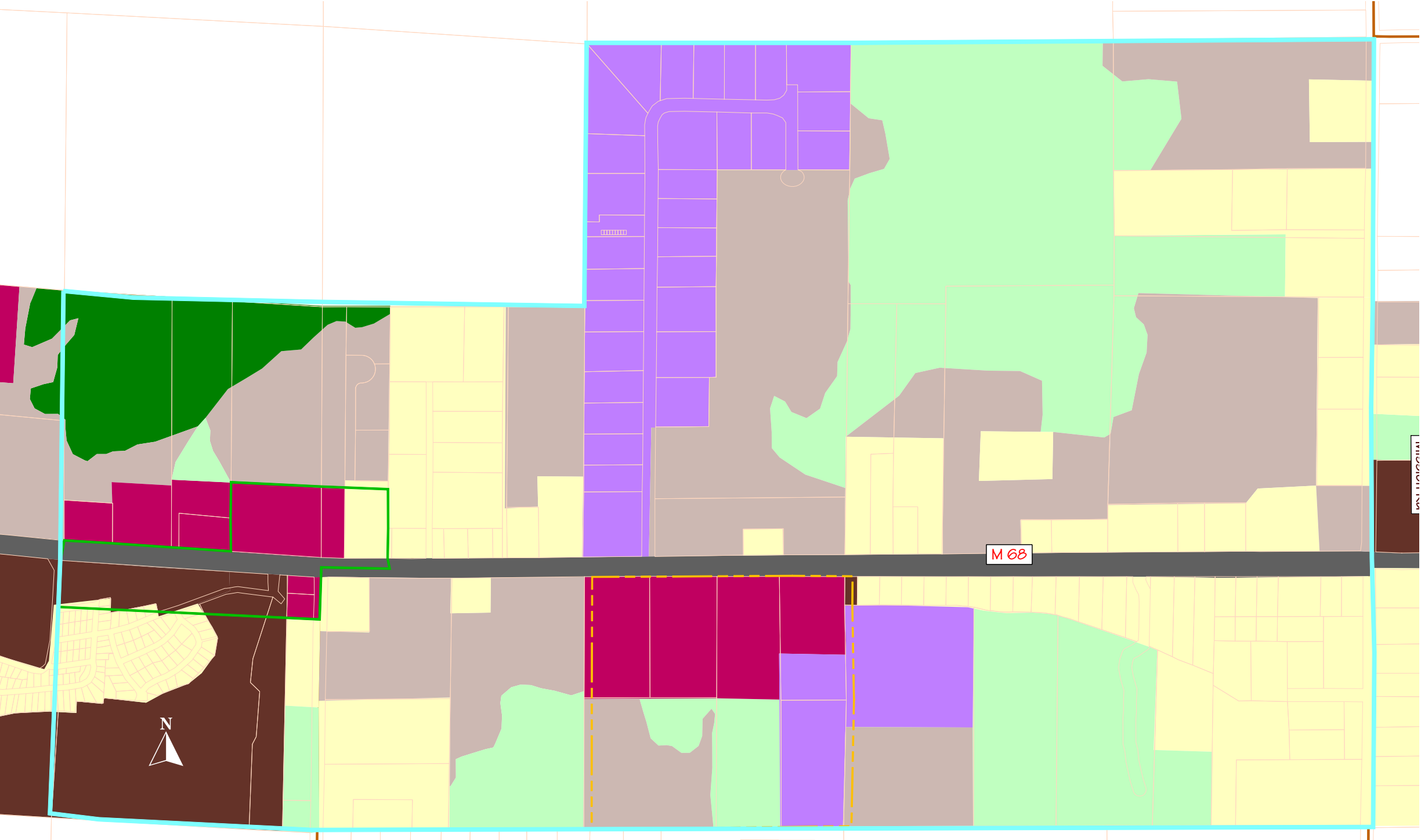
Figure 4-1

Map Date: August 2010



# M-68 Area Corridor Study

Alanson Village limits to Mission Road



Map layers

Roads

State Roads

ELU

Parcels

PUD-overlay

Study Boundary:1

Land Use

A- RESIDENTIAL

B- COMMERCIAL

C-INDUSTRIAL-EXTRACTIVE

D- TRANSPORTATION

E-RECREATION-INSTITUTIONAL

F- UPLAND FIELD

G- UPLAND FOREST

H- LOWLAND FOREST

I- NON-FORESTED WETLAND

0200400600

Feet

## Existing Land Cover/Use -2010

Prepared for Littlefield Township in Association with Emmet County

Prepared by: M.C. Planning & Design

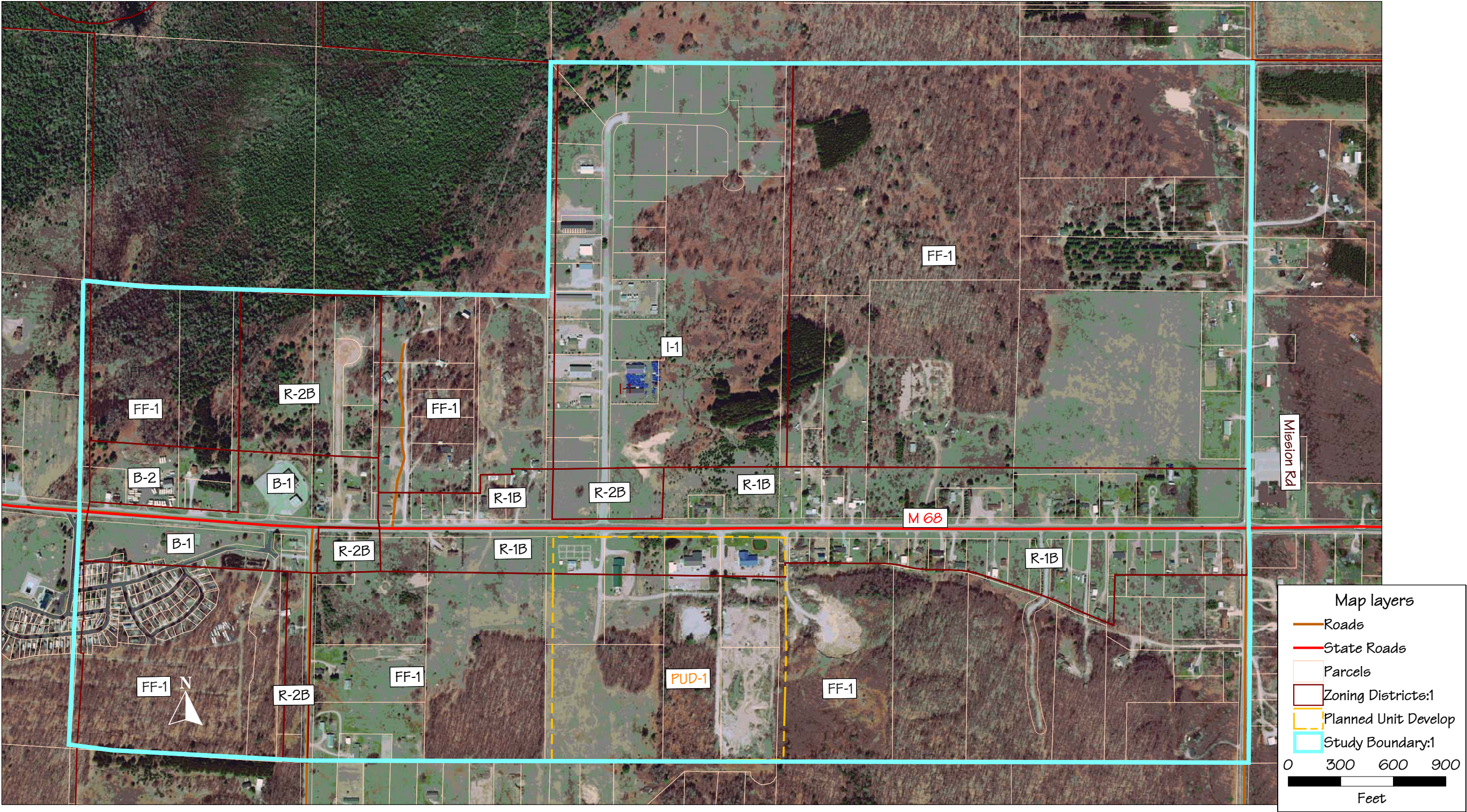
Data Sources: Emmet County GIS Department and Michigan Center for Geographic Information

Figure 4-2



# Zoning Districts (Emmet Co) - 2010

Alanson Village limits to Mission Road



## M-68 Area Corridor Study

Prepared for Littlefield Township in Association with Emmet County

Data Sources: Emmet County GIS Department and Michigan Center for Geographic Information

Prepared by: M.C. Planning & Design

Figure 4-3

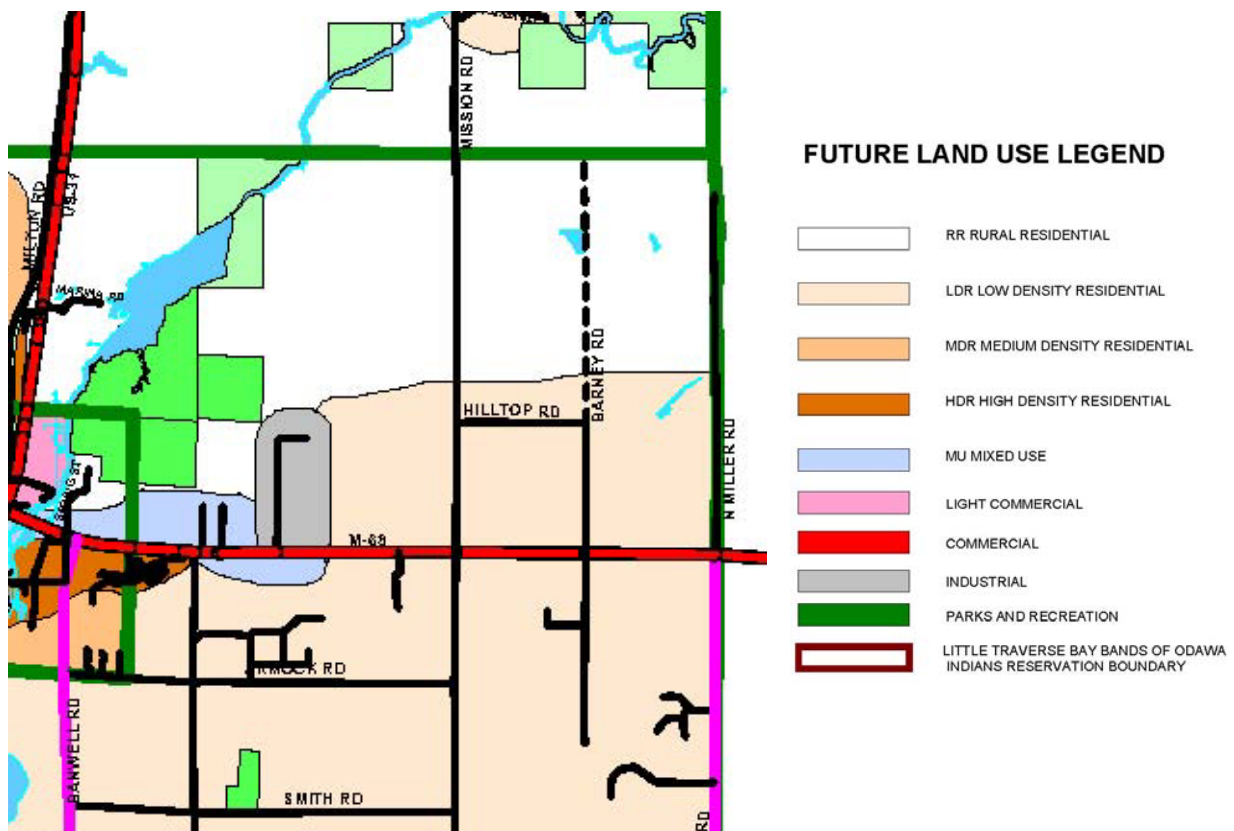
Map Date: August 2010



# M-68 Area Future Land Use

excerpt from  
Emmet County Future Land Use 2009 Map

Figure 4-4



## M-68 Area Corridor Study

Source: Emmet County Master Plan 2009



*Concerns on uses allowed in zoning districts*

- ✓ Loud noises/lights
- ✓ Storage facilities
- ✓ Trailer/Mobile homes
- ✓ Sawmills
- ✓ Mining
- ✓ Airports
- ✓ Campgrounds
- ✓ Cemetery
- ✓ Golf Course
- ✓ Bowling Alley
- ✓ All concern me
- ✓ Keep things as they are

*What Zoning related changes would you like reviewed and considered?*

- ✓ More B-1 and B-2
- ✓ Review FF-1 – no recreation or mini storage
- ✓ More business growth
- ✓ No business close by
- ✓ Preserve residential zones
- ✓ Eliminate B-1 and add its uses to B-2
- ✓ Uses that create employment and uses that benefit neighboring Alanson

*Do you want to encourage additional Commercial use in M-68 Study Area?*

- ✓ **Yes 18 responses (52.9 %)**
- ✓ No 16 responses (47.1%)                      No responses = 6

*Comments on additional Commercial use*

- ✓ Yes - but, no heavy Industrial
  - only by highway
  - if it brings jobs it is okay
  - limit to B-1, B-2, and I-1
- ✓ No - already too many empty businesses
- ✓ M-68 is a Class “A” road state highway and we have no say.

*Should an increased buffer be required along M-68, i.e. should businesses be required to be setback 50 feet from the road right of way?*

- ✓ **Yes 35 responses (94.6%)**
- ✓ No 2 responses (5.4%)                      No response = 3

*Additional comments:*

- ✓ Add center lane or extra turn lanes
- ✓ Nothing that will raise my taxes
- ✓ Fair market value for homes next to businesses
- ✓ Work to clean-up area
- ✓ East of the former Emmet Excavating, should start transition zone for residential uses
- ✓ Traffic is heavy now – more building will make it worse.
- ✓ Thank you for your efforts

### Public Forum Discussion topics and additional Input

- ✓ Promote Trail Connections – to Petoskey to Mackinaw City Trail, and to Indian River (North Central State Trail)
- ✓ Extend Sewer when needed for business
- ✓ Utilize areas currently zoned for business and/or industrial before expanding
- ✓ Consider additional Planned Unit Development overlay on south side of M-68
- ✓ Consider expanded R-2B District on north side of M-68
- ✓ Explore center turn lane idea with MDOT
- ✓ Existing commercial and industrial property available
- ✓ Allow for retail and wholesale agricultural and farm forest related activities
- ✓ Promote sustainable activities and recycling related activities
- ✓ Allow for activities and uses that stabilize and enhance the economic viability of adjoining residential, commercial and industrial uses.

### STRATEGIES & RECOMMENDATIONS

**Zoning:** Pursue mixed use to include light commercial and residential for the areas north and south of M-68 and west of the Industrial Park, (see Figure 4-5), in order to have more influence over access management issues (internal connections and shared access drives), increased setbacks, potential trail location on south side of M-68 and landscaping. The intent is to allow for a mix of uses to be reviewed and determined at time the use is established.

**Explore an additional area for Transitional Uses,** for the area identified as Transitional Uses on Figure 4-5, including exploration of appropriate uses to be allowed and serve as a transition from the industrial park and proposed commercial to the FF-1 and R-1B zoning to the east.

Plan for future commercial uses for identified areas fronting on M-68, to allow for a transition area and provide for a mix of uses, (see Figure 4-5).

Consistent with the Emmet County Future Land Use 2009 map, and much of the public input regarding this corridor, maintain the area east of the industrial park as Farm-Forest and Residential at this time. When the area of the industrial park and the areas to the west zoned for mixed use or commercial are primarily built out, then the Township may wish to revisit this issue.



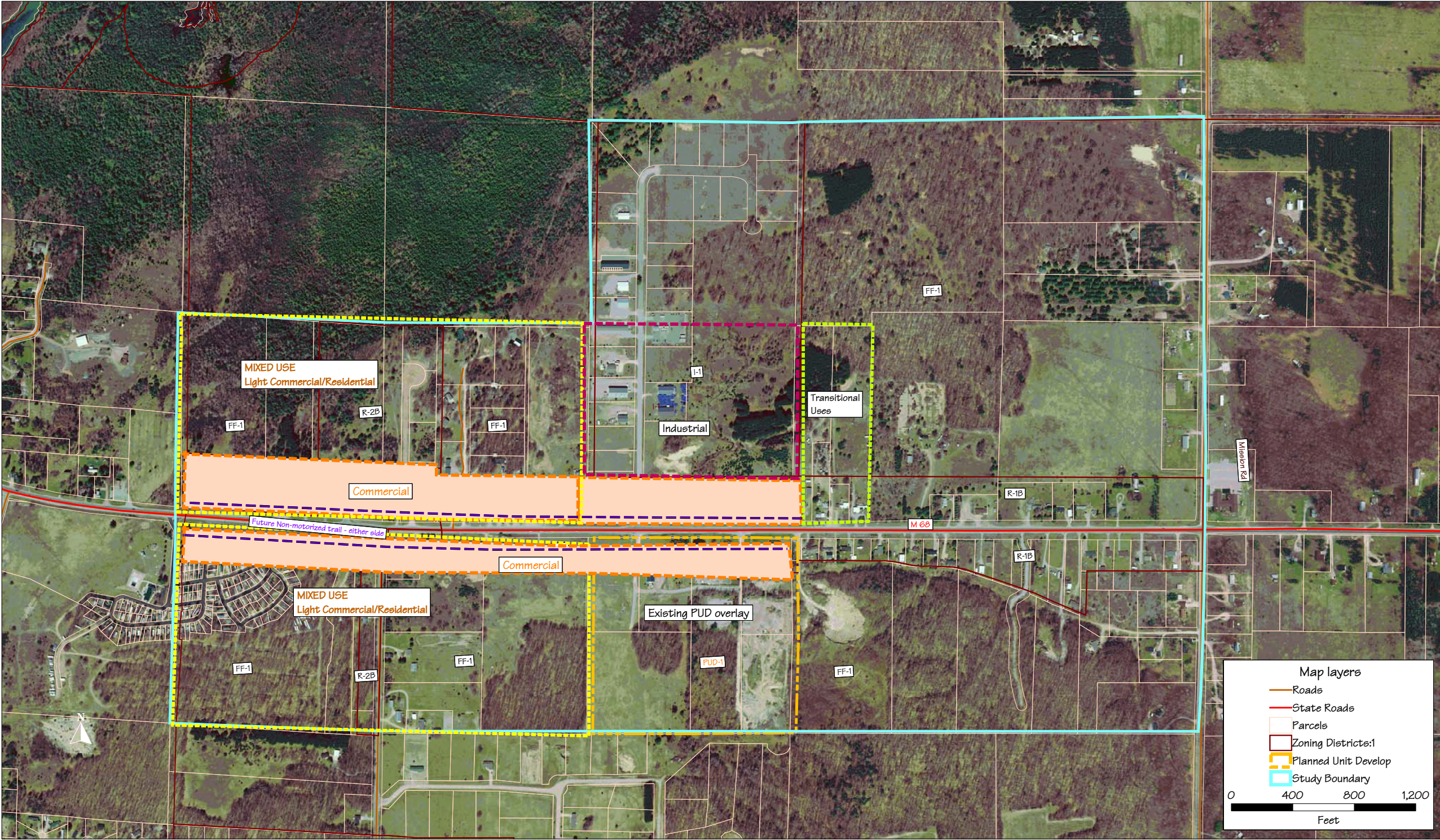
*Safety:* **Explore with MDOT** the potential options regarding turn lanes, regulations on jake braking.

*Trail:* **Pursue future trail location on either side of M-68**, include trail easement or similar as a condition of any PUD-1 overlay areas that are established on M-68 to facilitate connection to the Petoskey to Mackinaw City trail in Alanson.



# M-68 Corridor - Future Land Use Recommendations

Alanson Village limits to Mission Road



## M-68 Area Corridor Study

Prepared for Littlefield Township in Association with Emmet County

Data Sources: Emmet County GIS Department and Michigan Center for Geographic Information

Prepared by: M.C. Planning & Design

- - - - - Mixed Use Area Recommended
- - - - - Transitional Uses Area
- - - - - Commercial Area
- - - - - Industrial Area
- - - - - Future Non-motorized Trail

Figure 4-5

Revised Nov. 2011



## 5.0 NEXT STEPS

This series of corridor studies has reviewed local issues and proposes a number of recommendations, some which can be accomplished in the short-term and some which will be longer term projects. The recommendations can typically be grouped into three general topic areas: Safety, Zoning and Trail. Due to the nature of these corridor areas, most of the recommendations involve some form of intergovernmental dialog and cooperation.

The next steps for Littlefield Township officials are:

- 1) Fully review and discuss the recommendations of this study;
- 2) Decide which recommendations to pursue and prioritize as appropriate.

### *Zoning*

- 3) Make recommendations to the Emmet County Planning Commission regarding requested zoning district revisions.
- 4) Continue dialog with the US-31 property owners in the Ponshewaing study area regarding a possible PUD-1 overlay to meet the Township's goals and property owners' desire for outdoor display.

### *Safety*

- 5) Meet with MDOT officials and Emmet County Road Commission Engineer to review the issues, recommendations and explore the options, especially regarding pedestrian crossings and safety concerns. Review with MDOT proposed 'Y' crossing concept being discussed at M-119 (connection between Little Traverse Wheelway and Petoskey to Mackinaw City trails) and possible applicability of such for Oden and/or Ponshewaing.

### *Trail*

- 6) Continue to maintain open communications with DNRE staff/consultant to monitor the status and timing of the proposed trail improvements.
- 7) Work with MDOT and Emmet County Road Commission to explore the feasibility and design of a connector trail, located in the road right-of-way, from Moore Road to 'well spring' park along Cincinnati Street.
- 8) Explore/research the possible locations for a small trail parking area in Oden, including but not limited to the Road Commission property, or near the Post Office.

# APPENDIX A

## Oden Area Corridor Study Supplemental Materials

- Zoning Districts Use Comparison Matrix
- Questionnaire
  - Tally
  - Comments



## ***Oden Area Corridor Study--Zoning Districts Use Comparison Matrix***

Use	District				
	R-2A	R-2B	RR-1	RR-2	B-1
<b>RESIDENTIAL</b>					
One-family dwellings	P	P	P	P	
Permanent mobile homes	P	P	P	P	
Two-family dwellings and duplexes	P	P			
Multiple family dwellings, townhouses and housing for the elderly	P	P			
Rooming houses, apartment houses and group quarters	S	S			
Motels, tourist homes, motor inns		S			P
Cottages and recreation homes			P	P	
Existing dwelling and dwellings structurally attached					P
<b>BUSINESS/COMMERCIAL</b>					
Professional offices, real estate sales offices, credit unions		S			P
Hairdressers, tailors, photographers, dance studios, gyms or musical arts.		S			P
Funeral homes		S			P
Studio Art services and/or handcrafter products		S			
Medical and dental offices					P
Retail business					P
Gasoline service stations					S
Offices and show rooms of plumbers, electricians, decorators & similar trades					S
Commercial printing shops, newspaper offices					S
Wholesale uses with accessory storage space, but not warehousing					S
Plant material sales centers, greenhouses and nurseries					S
Lawn and garden tractors but not farm implement dealers					S
<b>SERVICE /INSTITUTIONAL</b>					
Fraternal lodge halls, sportsmen's assoc. athletic clubs		S			P
Historical restoration or renovation projects			P	P	
Utility and public service facilities			S	S	P
Public and private schools			S	S	S
Churches			S	S	P
<b>AGRICULTURAL</b>					
Domestic farms	P	P	P	P	
Commercial farms	P	P	P	P	P
<b>RECREATION/ RECREATION RELATED BUSINESS</b>					
Publicly owned recreational lands and facilities	P	P	P	P	
Golf courses and country clubs			S	S	
Private, semi-private and other non-public recreation lands			S	S	
Boat launching pads			S	S	
Marinas and boating facilities, docks, boat storage, watercraft sales & repair					S

P = Permitted Uses

S = Special Use Permit

**Zoning Districts:** R-2A, R-2B--General Residential Districts

RR-1, RR-2--Recreational Residential Districts

B-1--Local -Tourist Business District

Emmet County Zoning Ordinance available at: <http://www.emmetcounty.org/zoning-ordinance--amendments-230/>

***Property Owner Questionnaire***  
**ODEN AREA – CORRIDOR STUDY**

1. With the planned improvements to the rail corridor bike/walking trail,
  - a. What connections to other recreation areas/facilities should be explored/facilitated?  
\_\_\_\_\_
  - b. What connections to area businesses or services should be explored/facilitated?  
\_\_\_\_\_
2. Please list any concerns regarding the US-31 corridor through Oden. \_\_\_\_\_
3. In order to address safety issues, do you think the Township and County should consider closing off any roads at US-31?      Yes              No  
If so, which road(s) should be considered for possible closure? \_\_\_\_\_
4. Prior to this letter were you aware of the zoning for your property?              Yes              No
  - a. In which Zoning District is your property located (from letter or map)  
R-2A              R-2B              RR-1              RR-2              B-1
5. Were you previously aware of the uses allowed in the zoning district covering your property?  
(See comparison chart)      Yes              No              Comments? \_\_\_\_\_
6. Of the uses allowed in your zoning district (see comparison chart), would you be concerned if any of the listed uses (permitted or special use permit) were to locate next door?      Yes      No  
If so, which uses? \_\_\_\_\_
7. The Zoning Ordinance is being reviewed and will be updated, at which time there may be opportunities for some changes either in districts, district boundaries and/or the uses allowed in various districts. What changes would you like reviewed and considered?  
\_\_\_\_\_
8. Additional Comments \_\_\_\_\_



## Oden Property Owner Questionnaire

**With the planned improvements to the rail corridor bike/walking trail, what connections to other recreation areas/facilities should be explored/facilitated?**

	Response Count
	25
<b>answered question</b>	<b>25</b>
<b>skipped question</b>	<b>14</b>

Response Text		
1	Fish Hatchery, County Park for Crooked Lake, Downtown Alanson.	Jul 1, 2010 6:44 PM
2	None, my taxes are high enough now...	Jul 1, 2010 6:52 PM
3	Harbor springs, Alanson, Mackinac City	Jul 1, 2010 6:56 PM
4	Conection from trail to Beach Park	Jul 6, 2010 3:26 PM
5	Creating a playground on Oden Community Hall grounds	Jul 6, 2010 3:26 PM
6	I don't know what is planned but there should be parking lots available for vhehicles.	Jul 6, 2010 3:32 PM
7	None	Jul 6, 2010 3:38 PM
8	Not sure of plan - should be explained better in order to answer.	Jul 6, 2010 3:40 PM
9	Conniction to Petoskey area bike path.	Jul 6, 2010 3:44 PM
10	Can't say without knowledge of these planned improvements.	Jul 6, 2010 3:46 PM
11	Public fishing pier & boat launch, cross country ski trails.	Jul 6, 2010 3:56 PM
12	Fisheries visitor center.	Jul 6, 2010 4:02 PM
13	Public boat ramp, public restroom.	Jul 6, 2010 4:54 PM
14	First they have to improve the trail out of Petoskey going to Mackniac.	Jul 6, 2010 5:01 PM
15	Completion of the trail Petoskey to Makinaw City. Been talked about too long.	Jul 6, 2010 5:05 PM
16	Possible light/crosswalk to Beach Area.	Jul 6, 2010 5:11 PM
17	Surface the rail corridor from Alanson to the Petoskey-Harbor bikeway.	Jul 6, 2010 5:15 PM
18	Not aware of what the improvements are - cannot comment.	Jul 6, 2010 5:20 PM
19	Upgrade park & fountain along Cincinnati Ave to accomadate bikers/hikers better.	Jul 6, 2010 5:25 PM
20	It should connect to the Charlevoix - Harbor Springs bike trail.	Jul 6, 2010 5:36 PM
21	Water front park.	Jul 6, 2010 5:38 PM
22	What plan?	Jul 6, 2010 5:40 PM
23	Keep it unpaved.	Jul 6, 2010 5:42 PM
24	It should go all the way to Mackinaw City. Also, connect to trail around Little Traverse Bay.	Jul 6, 2010 5:45 PM
25	Connection to Petoskey-Harbor bike trail.	Jul 6, 2010 5:52 PM

## Oden Property Owner Questionnaire

### What connections to area businesses or services should be explored/facilitated?

**Response  
Count**

12

*answered question*

**12**

*skipped question*

**27**

### Response Text

1	Link should be from Petoskey to Alanson - would be a very well traveled bike route if paved.	Jul 1, 2010 6:44 PM
2	This is Oden ... not many business around right here. The Windjammer is already quite well served.	Jul 1, 2010 6:52 PM
3	None	Jul 1, 2010 6:56 PM
4	No marinas	Jul 6, 2010 3:28 PM
5	None	Jul 6, 2010 3:38 PM
6	Give tax rebates to businesses located at public facilities.	Jul 6, 2010 3:56 PM
7	No further expansions in this already congested area.	Jul 6, 2010 4:48 PM
8	Convenience store (e.g. water, first aid, snacks)	Jul 6, 2010 4:54 PM
9	It does a good job connecting to most places I can travel.	Jul 6, 2010 5:01 PM
10	Any establishment that provides food and beverage should be recognized along trail.	Jul 6, 2010 5:25 PM
11	It should connect to the Alanson business district.	Jul 6, 2010 5:36 PM
12	Fish Hatchery, Dairy Queen, an Artesian Well.	Jul 6, 2010 5:52 PM



## Oden Property Owner Questionnaire

**Please list any concerns regarding the US-31 corridor through Oden.**

**Response  
Count**

27

*answered question*

**27**

*skipped question*

**12**

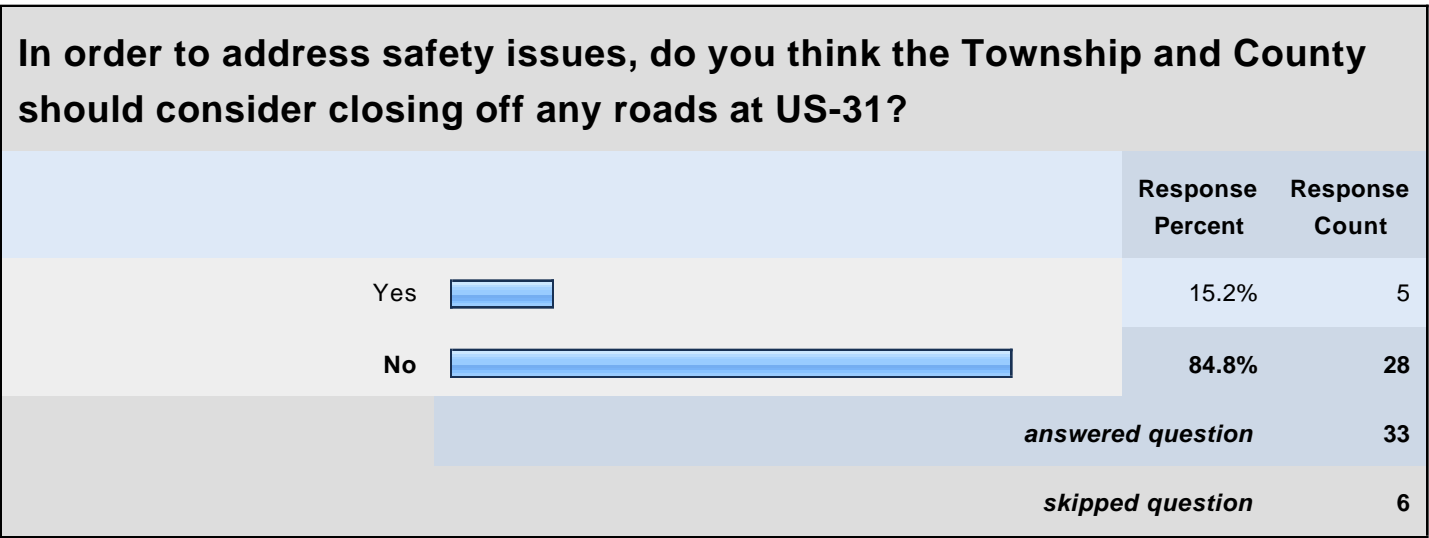
### Response Text

1	Shabby	Jul 1, 2010 6:44 PM
2	The speed on 31 is too fast, should be 35 MPH.	Jul 1, 2010 6:56 PM
3	Bad corner at Main & 31	Jul 6, 2010 3:26 PM
4	I don't know id there are any widening or better shoulders anywhere - widening not good in my area.	Jul 6, 2010 3:32 PM
5	People drive way too fast.	Jul 6, 2010 3:36 PM
6	A left turn lane would be very helpful.	Jul 6, 2010 3:37 PM
7	Blight ordinance is not enforced.	Jul 6, 2010 3:38 PM
8	Sidewalks are needed!! 35 mph, enforced and a safe crossover to other side of 31.	Jul 6, 2010 3:44 PM
9	None	Jul 6, 2010 3:46 PM
10	Make roadway or streetscape attracting with landscape flowering trees, bushes - brick paved walkways, streetlights with antique poles. Place quonsot huts along the way to house artist colony.	Jul 6, 2010 3:56 PM
11	Traffic, visibility when turning off side streets.	Jul 6, 2010 4:02 PM
12	Privacy, additional congesteion, safety, trespassing.	Jul 6, 2010 4:48 PM
13	At 45 mph, speed limit is too high, very dangerous for parking, consider reducing to 35 mph.	Jul 6, 2010 4:54 PM
14	The speed is too high in the curves north of Oden (Luce street) and too many cars pass on the right - off the road.	Jul 6, 2010 5:01 PM
15	Dangerous intersection US 31 to Main - same for US 31 to Rose.	Jul 6, 2010 5:05 PM
16	The curves in the highway between Luce & Rose are limited sight for drivers. Not a safe area for pedestrians to cross at to get to Lake.	Jul 6, 2010 5:11 PM
17	Move US 31 from Conway to a general course of North Conway Rd - Powell to Alanson - cut off much lake congestion and improve safety.	Jul 6, 2010 5:15 PM
18	Eliminate any passing lanes between Oden and Alanson.	Jul 6, 2010 5:20 PM
19	Build a nice looking boundry/barrier structure that will discourage people from cutting through private property.	Jul 6, 2010 5:25 PM
20	The traffic moves too fast through Oden. It shoul be 35mph maximum from the Windjammer Marina to Northwoods Restraurant, and it should be strictly enforced. Traffic now moves at 50-60mph, which is much too fast in a populated area.	Jul 6, 2010 5:36 PM
21	Off some side streets it's hard to get on US 31.	Jul 6, 2010 5:37 PM
22	Speed - the ability to stop.	Jul 6, 2010 5:38 PM
23	Speed & signage.	Jul 6, 2010 5:40 PM
24	Keep US31 where it is and the rail trail where it is.	Jul 6, 2010 5:42 PM

Response Text		
25	Far too many cars for a resort area. Elderly people live on lake and walk to post office. Remember Henry Brode was killed a few years age crossing US31 to go to post offie.	Jul 6, 2010 5:45 PM
26	It would be nice to see the highway follow a path along the north edge of the old railroad grade - this could reduce noise and traffic entry concerns along the cottage area.	Jul 6, 2010 5:52 PM
27	US-31 should have lower speed limit in Oden or at least - divert the road someplace else.	Jul 21, 2010 5:47 PM



Oden Property Owner Questionnaire





## Oden Property Owner Questionnaire

If so, which road(s) should be considered for possible closure?	
	Response Count
	7
<i>answered question</i>	7
<i>skipped question</i>	32






Response Text		
1	If speeds (mph) were lowered through the corridor, there would be no problem roads.	Jul 6, 2010 3:44 PM
2	Close all streets except Luce and Rose. Build a ring road to High street, Ring Luce to High to Ross.	Jul 6, 2010 3:56 PM
3	Main Street - limited sight when pulling out on the US31.	Jul 6, 2010 5:11 PM
4	Rose Street, very difficult to see traffic coming around the curve at that intersection.	Jul 6, 2010 5:25 PM
5	But maybe some more flashing yellow lights at intersections will slow the traffic.	Jul 6, 2010 5:36 PM
6	Luce Street south of US31 - this is a dangerous intersection for entry to US31. Closure would affect (limited) only two homes - I doubt they would object.	Jul 6, 2010 5:52 PM
7	Luce Street	Jul 21, 2010 5:47 PM



Oden Property Owner Questionnaire

Prior to this letter were you aware of the zoning for your property?		
	Response Percent	Response Count
Yes 	64.1%	25
No 	35.9%	14
	<i>answered question</i>	39
	<i>skipped question</i>	0

Oden Property Owner Questionnaire

In which Zoning District is your property located? (from letter or map)		
	Response Percent	Response Count
R-2A 	27.0%	10
R-2B 	13.5%	5
RR-1 	16.2%	6
RR-2 	16.2%	6
B-1 	27.0%	10
answered question		37
skipped question		2



Oden Property Owner Questionnaire

Were you previously aware of the uses allowed in the zoning district covering your property? (see comparison chart)		
		<div>Response PercentResponse Count</div>
Yes	<div></div>	<div>54.1%20</div>
No	<div></div>	<div>45.9%17</div>
answered question		37
skipped question		2


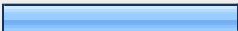
## Oden Property Owner Questionnaire

Comments on allowed uses?	
	Response Count
	8
<i>answered question</i>	8
<i>skipped question</i>	31

Response Text		
1	Residential homes and cabins.	Jul 6, 2010 3:28 PM
2	Keep my property as is.	Jul 6, 2010 3:56 PM
3	It concerns me to see the high-traffic businesses allowed in my neighborhood of seasonal and year round homes.	Jul 6, 2010 4:02 PM
4	Limited information.	Jul 6, 2010 4:48 PM
5	Didn't know I could raise chickens, etc...	Jul 6, 2010 5:01 PM
6	I was surprised to see that Mobile Homes are allowed in RR-1. Since there is not enough room for farms in RR-1, that permitted use should be removed. Also, no room for golf course & country clubs, so that special use permitted option should be removed.	Jul 6, 2010 5:36 PM
7	Residential	Jul 6, 2010 5:40 PM
8	Generally	Jul 6, 2010 5:45 PM



Oden Property Owner Questionnaire

Of the uses allowed in your zoning district (see comparison chart), would you be concerned if any of the listed uses (permitted or special use permit) were to locate next door?		
	Response Percent	Response Count
Yes 	64.7%	22
No 	35.3%	12
	<i>answered question</i>	34
	<i>skipped question</i>	5

## Oden Property Owner Questionnaire

If so, which uses would concern you?	
	Response Count
	24
<b>answered question</b>	<b>24</b>
<b>skipped question</b>	<b>15</b>

Response Text		
1	Domestic farms, commercial farms, Publicly owned recreational lands and facilities	Jul 1, 2010 6:49 PM
2	The motel or larger apartment buildings would not be very nice to have next door.	Jul 1, 2010 6:52 PM
3	No Mobile homes in zone RR-2	Jul 1, 2010 6:56 PM
4	No B-1	Jul 6, 2010 3:26 PM
5	Marina	Jul 6, 2010 3:28 PM
6	Gas stations, large equipment sales, storage buildings, motel, etc...	Jul 6, 2010 3:32 PM
7	Rooming houses - apartments or group quarters.	Jul 6, 2010 3:37 PM
8	Business/commercial	Jul 6, 2010 3:38 PM
9	Schools, Public Service & Utility, churches, mobile homes, boat launching.	Jul 6, 2010 3:40 PM
10	Mobile homes, motel, motorinns, utility, school, golf course and boat launch.	Jul 6, 2010 3:46 PM
11	Keep all businesses and commercial on the West sides of US 31. Save the lakeside for recreational use.	Jul 6, 2010 3:56 PM
12	Utility & public service facility, anything high traffic, the businesses here now are low-traffic. The most concerning is that a gas station could be allowed with a special use permit.	Jul 6, 2010 4:02 PM
13	Dance studio, gyms, funeral homes, retail business, gasoline service stations, show rooms, storage, lawn & garden tractors, utility & public service facilities, commercial farms.	Jul 6, 2010 4:48 PM
14	Mobile homes, farms of any kind, utilities/public service facilities, schools, public boat ramp, churches.	Jul 6, 2010 4:54 PM
15	Farm animals, as they would pollute the water around here. Much of this property in Oden is fairly close to the water table.	Jul 6, 2010 5:01 PM
16	US 31 carrier high volume of traffic, to situate any business with more traffic involvement is a no.	Jul 6, 2010 5:05 PM
17	Permanent mobile home	Jul 6, 2010 5:15 PM
18	Anything that is non Residential	Jul 6, 2010 5:20 PM
19	Mobile homes, utility & power service facilities, farms, golf courses & country clubs, boat launching pad.	Jul 6, 2010 5:36 PM
20	Gas station.	Jul 6, 2010 5:42 PM
21	Condos, apartments!	Jul 6, 2010 5:45 PM
22	Light Industry - apartment complex.	Jul 6, 2010 5:47 PM
23	Any business operation.	Jul 6, 2010 5:52 PM
24	Would not like weekly rentals or a time share permitted.	Jul 21, 2010 5:47 PM



## Oden Property Owner Questionnaire

**The Zoning Ordinance is being reviewed and will be updated, at which time there may be opportunities for some changes either in districts, district boundaries and/or the uses allowed in various districts. What changes would you like reviewed and considered?**

	Response Count
	17
<i>answered question</i>	17
<i>skipped question</i>	22

Response Text		
1	Some B-1 changed to B-2	Jul 1, 2010 6:46 PM
2	Change some B-1 to B-2	Jul 1, 2010 6:47 PM
3	Some B-1 change to B-2	Jul 1, 2010 6:48 PM
4	Home at corner of 31 & Indian Point should be RR-2, east side of east entrance of Indian Point.	Jul 6, 2010 3:26 PM
5	Duel zoning . . . B1/R	Jul 6, 2010 3:44 PM
6	None	Jul 6, 2010 3:46 PM
7	Keep all businesses and commercial on the West sides of US 31. Save the lakeside for recreational use.	Jul 6, 2010 3:56 PM
8	I'd rather my neighborhood not be B-1.	Jul 6, 2010 4:02 PM
9	Maintain as much of the district as possible for Residential purposes.	Jul 6, 2010 4:48 PM
10	Uses for RR-1 adjusted to eliminate Mobile homes, farms of any kind, utilities/public service facilities, schools, public boat ramp, churches.	Jul 6, 2010 4:54 PM
11	I don't think there is a need for more marinas, docks, etc...	Jul 6, 2010 5:01 PM
12	Rental homes need to be cleaned up - maybe some restrictions in this area enforced.	Jul 6, 2010 5:11 PM
13	Cannot comment - insufficient knowledge as a summer resident.	Jul 6, 2010 5:20 PM
14	None	Jul 6, 2010 5:25 PM
15	Mobile homes, utility & power service facilities, farms, golf courses & country clubs, boat launching pad. Why aren't RR-1 and RR-2 the same? Their uses look identical. The B-1 District North of US 31 is too large for the amount of business there.	Jul 6, 2010 5:36 PM
16	Elimination of non usage in the zoned usage.	Jul 6, 2010 5:40 PM
17	I would like to stay R-2A.	Jul 6, 2010 5:42 PM

## Oden Property Owner Questionnaire

Additional Comments?	
	Response Count
	16
<i>answered question</i>	16
<i>skipped question</i>	23

Response Text		
1	The single biggest opportunity to clean up Oden and increase property values is to really upgrade the bike path to bring traffic from Petoskey, Bay View etc.. In the End, it should go all the way to Mackinac. We should do our part now to get it moving.	Jul 1, 2010 6:44 PM
2	Allow some B-1 to have outdoor display.	Jul 1, 2010 6:46 PM
3	Outdoor display allowed for section B-1	Jul 1, 2010 6:47 PM
4	Allow B-1 to have outdoor display	Jul 1, 2010 6:48 PM
5	I think the speed limit south of Oden on 31 could easily be increased to 55.	Jul 1, 2010 6:52 PM
6	Thanks	Jul 1, 2010 6:56 PM
7	You should fix up the park on 31 where the flowing well is. Put the top back on that the State tore off and never replaced. Also, remove the dead limbs from the trees in the park, it is an eye sore for those of us that live on Cincinnati when we sit on our porches. We pay our taxes, we like things to look nice in our little town. I have been here 50 years and it keeps getting worse.	Jul 6, 2010 3:36 PM
8	It is very difficult to get a decent value appraised to a home in the B-1 zone, due to finding comparables in the area.	Jul 6, 2010 3:44 PM
9	Oden has been ignored for many years - the study is great!! Properties should be purchased by Township or County with Federal Grants to turn Oden into a stopping point. Upgrade the entire village - this could be a unique area.	Jul 6, 2010 3:56 PM
10	I am concerned about the planned upgrades to the rail corridor as this is the first I heard about them. Any improvements, including brushing, invite motorized wheeled vehicles - which are prohibited, but the DNR does not enforce well.	Jul 6, 2010 4:02 PM
11	This area is already a traffic hazard area, visibility through Oden is poor. Watching the flow of traffic from our front porch can be very disturbing. Allowing any additional businesses would only compound existing safety issues. Besides, most necessary facilities are to be found very nearby.	Jul 6, 2010 4:48 PM
12	Thanks for asking!!	Jul 6, 2010 4:54 PM
13	Missing in your Corridor Study: R2A has Community Hall (historical renovation) and Community Church existing. Thank you! I look forward to some positive changes.	Jul 6, 2010 5:11 PM
14	Thanks for soliciting comments of the property owners for your study.	Jul 6, 2010 5:36 PM
15	Cut down the size of the B1 District.	Jul 6, 2010 5:40 PM
16	Keep the rail trail unpaved!	Jul 6, 2010 5:42 PM



# APPENDIX B

## Ponshewaing Area Corridor Study Supplemental Materials

- Zoning Districts Use Comparison Matrix
- Questionnaire
  - Tally
  - Comments

Ponshewaing Area Corridor Study--Zoning Districts Use Comparison Matrix								
Use	District							
	R-1B	R-2A	R-2B	RR-1	RR-2	B-2	B-3	I-1
RESIDENTIAL								
One-family dwellings	P	P	P	P	P			
Permanent mobile homes	P	P	P	P	P			
Two-family dwellings and duplexes		P	P					
Multiple family dwellings, townhouses and housing for the elderly		P	P					
Rooming houses, apartment houses and group quarters		S	S					
Motels, tourist homes, motor inns			S			P	P	P
Cottages and recreation homes				P	P			
Existing dwelling and dwellings structurally attached						P	P	P
Accessory buildings								P
BUSINESS/COMMERCIAL								
Professional offices, real estate sales offices, credit unions			S			P	P	P
Hairdressers, tailors, photographers, dance studios, gyms or musical arts.			S			P	P	P
Funeral homes			S			P	P	P
Studio Art services and/or handcrafter products			S					
Medical and dental offices						P	P	P
Retail business						P	P	P
Gasoline service stations						S	S	
Offices and show rooms of plumbers, electricians, decorators & similar trades						S	S	
Commercial printing shops, newspaper offices						P	P	P
Wholesale uses with accessory storage space, but not warehousing						P	P	P
Plant material sales centers, greenhouses and nurseries						S	S	P
Theaters, assembly halls and similar places of assembly.						P	P	P
Bottling works and food packaging.						P	P	P
Auto laundries						P	P	P
Commercially used outdoor recreational space for amusement parks, etc,						S	S	
Lumber yards, wholesale or retail markets.						S		S
Outdoor sales lots for automobiles, trucks, boats, farm implements, etc.						S		
Selected production, processing and fabrication uses							P	
Storage uses, including mini-storage						S	S	
Laboratories & research sites								P
Manufacturing								P
Commercial kennels								P
Junk storage within a completely enclosed building								S
Metal buffing and polishing								S
Storage facilities for building materials, sand gravel, stone etc.								S
Mineral processing facilities								S
Water treatment plants								S
Petroleum storage, gases & flammable liquids								S
SERVICE /INSTITUTIONAL								
Fraternal lodge halls, sportsmen's assoc. athletic clubs			S			P	P	P
Historical restoration or renovation projects	S			P	P			
Utility and public service facilities	S			S	S	P	P	P
Public and private schools	S			S	S	S	S	P
Churches				S	S	P	P	P
Nursery schools, day nurseries and child care centers	S							
AGRICULTURAL								
Domestic farms	P	P	P	P	P			
Commercial farms	P	P	P	P	P	P	P	P
RECREATION/ RECREATION RELATED BUSINESS								
Publicly owned recreational lands and facilities	P	P	P	P	P			
Golf courses and country clubs	S			S	S			
Private, semi-private and other non-public recreation lands	S			S	S			
Boat launching pads				S	S			
Marinas and boating facilities, docks, boat storage, watercraft sales & repair						S	S	
Restaurants, supper clubs and taverns						P	P	P
Bowling alleys, club, or pool/billiard parlor						P	P	P

P = Permitted Uses

S = Special Use Permit

**Zoning Districts:**

R-1B-- One Family Residential District    R-2A, R-2B--General Residential Districts

RR-1, RR-2--Recreational Residential Districts

B-2-- General Business District    B-3-- Commercial/Industrial District

I-1-- Light Industrial District

Emmet County Zoning Ordinance available at: <http://www.emmetcounty.org/zoning-ordinance--amendments-230/>



***Property Owner Questionnaire***  
**PONSHEWAING AREA – CORRIDOR STUDY**

1. With the planned improvements to the rail corridor bike/walking trails, what connections to other recreation areas/facilities should be explored/facilitated?  
\_\_\_\_\_
2. What connections to area businesses or services should be explored/facilitated?  
\_\_\_\_\_
3. Please list any concerns regarding the US-31 corridor through Ponshewaing.  
\_\_\_\_\_
4. In order to address safety issues, do you think the Township and County should consider limiting new access on to US-31 in Ponshewaing?    Yes                      No
5. Prior to this letter were you aware of the zoning for your property?                      Yes                      No
6. In which Zoning District is your property located (from letter or map)  
  
R-1B          R-2A          R-2B          RR-1          RR-2          B-2          B-3          I-1
7. Were you previously aware of the uses allowed in the zoning district covering your property?  
(See comparison chart)                      Yes                      No
8. Comments on allowed uses? \_\_\_\_\_
9. Of the uses allowed in your zoning district (see comparison chart), would you be concerned if any of the listed uses (permitted or special use permit) were to locate next door?    Yes    No
10. If so, which uses concern you?  
\_\_\_\_\_
11. The Zoning Ordinance is being reviewed and will be updated, at which time there may be opportunities for some changes either in districts, district boundaries and/or the uses allowed in various districts. What changes would you like reviewed and considered?  
\_\_\_\_\_
12. Do you want to encourage additional Commercial use in the Ponshewaing Area?  
\_\_\_\_\_
13. Additional Comments \_\_\_\_\_  
\_\_\_\_\_

# Ponshewaing Area Property Owner Questionnaire

**With the planned improvements to the rail corridor bike/walking trail, what connections to other recreation areas/facilities should be explored/facilitated?**

	Response Count
	30
<b>answered question</b>	<b>30</b>
<b>skipped question</b>	<b>9</b>

Response Text		
1	I think small signs to points of interest would be helpful for users of the bike trail.	Jul 19, 2010 2:42 PM
2	none	Jul 19, 2010 6:47 PM
3	Petoskey-Charlevoix trail	Jul 22, 2010 1:37 PM
4	Connect it with snowmobile trails.	Jul 26, 2010 3:10 PM
5	Connecting to the Petoskey bike route would be a plus.	Jul 26, 2010 3:17 PM
6	As many as possible.	Jul 26, 2010 3:38 PM
7	None.	Jul 27, 2010 1:13 PM
8	Enough already.	Jul 27, 2010 1:17 PM
9	No suggestions from me, but please ask Little Traverse Conservancy Director, Tom Bailey. Several conservancy parcels are in this area.	Jul 28, 2010 1:27 PM
10	Should connect to existing trails.	Jul 28, 2010 1:33 PM
11	None to Ponshewaing, but perhaps to the Alanson river park and the new island development at end of East Street.	Jul 28, 2010 1:42 PM
12	bike trail should connect to downtown Alanson, and to the wheelway that connects Harbor Springs to Charlevoix.	Aug 1, 2010 8:46 PM
13	Not sure what your're looking for; public transportation, etc.? Connections by highway are adequate in my opinion.	Aug 2, 2010 2:59 AM
14	It would have been helpful to know exactly what the planned improvements are to the rail corridor. Your assume that everyone has your knowledge base. Obviously connecting to the bike trail would be nice, but if one examine the trails present use, it is snowmobilers from Alanson north.	Aug 2, 2010 3:12 PM
15	None in Ponshewaing.	Aug 3, 2010 3:04 PM
16	Make sure they stay useable - in good condition.	Aug 3, 2010 3:08 PM
17	Secure the rights to use the trails, make them useable.	Aug 3, 2010 3:21 PM
18	Alanson to Ponshewaing to Harbor/Petoskey (at Pleasantview Rd).	Aug 3, 2010 3:30 PM
19	None.	Aug 3, 2010 3:49 PM
20	All.	Aug 3, 2010 3:53 PM
21	Since the railroad grade has been used as a snowmobile trail for years, I believe the use should be preserved and possible be made part of the trail system.	Aug 3, 2010 3:59 PM
22	I am not informed regarding these improvements and they were not described in this mailing. Therefore I cannot make any informed suggestions.	Aug 3, 2010 5:10 PM



Response Text		
23	I can't think of any.	Aug 3, 2010 5:18 PM
24	Connect to trail from Petoskey to Harbor Springs; develop trail northwardly.	Aug 3, 2010 5:24 PM
25	Nothing in Ponshewaing really - maybe a flashing yellow caution light at the Fort for pedestrian crossing from bike path, also it might slow traffic at the curve.	Aug 3, 2010 5:43 PM
26	None that I can think of.	Aug 3, 2010 6:08 PM
27	Possible boardwalk at Lake and boat launch.	Aug 4, 2010 2:35 PM
28	It should go to Mackinaw City and also join the Petoskey-Harbor Springs trail.	Aug 4, 2010 2:38 PM
29	River/Bridge area.	Aug 4, 2010 2:41 PM
30	None.	Aug 4, 2010 2:43 PM

## Ponshewaing Area Property Owner Questionnaire

### What connections to area businesses or services should be explored/facilitated?

	Response Count
	24
<i>answered question</i>	<b>24</b>
<i>skipped question</i>	<b>15</b>

Response Text		
1	can't think of any except for the above statement	Jul 19, 2010 2:42 PM
2	none	Jul 19, 2010 6:47 PM
3	Downtown Alanson	Jul 22, 2010 1:37 PM
4	N/A	Jul 26, 2010 3:10 PM
5	Good connection to Alanson - only need help in/out of Ponshewaing.	Jul 26, 2010 3:38 PM
6	None.	Jul 27, 2010 1:13 PM
7	Connections are ok, but when trail is finished, signs could be added for selected Alanson businesses and the Fort in Pon-She-Wa-ing.	Jul 28, 2010 1:27 PM
8	Connections to recreational areas (lake, river, etc.)	Jul 28, 2010 1:33 PM
9	How can people safely cross US31 to access businesses on the east side.	Jul 28, 2010 1:42 PM
10	No further connections to businesses or services are needed.	Aug 1, 2010 8:46 PM
11	See No. 1.	Aug 2, 2010 2:59 AM
12	None	Aug 2, 2010 3:12 PM
13	Bike and/or walking trail to/from Alanson would be nice.	Aug 3, 2010 2:49 PM
14	None in Ponshewaing.	Aug 3, 2010 3:04 PM
15	None.	Aug 3, 2010 3:08 PM
16	Goes right through Alanson, so none.	Aug 3, 2010 3:21 PM
17	None.	Aug 3, 2010 3:49 PM
18	Okay for existing businesses.	Aug 3, 2010 3:53 PM
19	I am not sure what is being considered.	Aug 3, 2010 5:10 PM
20	None.	Aug 3, 2010 5:18 PM
21	Nothing in Ponshewaing really.	Aug 3, 2010 5:43 PM
22	Explore the use of I-75 traffic using Indian River exit on M-68 West to Hwy 31 south in Alanson. Follow 31 south to Powers Rd and proceed west for golf and skiing. This would alleviate traffic thru Ponshewaing.	Aug 3, 2010 6:08 PM
23	Snowmobile access to Alanson from trail.	Aug 4, 2010 2:41 PM
24	None.	Aug 4, 2010 2:43 PM



## Ponshewaing Area Property Owner Questionnaire

**Please list any concerns regarding the US-31 corridor through Ponshewaing.**

**Response  
Count**

37

*answered question*

**37**

*skipped question*

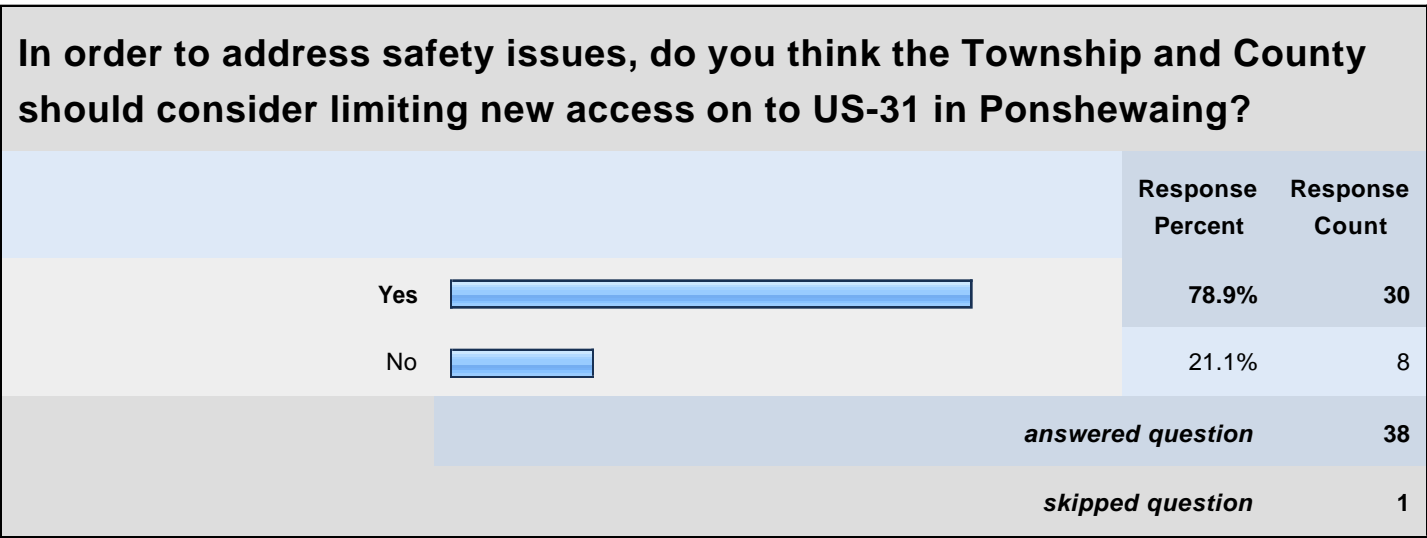
**2**

### Response Text

1	Safety!!!	Jul 19, 2010 2:42 PM
2	none	Jul 19, 2010 6:47 PM
3	Continue paving Park Ave. out to US-31.	Jul 22, 2010 1:32 PM
4	None	Jul 22, 2010 1:37 PM
5	We are concerned that no commercial development be permitted.	Jul 26, 2010 3:10 PM
6	A potential light at the "Fort Store" intersection for bicycle and pedestrian crossing purposes.	Jul 26, 2010 3:17 PM
7	Corner heading North to Alanson.	Jul 26, 2010 3:24 PM
8	Need a traffic light to assist accaess. Possible lower speed limit thru Ponshewaing on US-31.	Jul 26, 2010 3:38 PM
9	The speed limit on 31 should be lowered.	Jul 27, 2010 1:11 PM
10	Lower speed limit to 45mph.	Jul 27, 2010 1:13 PM
11	No concerns. Access is fine now - no change please.	Jul 27, 2010 1:17 PM
12	From the Windjammer storage building south (and west) ban additional businesses. Also, ban multi-unit residential. Also request speed limit reduction to 45 mph like the rest of US31 starting in Oden.	Jul 28, 2010 1:27 PM
13	Assurance that zoning or traffic changes will not hurt existing businesses.	Jul 28, 2010 1:33 PM
14	2 people have died on the curve. 3 accesses to the small community is quite enough.	Jul 28, 2010 1:42 PM
15	Trucks should be re-routed around Petoskey and Alanson to cut down on noise and traffic congestion. The area on both sides of US-31 through Ponshewaing should be maintained as a rural wilderness area with a few, small, unobtrusive homes and cottages along the shores of Crooked Lake. Trees should not be bulldozed or removed, no current businesses should be enlarged, no new businesses should be introduced, and no billboards should be erected.	Aug 1, 2010 8:46 PM
16	The curve of US 31 through Ponshewaing has always been a sorce of accidents which contiunes to be a concern. Improved signage on the curve (arrow signs) is a help. Not always easy to get out onto the highway.	Aug 2, 2010 2:59 AM
17	traffic and merging into traffic during the summer	Aug 2, 2010 3:12 PM
18	Speed limit is too high on US-31. Please reduce to 45 mph.	Aug 3, 2010 2:49 PM
19	Speed! Need MPS speed study Powers to Blumke. Avoid any/all additional access. 4 deaths have occurred at 31-Lake in past 20 years. Numerous near misses occur frequently at this dangerous intersection.	Aug 3, 2010 3:04 PM

Response Text		
20	Slower speeds between Alanson and Oden.	Aug 3, 2010 3:08 PM
21	Speeds too high.	Aug 3, 2010 3:21 PM
22	The curb cuts on the "S" curves, either straighten out the road or incorporate legal righthand pass lanes.	Aug 3, 2010 3:30 PM
23	Do not want any further commerical development.	Aug 3, 2010 3:49 PM
24	Hold down traffic and congestion.	Aug 3, 2010 3:53 PM
25	I believe the south end should remain primarily residential and the north end commercial with the preserve being a natural buffer. Limit access in the residential area.	Aug 3, 2010 3:59 PM
26	I an confused by this statement. Having spent summers in Ponshewaing for many many years my reference to Ponshewaing includes the area between Petoskey St and US31 and Petoskey street and Crooked Lake.	Aug 3, 2010 5:10 PM
27	The trees, etc. provide an important sound and site barrier for the cottages and homes in Ponshewaing. Three accesses are adequate.	Aug 3, 2010 5:18 PM
28	The amount of traffic seems to increase annually. Can US-31 be re-routed?	Aug 3, 2010 5:24 PM
29	The intersection @ US-31 and Lake - a flashing caution may alert vehicles on 31 to use caution at this curve.	Aug 3, 2010 5:28 PM
30	Speed limit should be 45 not 55 - they speed along that curve - very dangerous! There are plenty of accesses - no more needed.	Aug 3, 2010 5:43 PM
31	Speed limit lowered to 45 mph would be a start. The following is a list of fatalities and injuries that occured from approximately the Northwood Restaurant north on 31 to 1/2 mile north of Lake St (around curve) (From 1996 to Present) 2/96 Mother and young daughter hit by cement truck while crossing 31 from Milton. Road was slick. Were on snowmobile (2 fatalities) School teacher hit by pickup near south entrance to Ponshewaing and 31. (1 fatality) Elderly lady from Ponshewaing hit while pulling out of Lake St. onto 31. (1 fatality) Two boys in a pickup hit by oncoming pickup. Truck caught on fire and burned. (2 fatalities) Recently - Male on motorcycle ran into rear of stopped car turning into driveway just south of the Northwood. M.C. coming south on 31 from 55 mph to 45 mph. (1 fatality) Summer 2009- Close friends of ours were hit by oncoming car north of Park Ave. on Hwy 31. (Facial injuries) Feb 2010 - My eldest daughter was hit head-on by pick-up that blew tire. Her car totaled. North of Park Ave. on Hwy 31. (Both drivers ok) There have been numerouos wrecks throoughout the years on this less than 2 mile span - some fatalities, some injuries, that have slipped my mind. The speed limit must be lowered to 45 mph from the Northwood to the Alanson City limits. This stretch is less than 2 miles long. 5 minutes longer to work, 5 minutes longer coming home. Isn't it worth the lives of our loved ones?	Aug 3, 2010 6:08 PM
32	None.	Aug 4, 2010 2:35 PM
33	The US31 - Lake Street intersection is difficult due to the curve on US31.	Aug 4, 2010 2:38 PM
34	Preservation of green shelterbelt for Ponshewaing.	Aug 4, 2010 2:41 PM
35	Drive the speed limit!	Aug 4, 2010 2:43 PM
36	No access roads on the curve! From Petoskey Steet east. Many accidents there now.	Aug 4, 2010 6:47 PM
37	Too much traffic. The highway needs to be moved away from the lake.	Aug 23, 2010 3:04 PM

Ponshewaing Area Property Owner Questionnaire








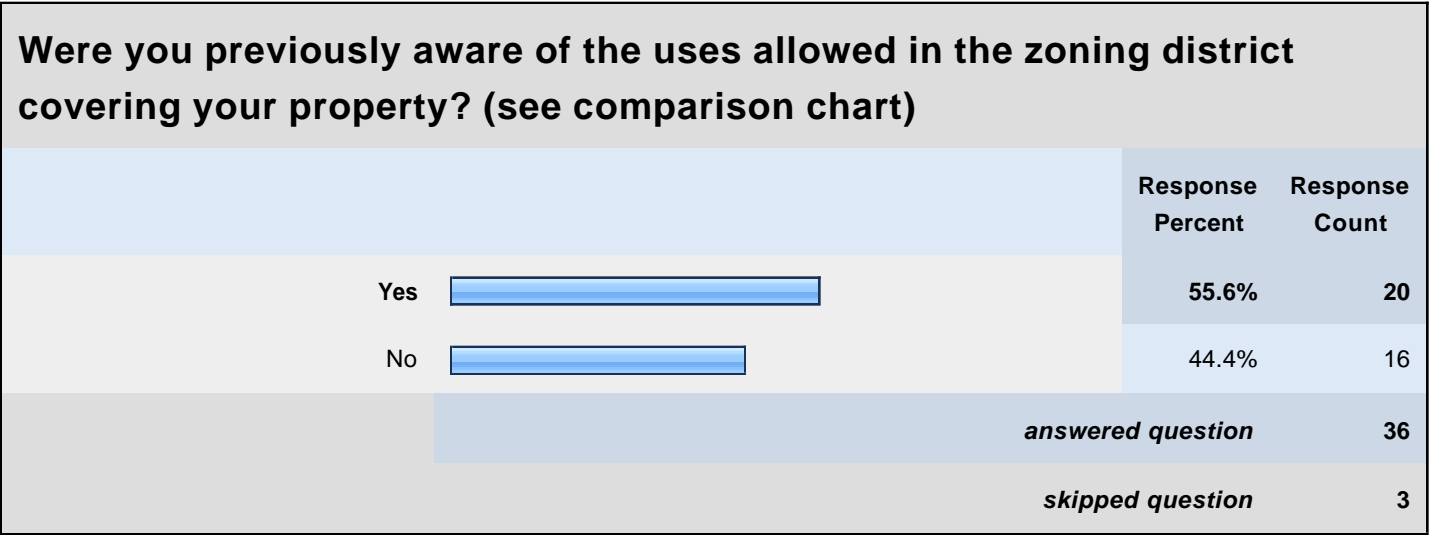
Ponshewaing Area Property Owner Questionnaire

Prior to this letter were you aware of the zoning for your property?		
	Response Percent	Response Count
Yes <div></div>	67.6%	25
No <div></div>	32.4%	12
	<i>answered question</i>	37
	<i>skipped question</i>	2

Ponshewaing Area Property Owner Questionnaire

In which Zoning District is your property located? (from letter or map)		
	Response Percent	Response Count
R-1B	0.0%	0
R-2A	0.0%	0
R-2B 	5.1%	2
RR-1	0.0%	0
RR-2 	84.6%	33
B-2	0.0%	0
B-3 	10.3%	4
I-1	0.0%	0
answered question		39
skipped question		0

Ponshewaing Area Property Owner Questionnaire





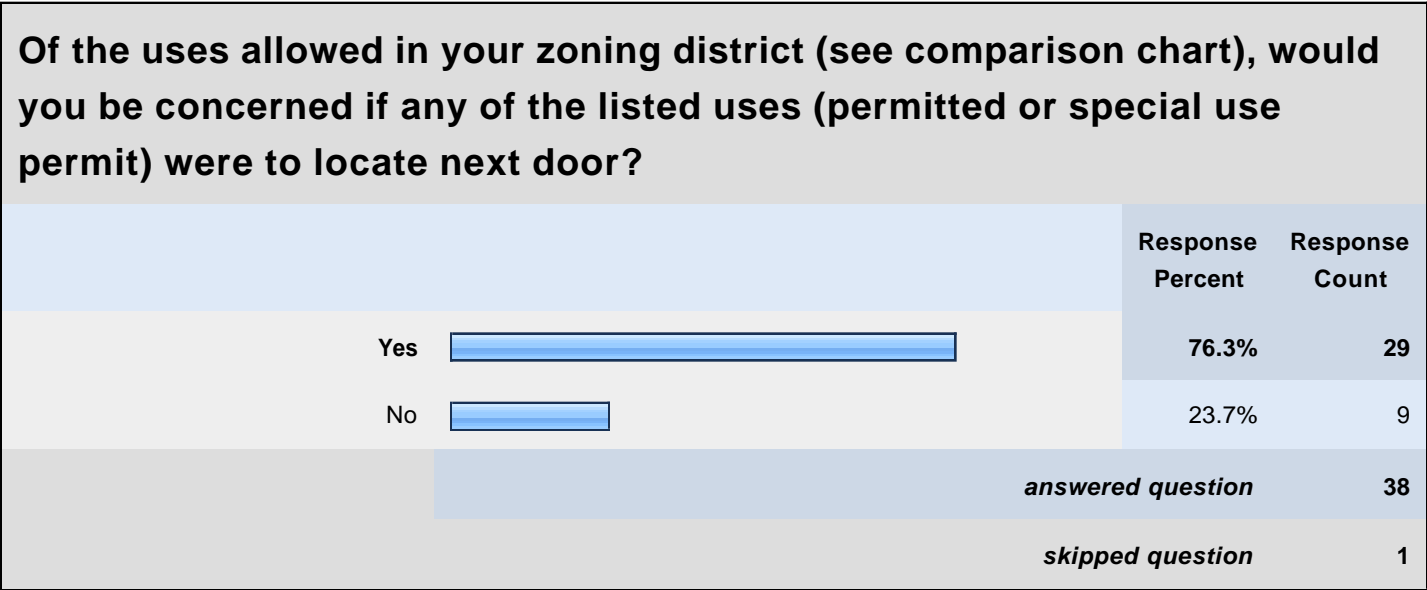
## Ponshewaing Area Property Owner Questionnaire

Comments on allowed uses?	
	Response Count
	22
<i>answered question</i>	22
<i>skipped question</i>	17

Response Text		
1	there are grandfathered businesses in the Ponshewaing area now. I think any new business should be prohibited. Please stick to the zoning in place.	Jul 19, 2010 2:42 PM
2	<p>It's interesting that although the general area is zoned RR-2, a marina has operated in Ponshewaing for +/- 80 years (which doesn't seem allowed under RR-2 zoning); and, notwithstanding, when the streets in Ponshewaing were turned over to the township/county, Marina Drive (previously Ralph Street) was the only segment not included which has not only allowed the marina to operate on public land as designated in the original plat, but to avoid the restrictions which the township/county have recently started enforcing regarding docks at the end of streets. Which, to the best of anybody's recollection, were not enforced for the previous 100+ years to no apparent negative affect, and which have been, and are currently being selectively, enforced, seemingly only in Ponshewaing, i.e., only at the ends of Wildman and Jackson Streets, and not other streets within the community much less other communities/settlements in the Littlefield Township. Not only does this go against the spirit of the original intent of the plat in the context of the time and character, i.e., the "fishing cabin" community (characterized by small lots meant for summer use only) on a lake where small boats were integral to the sport, and before recreational boating included pontoon boats became a point of contention amongst the residents; it has also cost the township, county and state revenues realized from non-resident revenue derived for years from the summer residents of Ponshewaing, i.e., fishing licenses, boat registration fees, gas expenditures, not to mention generally shorted stays and the inherent spending associated with them from utilities and groceries to restaurants, tips, etc. And, notwithstanding this, the township/county have maintained, with tax revenue from these same residents, the portion of Marina Drive south of Indiana Street to the lake for 70+ years (since 1936 or 1937), i.e., essentially maintaining a private drive/road for a private business and its owners.</p> <p>All told, I would think that it would make more sense for the township/county to get their collective houses in order before venturing out to tilt at new windmills.</p>	Jul 19, 2010 6:47 PM
3	Tall buildings crowded in on small lots.	Jul 22, 2010 1:32 PM
4	None	Jul 22, 2010 1:37 PM
5	I found no usage comparison chart in mailing.	Jul 26, 2010 3:10 PM
6	Would like to see elimination of Mobile homes.	Jul 26, 2010 3:17 PM
7	Most wouldn't have enough room in Ponshewaing.	Jul 26, 2010 3:24 PM
8	Probably appropriate on a lake.	Jul 28, 2010 1:27 PM
9	The businesses in the northern corridor (B-3) have been hurt by not allowing outside display.	Jul 28, 2010 1:33 PM
10	The special use permits as listed should be eliminated for this community.	Jul 28, 2010 1:42 PM

Response Text		
11	I did not know that Ryde Marina was not permitted according to the zoning rules. I would like Ryde's boathouse to remain in place, permitting necessary future repairs when needed (new roof, for example). But I would NOT like to see Ryde's boathouse/marina expanded beyond its current operations and buildings. I also would OPPOSE permission granted to: permanent mobile homes; utility/public service facilities; private schools, churches; golf courses, country clubs, private, semi-private and other non-public recreation facilities. In other words, I think Ponshewaing should stay as it is.	Aug 1, 2010 8:46 PM
12	Wasn't aware that permanent mobile homes were allowed.	Aug 2, 2010 2:59 AM
13	Rental at corner of Lakes and Petoskey has been and currently is in violation of existing use rules.	Aug 3, 2010 3:04 PM
14	Commercial and industrial, additional recreational development, additional double wides, future condo development.	Aug 3, 2010 3:30 PM
15	Allowed uses under current zoning is highly satisfactory. No additional allowed uses are desired.	Aug 3, 2010 3:49 PM
16	"Ponshewaing" as described above does not need any more commercial entities.	Aug 3, 2010 5:10 PM
17	The present zoning is appropriate. Please - no further development in the narrow strip between US31 and Ponshewaing.	Aug 3, 2010 5:18 PM
18	No more permanent mobile homes. What we have is ok.	Aug 3, 2010 5:43 PM
19	Schools, public or private, commercial farms.	Aug 3, 2010 6:08 PM
20	Leave it the way it is!	Aug 4, 2010 2:43 PM
21	How would any of the special uses change the feel of the area.	Aug 4, 2010 6:47 PM
22	Farms	Aug 23, 2010 3:04 PM

Ponshewaing Area Property Owner Questionnaire





## Ponshewaing Area Property Owner Questionnaire

If so, which uses would concern you?	
	Response Count
	31
<i>answered question</i>	<b>31</b>
<i>skipped question</i>	<b>8</b>

Response Text		
1	mobile homes for one. Anything other than single family dwellings and/or cottages should be prohibited.	Jul 19, 2010 2:42 PM
2	Loud noises	Jul 22, 2010 1:32 PM
3	Multiple family dwellings, Motels, tourist homes, motor inns, rooming houses, apt. house, group quarters.	Jul 22, 2010 1:35 PM
4	No usage chart given. However, no deviation from RR2 status.	Jul 26, 2010 3:10 PM
5	Permanent mobile homes.	Jul 26, 2010 3:12 PM
6	Mobile homes, church, lodges.	Jul 26, 2010 3:17 PM
7	None - particularly	Jul 26, 2010 3:24 PM
8	Mobile homes,Lodge halls, Utility and public service facilities,Public and private schools, Churches,Domestic farms,, Commercial farms, Pubicly owned recreation lands and facilities, golf courses, Private recreation lands, boat launching pads.	Jul 26, 2010 3:38 PM
9	Mobile homes; commercial farms.	Jul 27, 2010 1:17 PM
10	Every one. Except for Ryde Marina and the Fort. This has been a (mostly summer) residential area for 115 years.	Jul 28, 2010 1:27 PM
11	Separate retail from industrial businesses.	Jul 28, 2010 1:33 PM
12	All of the service/institutional, agricultural and rec./business permits.	Jul 28, 2010 1:42 PM
13	See above, question #8. I would oppose anything that is currently listed on the chart as requiring special use permit. I would like to see those things not permitted under any circumstance.	Aug 1, 2010 8:46 PM
14	Mobile home or utility/public service facilities. We have an empty lot next to us which is quite small and virtually unbuildable for normal housing, but would not like the facilites mentioned built there.	Aug 2, 2010 2:59 AM
15	I woould rather it be zoned R-1B, but of course that would eliminate cottages. In other words, zoning will allow for recreation related businesses and services, We already have a marina which is not according to the zoning. The Fort is hardly a recreation related business, nor does it fit under the business/commercial categories for a R-2B. It just seems like the guy with the biggest pocket wins when it comes to zoning, not necessarily what the people living there want.	Aug 2, 2010 3:12 PM
16	Domestic/Commercial farms, public & private schools, churches, utility and public service facilities.	Aug 3, 2010 2:49 PM
17	Duplexes, laundramats, multiple families in one family dwellings. (corner Lake & Petoskey - Stark Rental)	Aug 3, 2010 3:04 PM
18	Mobile homes along Lake.	Aug 3, 2010 3:08 PM
19	No room in Ponshewaing. That the platted subdivisions of Ponshewaing is a good example of bad planning, tiny lots.	Aug 3, 2010 3:21 PM

Response Text		
20	Any commercial activities beyond what is already here.	Aug 3, 2010 3:49 PM
21	There are enough businesses now.	Aug 3, 2010 3:53 PM
22	Utility and public service facilities, churches and public/private schools.	Aug 3, 2010 5:10 PM
23	Single family homes/cottages would be acceptable. Any type of commercial development would be of concern to me. Access would likely be from Petoskey Street - which would increase traffic significantly.	Aug 3, 2010 5:18 PM
24	Boat launching pads.	Aug 3, 2010 5:24 PM
25	Domestic and commercial farms.	Aug 3, 2010 5:28 PM
26	Commercial farms, nursery schools, daycare, all schools, utility and public facilities.	Aug 3, 2010 5:43 PM
27	Schools, public or private, commercial farms	Aug 3, 2010 6:08 PM
28	Utility, public service, school, boat launching.	Aug 4, 2010 2:41 PM
29	It's just fine as it is now.	Aug 4, 2010 2:43 PM
30	Traffic, noise the change from Residential to busy environment. Motels with transit people.	Aug 4, 2010 6:47 PM
31	Any public uses, farms	Aug 23, 2010 3:04 PM

## Ponshewaing Area Property Owner Questionnaire

**The Zoning Ordinance is being reviewed and will be updated, at which time there may be opportunities for some changes either in districts, district boundaries and/or the uses allowed in various districts. What changes would you like reviewed and considered?**

	Response Count
	26
<i>answered question</i>	<b>26</b>
<i>skipped question</i>	<b>13</b>

Response Text		
1	I would like mobile homes eliminated from zoning districts except for mobile home parks.	Jul 19, 2010 2:42 PM
2	Given the novelty of the original Ponshewaing plat, and the fact that the ends of most of the streets do not extend the last 1/4 of a block, I would like to see those portions abandoned and restored to the original intent, i.e., the benefit and use of the community as a whole.	Jul 19, 2010 6:47 PM
3	Big trees trimmed! (on the road to the lake). Two cars or trucks can't pull over when another comes.	Jul 22, 2010 1:32 PM
4	Unkown at this time.	Jul 22, 2010 1:37 PM
5	No changes, but allow second story fire escapes.	Jul 26, 2010 3:10 PM
6	Permanent mobile homes.	Jul 26, 2010 3:12 PM
7	Elimination of mobile homes, churches, lodges.	Jul 26, 2010 3:17 PM
8	More control on commercial property upkeep. Need rules for outside storage and junk piles - not only commercial but residential.	Jul 26, 2010 3:38 PM
9	From the Windjammer storage building south (and west) ban additional businesses. Also, ban multi-unit residential. Also request speed limit reduction to 45 mph like the rest of US31 starting in Oden.	Jul 28, 2010 1:27 PM
10	Allow public display in B-3.	Jul 28, 2010 1:33 PM
11	Uses and kinds of development. Single family vs multi family dwellings.	Jul 28, 2010 1:42 PM
12	See my responses to questions #8 and 10.	Aug 1, 2010 8:46 PM
13	Concerned about the R-2B zoning of the property north of Petoskey St. Would not like to see business or commercial facilities or motels built there.	Aug 2, 2010 2:59 AM
14	Additional access onto route 31 creating more and more traffic saftey issues. Limit the expansion of the present marina business.	Aug 2, 2010 3:12 PM
15	Domestic/Commercial farms, public & private schools, churches, utility and public service facilities. Elimination of the above uses either via permitted or special allowances.	Aug 3, 2010 2:49 PM
16	Enforce existing covenants: Docks at end of Lakes & Petoskey, streets & alleys; off shore boat anchoring; trees, buildings located in 5 alleyways.	Aug 3, 2010 3:04 PM
17	Limit development.	Aug 3, 2010 3:08 PM
18	Anything that would limit strip development along US31.	Aug 3, 2010 3:21 PM



Response Text		
19	Traffic flow thru "S" curves, commerical & industrial, additional recreational development, additional double wides and future condo development.	Aug 3, 2010 3:30 PM
20	We need bicycle and walking paths on the north side of US-31 on or near the old railway right of way.	Aug 3, 2010 3:49 PM
21	Save our quiet resort atmosphere.	Aug 3, 2010 3:53 PM
22	Only the bike/walking trails on the old railway.	Aug 3, 2010 5:18 PM
23	Removal of the light industrial district.	Aug 3, 2010 5:24 PM
24	Keep "NO" condos/multiple family dwellings. Do not permit these - we fought this condo project in Ponshewaing 18-20 years ago and would do it again against condos being built.	Aug 3, 2010 5:43 PM
25	Should be B2 and B3 so you can have outside display.	Aug 4, 2010 2:35 PM
26	None.	Aug 4, 2010 2:43 PM

## Ponshewaing Area Property Owner Questionnaire

### Do you want to encourage additional Commercial use in the Ponshewaing Area?

	Response Count
	39
<i>answered question</i>	<b>39</b>
<i>skipped question</i>	<b>0</b>

Response Text		
1	Absolutely NOT!	Jul 19, 2010 2:42 PM
2	no	Jul 19, 2010 6:47 PM
3	No	Jul 22, 2010 1:32 PM
4	No	Jul 22, 2010 1:35 PM
5	Yes	Jul 22, 2010 1:37 PM
6	No!!!	Jul 26, 2010 3:10 PM
7	No.	Jul 26, 2010 3:12 PM
8	If thought out correctly and places in correct locations.	Jul 26, 2010 3:17 PM
9	Not necessarily. Limited opportunity. Should be only along US-31.	Jul 26, 2010 3:24 PM
10	No.	Jul 26, 2010 3:38 PM
11	No.	Jul 27, 2010 1:11 PM
12	Absolutely not.	Jul 27, 2010 1:13 PM
13	NO NO NO	Jul 27, 2010 1:17 PM
14	No. No commercial needs, no reason to change a pleasant, successful residential community.	Jul 28, 2010 1:27 PM
15	Yes	Jul 28, 2010 1:33 PM
16	Absolutely no.	Jul 28, 2010 1:42 PM
17	No No No No No!	Aug 1, 2010 8:46 PM
18	No. Should remain primarily residential. Ryde Marine and The Fort are long standing commercial properties that directly serve the community, but would not like to see other commercial building that are not there primarily to serve the Ponshewaing community.	Aug 2, 2010 2:59 AM
19	No...definitely not!!!!!! It will add to traffic problems and lots of businesses along route 31 into Petoskey have failed leaving old empty sites.	Aug 2, 2010 3:12 PM
20	No.	Aug 3, 2010 2:49 PM
21	Absolutely, no.	Aug 3, 2010 3:04 PM
22	No.	Aug 3, 2010 3:08 PM
23	No.	Aug 3, 2010 3:21 PM
24	No!	Aug 3, 2010 3:30 PM
25	No - definitely not.	Aug 3, 2010 3:49 PM
26	No!	Aug 3, 2010 3:53 PM

Response Text		
27	As stated above I believe the north end and south end are two completely different zoning districts. Commercial use should be encouraged in the north and not the south.	Aug 3, 2010 3:59 PM
28	No.	Aug 3, 2010 5:10 PM
29	No.	Aug 3, 2010 5:18 PM
30	No.	Aug 3, 2010 5:24 PM
31	No.	Aug 3, 2010 5:28 PM
32	Definitely, NO! We have our cottage here because it is a nice residential area and we do not want commercial businesses going up in the Ponshewaing area. We have been coming to the Ponshewaing Area and lived in the summer here for 44 years! We don't want condos - only single family homes!	Aug 3, 2010 5:43 PM
33	No.	Aug 3, 2010 6:08 PM
34	Yes, of course.	Aug 4, 2010 2:35 PM
35	No.	Aug 4, 2010 2:38 PM
36	Absolutely not.	Aug 4, 2010 2:41 PM
37	No.	Aug 4, 2010 2:43 PM
38	Not from Park Street to just past Petoskey St.	Aug 4, 2010 6:47 PM
39	No	Aug 23, 2010 3:04 PM



## Ponshewaing Area Property Owner Questionnaire

Additional Comments?	
	Response Count
	29
<b>answered question</b>	<b>29</b>
<b>skipped question</b>	<b>10</b>

Response Text		
1	Thank You for the opportunity to have input	Jul 19, 2010 2:42 PM
2	Instead of spending resources on "what ifs" and "suppose thats", I would recommend allocating resources to some of the things that have been neglected for the past 100 years like erosion control along the shoreline. (Since the original meander line was established in the plat of Ponshewaing in 1900, five feet [5'] of the designated 10' strip of lake front that was dedicated to public use has been allowed to disappear through negligence, natural forces and the lack of enforcement of existing water craft laws, i.e., no wake designation within 100' of the ends of docks and/or shore.)	Jul 19, 2010 6:47 PM
3	Black top Struts - I have gravel on my grass (extra lot).	Jul 22, 2010 1:32 PM
4	Thanks for the information.	Jul 22, 2010 1:37 PM
5	We are definately not in favor of commercial development in Ponshewaing.	Jul 26, 2010 3:10 PM
6	I would like to see some of the lot owners be required (or ticketed for not claeaning up their Lakefront and lot areas.	Jul 26, 2010 3:17 PM
7	The store in Ponshewaing (The Fort) should be zoned business. Only reasonable use for parcel. Not good for residence. Never should have been rezoned to RR2 or whatever in the first place.	Jul 26, 2010 3:24 PM
8	Provide correct information on use of lake shoreline. No definitive directory on dock locations and access to water, will the residents not able to attend on 8-9 receive a copy of report?	Jul 26, 2010 3:38 PM
9	Please leave Ponshewaing area as is!	Jul 27, 2010 1:13 PM
10	Plenty of store space vacant in Alansom for commercial use - only 1 1/2 miles from Ponshewaing - close enough!	Jul 27, 2010 1:17 PM
11	Please note the correct spelling on Pon-She-Wa-ing includes hyphens. Thanks for the opportunity to provide input.	Jul 28, 2010 1:27 PM
12	Discourage strip development with individual driveways.	Jul 28, 2010 1:33 PM
13	The community of Ponshewaing needs to have input as to new development. There is a rather large parcel of land that will need particular attention in the future as to use and development.	Jul 28, 2010 1:42 PM
14	Crooked Lake, Ponshewaing and Alanson are attractive places to live BECAUSE of their traditional rural/wilderness appeal. Any new or expanded commercial venture in the area would make Ponshewaing a less desirable place to live!!	Aug 1, 2010 8:46 PM
15	Thank you for the opportunity to comment.	Aug 2, 2010 2:59 AM
16	Ponshewaing is a wonderful residential community. We would prefer that it be zoned for residential use only except for businesses and commercial enterprises already in existence there.	Aug 3, 2010 2:49 PM

Response Text		
17	Ponshewaing is either R2B or RR2. The existing marina, marina parking and outlying buildings are not included on the comparison matrix ???	Aug 3, 2010 3:04 PM
18	Make sure all options are fully discussed & open to public before proceeding.	Aug 3, 2010 3:08 PM
19	Once development happens, even if it creates hazardous conditions on US31, it can't be undone.	Aug 3, 2010 3:21 PM
20	Majority of Ponshewaing owners are 2nd & 3rd generation. Plus many of these owners vacationed in Ponshewaing as children and now bring their children and grandchildren. I believe most owners would agree to leave the neighborhood rest in its raw and beautiful history.	Aug 3, 2010 3:30 PM
21	This area has been a recreational family owned area for many years. Families love the corridor. No changes should be made!	Aug 3, 2010 3:49 PM
22	Keep Ponshewaing as noncommercial as possible.	Aug 3, 2010 3:53 PM
23	I would appreciate being informed regarding the changes under consideration. I am responding without really understanding the implication of questions or my answers.	Aug 3, 2010 5:10 PM
24	Our family has vacationed in Ponshewaing since my grandfather and father came up here in the early 1910's. We have owned property here since 1952. Five generations have enjoyed this exceptional vacation spot for many families. Please don't alter it. Thanks for your consideration.	Aug 3, 2010 5:18 PM
25	We need and use Ryde Marina. Ryde Marina is ok. We like "The Fort" store - it is just fine. Having The Fort in Ponshewaing is great! Nice store. That's all we want.	Aug 3, 2010 5:43 PM
26	Close Park Ave at 31. With the curve from south of "the Fort" coming north, the northbound cars (@55 mph) gives exiting from Park Ave a false sense of speed and cars are closer than you realize. Will have 2 paved exits out of Ponshewaing. Add flasher light at US31 and Lake St.	Aug 3, 2010 6:08 PM
27	You should be allowed to use your property any way you want to if you own it.	Aug 4, 2010 2:35 PM
28	Please leave as is!	Aug 4, 2010 2:43 PM
29	These areas have a need to stay permanent families and resort. Many of us are summer residents and chose this area (by choice or otherwise) for the way it is now.	Aug 4, 2010 6:47 PM

# APPENDIX C

## M-68 Area Corridor Study Supplemental Materials

- Zoning Districts Use Comparison Matrix
- Questionnaire
  - Tally
  - Comments



M-68 Area Corridor Study--Zoning Districts Use Comparison Matrix						
Use	District					
	B-1	B-2	R-1B	R-2B	FF-1	I-1
<b>RESIDENTIAL</b>						
One-family dwellings			P	P	P	
Permanent mobile homes			P	P	P	
Two-family dwellings and duplexes				P		
Multiple family dwellings, townhouses and housing for the elderly				P		
Rooming houses, apartment houses and group quarters				S		
Motels, tourist homes, motor inns	P	P		S		P
Hunting & fishing cabins, including temporary mobile homes					P	
Existing dwelling and dwellings structurally attached	P	P				P
Accessory buildings						P
<b>BUSINESS/COMMERCIAL</b>						
Professional offices, real estate sales offices, credit unions	P	P		S		P
Hairdressers, tailors, photographers, dance studios, gyms or musical art	P	P		S		P
Funeral homes	P	P		S		P
Studio Art services and/or handcrafted products				S		
Medical and dental offices	P	P				P
Retail business	P	P				P
Gasoline service stations	S	S				
Offices and show rooms of plumbers, electricians, decorators & similar	S	S				
Airports and landing fields					S	
Portable roadside stands for sale of agricultural products					S	
Commercial printing shops, newspaper offices	S	P				P
Wholesale uses with accessory storage space, but not warehousing	S	P				P
Plant material sales centers, greenhouses and nurseries	S	S				P
Lawn and garden tractors but not farm implement dealers	S					
Theaters, assembly halls and similar places of assembly.		P				P
Bottling works and food packaging.		P				P
Auto laundries		P				P
Commercially used outdoor recreational space for amusement parks, etc.		S				
Sawmills, planing mills, veneer mills					S	
Lumber yards, wholesale or retail markets.		S				S
Outdoor sales lots for automobiles, trucks, boats, farm implements, etc.		S				
Portable and temporary uses including mining operations					S	
Authentic historical restoration projects					S	
Storage uses, including mini-storage		S			S	
Laboratories & research sites						P
Manufacturing						P
Commercial kennels						P
Junk storage within a completely enclosed building						S
Metal buffing and polishing						S
Storage facilities for building materials, sand gravel, stone etc.						S
Mineral processing facilities						S
Water treatment plants						S
Petroleum storage, gases & flammable liquids						S
<b>SERVICE /INSTITUTIONAL</b>						
Fraternal lodge halls, sportsmen's assoc. athletic clubs	P	P		S		P
Historical restoration or renovation projects			S			
Utility and public service facilities	P	P	S		P	P
Public and private schools	S	S	S			P
Churches	P	P				P
Nursery schools, day nurseries and child care centers			S			
Railroad uses					P	
Cemetery					S	
<b>AGRICULTURAL</b>						
Domestic farms			P	P	P	
Commercial farms	P	P	P	P	P	P
Tree farms					P	
<b>RECREATION/ RECREATION RELATED BUSINESS</b>						
Publicly owned recreational lands and facilities			P	P	P	
Golf courses and country clubs			S		P	
Private, semi-private and other non-public recreation lands			S		S	
Travel trailer courts & general camping grounds					S	
Restaurants, supper clubs and taverns		P				P
Marinas and boating facilities, docks, boat storage, watercraft sales & r	S	S				
Bowling alleys, club, or pool/billiard parlor		P				P

P = Permitted Uses S = Special Use Permit

**Zoning Districts:**

B-1--Local Tourist Business District B-2-- General Business District FF-1--Farm and Forest  
R-1B-- One Family Residential District R-2B--General Residential District I-1-- Light Industrial District

Emmet County Zoning Ordinance available at: <http://www.emmetcounty.org/zoning-ordinance--amendments-230/>

***Property Owner Questionnaire***  
**M-68 AREA – CORRIDOR STUDY**

1. Should bike/non-motorized paths be planned along M-68 to connect with the rail corridor bike/walking trails in the Alanson area and Indian River?    Yes                      No

Comments: \_\_\_\_\_

2. Please list any concerns regarding the M-68 corridor.

\_\_\_\_\_

3. In order to address safety issues, do you think the Township and County should consider limiting new access, (driveways) on to M-68?            Yes                      No

4. Prior to this letter were you aware of the zoning for your property?                      Yes                      No

5. In which Zoning District(s) do you own property (from map)

B-1                      B-2                      R-1B                      R-2B                      FF-1                      I-1

6. Were you previously aware of the uses allowed in the EXISTING zoning district covering your property? (See comparison chart)    Yes                      No

Comments on allowed uses? \_\_\_\_\_

7. Of the uses allowed in your zoning district (see comparison chart), would you be concerned if any of the listed uses (permitted or special use permit) were to locate next door?    Yes                      No

If so, which uses concern you?

\_\_\_\_\_

8. The Zoning Ordinance is being reviewed and will be updated, at which time there may be opportunities for some changes either in districts, district boundaries and/or the uses allowed in various districts. What changes would you like reviewed and considered?

\_\_\_\_\_

9. Do you want to encourage additional Commercial use in the M-68 Area?

\_\_\_\_\_

10. Should an increased buffer be required along M-68, i.e. should businesses be required to be setback 50 feet from the edge of the road right of way?            Yes                      No

11. Additional Comments \_\_\_\_\_

\_\_\_\_\_

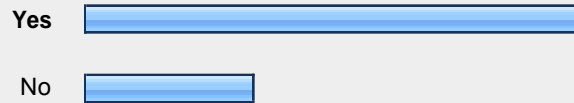
\_\_\_\_\_

*Fold and Mail (address printed on reverse side) to:*

M. C. Planning & Design, 504 Liberty Street, Petoskey, MI 49770    or    [email questions to: mcampbell@mcplanningdesign.com](mailto:mcampbell@mcplanningdesign.com)

## M-68 Area Property Owner Questionnaire

### Should bike/non-motorized paths be planned along M-68 to connect with the rail corridor bike/walking trails in the Alanson area and Indian River?



Response  
Percent

Response  
Count

75.0% 30

25.0% 10

Comments: 12

**answered question 40**

**skipped question 0**

#### Comments:

1	Long overdue. No safe roads to ride bikes!	Sep 8, 2010 2:02 PM
2	Then enforce the walker, bikers, snowmobile to stay to these trails/ also bike-a-thoners	Sep 8, 2010 2:06 PM
3	Too high of a speed limit for bikers,walkers and runners.	Sep 9, 2010 1:25 PM
4	Too much money and not enough use.	Sep 14, 2010 1:48 PM
5	Such paths might increase bike traffic through the area and increase business in downtown Alanson and other area business. . .A good thing.	Sep 15, 2010 1:41 PM
6	I and many other neighbors would love this.	Sep 16, 2010 2:37 PM
7	Traffic flow too fast! Also no new taxes! People can't afford their homes as it is! Who is to pay for the upkeep?	Sep 16, 2010 2:43 PM
8	would love to see a continuation of this project similar to Petoskey's	Sep 17, 2010 3:55 PM
9	Trails are great.	Sep 20, 2010 3:30 PM
10	Great Idea	Sep 20, 2010 3:32 PM
11	If they would use it.	Sep 20, 2010 3:49 PM
12	Sidewalks/pedestrian paths are good. Would this be proposed or included in zoning related site plan requirements?	Oct 13, 2010 2:47 PM



## M-68 Area Property Owner Questionnaire

**Please list any concerns regarding the M-68 corridor.**



	Response Count
	23
<i>answered question</i>	<b>23</b>
<i>skipped question</i>	<b>17</b>

Response Text		
1	Speed limits entering and leaving are too high.	Sep 8, 2010 2:02 PM
2	Keeping bikers, walkers, snowmobiles on these trails will be much safer for them and motorists.	Sep 8, 2010 2:06 PM
3	Slow down speed limit approaching town.	Sep 8, 2010 2:22 PM
4	Need wider pavement for bikers, walkers and runners.	Sep 9, 2010 1:25 PM
5	Location of some zoning district. Some uses allowed in R-1B and R-2B	Sep 14, 2010 1:36 PM
6	Make a longer turn off land/center turn lane.	Sep 14, 2010 1:40 PM
7	Ugly old trailers/ 2 homes on small piece of property.	Sep 14, 2010 1:42 PM
8	Busy highway already have a sholder for biking.	Sep 14, 2010 1:44 PM
9	Needs attention to aesthetics, more concentration of commercial areas. The commercial and residential combination is unsightly.	Sep 15, 2010 1:41 PM
10	Engine braking by truck going down hill into Alanson.	Sep 16, 2010 2:03 PM
11	No ingine brake on large trucks, "signs".	Sep 16, 2010 2:07 PM
12	Bike/walkway would make for a much safer path to Indian River.	Sep 16, 2010 2:37 PM
13	Too much traffic during tourist season	Sep 16, 2010 2:43 PM
14	I don't want to see businesses all along M-68.	Sep 16, 2010 2:44 PM
15	Clean up the properties along the highway.	Sep 20, 2010 3:30 PM
16	Louies Market needs a passing lane.	Sep 20, 2010 3:32 PM
17	No big box stores/sprawl.	Sep 20, 2010 3:35 PM
18	Big truck and ambulance corridor - very noisy.	Sep 20, 2010 3:38 PM
19	Semi trucks shifting gears to slow down to town wakes us up at 4:30 & 5:00 in mornings.	Sep 21, 2010 6:13 PM
20	The road curves too much for hidden driveways.	Oct 4, 2010 2:30 PM
21	A comprehensive plan obviously. My personal concern relates to the eventual zoning plan and zoning uses, and who and the criteria for determining same.	Oct 13, 2010 2:47 PM
22	We would like to have sewers extended East.	Oct 13, 2010 2:49 PM
23	Speed limit should be slower until past Keystone Industrial Park.	Oct 13, 2010 2:54 PM

M-68 Area Property Owner Questionnaire




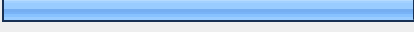

In order to address safety issues, do you think the Township and County should consider limiting new access, (driveways) on to M-68?			
		Response Percent	Response Count
Yes	<div><div></div></div>	48.6%	18
No	<div><div></div></div>	51.4%	19
answered question			37
skipped question			3

M-68 Area Property Owner Questionnaire

Prior to this letter were you aware of the zoning for your property?		
	Response Percent	Response Count
Yes 	64.1%	25
No 	35.9%	14
	<i>answered question</i>	39
	<i>skipped question</i>	1

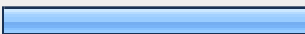


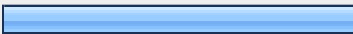
M-68 Area Property Owner Questionnaire

In which Zoning District(s) do you own property? (from map)		
	Response Percent	Response Count
B-1 	10.8%	4
B-2	0.0%	0
R-1B 	18.9%	7
R-2B 	8.1%	3
FF-1 	62.2%	23
I-1 	13.5%	5
answered question		37
skipped question		3

## M-68 Area Property Owner Questionnaire

### Were you previously aware of the uses allowed in the EXISTING zoning district covering your property? (see comparison chart)

Yes 

No 

Response Percent	Response Count
------------------	----------------

46.2%	18
-------	----

53.8%	21
-------	----

Comments on allowed uses?	7
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<b>answered question</b>	<b>39</b>
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<b>skipped question</b>	<b>1</b>
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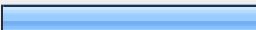
### Comments on allowed uses?

1	It is very good where I am.	Sep 8, 2010 2:06 PM
2	There is no desire or perceived need for additional travel trailer courts, campgrounds in the corridor. The I-1 business growth if any should be limited to the current I-1 zone. The business, commercial growth approved for FF-1 should be redirected to I-1.	Sep 15, 2010 1:41 PM
3	Should not be mobile homes.	Sep 16, 2010 2:43 PM
4	very concerned about mobile homes, permanent or temporary, airports, mills, mining, storage units, utility and public service facilities, cemeteries, railroads, golf courses, public recreational areas, and camping grounds being allowed in the zoning for farm and forest; let's leave it as it states	Sep 17, 2010 3:55 PM
5	But I didn't know about the neighbor operating a business out of his pole barn - working on boat motors. She does, 4 wheelers and anything with a motor. Frankly, we're tired of the noise. It used to be pretty quiet around here.	Sep 20, 2010 3:49 PM
6	One year ago I started the process to change the zoning of my two parcels to B-3 or PUD and have been patiently waiting for this study to be undertaken. My architect recommended that I get involved in the public input portion of this study which has been a tenuous process at best. Specifically, my properties are located 250 feet from a designated Industrial zoned use with a non conforming use adjacent to my property. I was hoping that my property could be reclassified as a transition from the Industrial to residential proposed land use.	Oct 13, 2010 2:47 PM
7	I would like if my property could be used commercially. i.e. if I could build a business (R-2B to a B-1).	Oct 13, 2010 2:54 PM

## M-68 Area Property Owner Questionnaire

**Of the uses allowed in your zoning district (see comparison chart), would you be concerned if any of the listed uses (permitted or special use permit) were to locate next door?**

Yes 

No 

**Response  
Percent**

**Response  
Count**

**60.5%**

**23**

**39.5%**

**15**

If so, which uses concern you? **23**

**answered question** **38**

**skipped question** **2**

### If so, which uses concern you?

1	Residential - The M-68 corridor near Alanson is an ideal place for mixed commercial use.	Sep 8, 2010 2:13 PM
2	Multiple family dwelling, rooming houses, motels, printing shop, commercial kennel, water treatment plant, commercial farm.	Sep 8, 2010 2:16 PM
3	Things need to stay as they are.	Sep 8, 2010 2:19 PM
4	Mining operations and mini-storage.	Sep 14, 2010 1:36 PM
5	Something that made too much noise or too much traffic.	Sep 14, 2010 1:40 PM
6	Home Industries/manufacturing/auto repair.	Sep 14, 2010 1:42 PM
7	All of them.	Sep 14, 2010 1:44 PM
8	There is no desire or perceived need for additional travel trailer courts, campgrounds in the corridor. Concentration of such businesses/campgrounds at El Rancho with thier excellent management is best. The I-1 business growth if any should be limited to the current I-1 zone. The business, commercial growth approved for FF-1 should be redirected to I-1. Specifically sawmills, mining and storage facilities.	Sep 15, 2010 1:41 PM
9	Loud noises. Parking lot lights. Traffic congestion.	Sep 16, 2010 2:03 PM
10	Lights, noise, decrease in my property value.	Sep 16, 2010 2:07 PM
11	Travel trail courts and general camping ground, golf course and country clubs. Tax burden!	Sep 16, 2010 2:43 PM
12	very concerned about mobile homes, permanent or temporary (already have some on my road which look like a junk yard and have decreased the value of my home), airports, mills, mining, storage units, utility and public service facilities, cemeteries, railroads, golf courses, public recreational areas, and camping grounds being allowed in the zoning for farm and forest; let's leave it as it states-- farm and forest	Sep 17, 2010 3:55 PM
13	Airports, mining, AG stands, sawmills	Sep 20, 2010 3:27 PM
14	Low income residential.	Sep 20, 2010 3:30 PM
15	Mobile homes	Sep 20, 2010 3:32 PM
16	Sawmill, airport	Sep 20, 2010 3:38 PM

If so, which uses concern you?		
17	The neighbor operating a business out of his pole barn.	Sep 20, 2010 3:49 PM
18	Mini storage and airports/landing fields.	Sep 21, 2010 6:13 PM
19	Cemetery, railroad uses, airports, sawmill, mining .	Sep 27, 2010 2:25 PM
20	Airports, golf courses, trailer courts, campgrounds, bowling alley.	Oct 4, 2010 2:30 PM
21	<p>I believe in highest and best use and assume that public input would be required prior to any proposed change. Ant that a governing body would review any proposed use.</p> <p>Uses that may generate higher levels of noise, higher levels of light pollution, and enterprises that peddle sexually explicit materials and are sexually orientated. Additionally, I would be concerned with enterprises that utilize hazardous chemicals or pathogens.</p>	Oct 13, 2010 2:47 PM
22	Single family homes	Oct 13, 2010 2:49 PM
23	Commercial	Oct 13, 2010 2:50 PM



## M-68 Area Property Owner Questionnaire

**The Zoning Ordinance is being reviewed and will be updated, at which time there may be opportunities for some changes either in districts, district boundaries and/or the uses allowed in various districts. What changes would you like reviewed and considered?**

**Response  
Count**

16

*answered question*

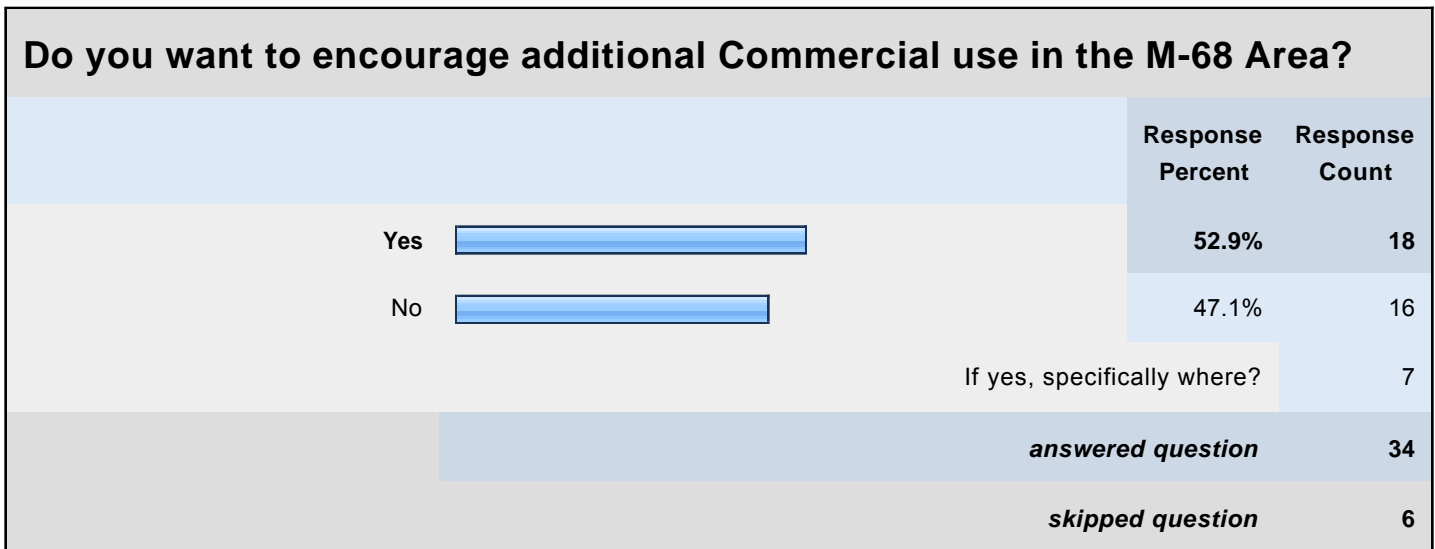
**16**

*skipped question*

**24**

Response Text		
1	Just the one stated in question 1.	Sep 8, 2010 2:06 PM
2	Not sure.	Sep 8, 2010 2:22 PM
3	Possibly more B-1 and B-2 in close to the village.	Sep 9, 2010 1:27 PM
4	Remove: Mini-Storage buildings from FF-1 District to R-1B District. Rezone B-1 Districts that front FF-1 Districts to R-1B Districts. Remove: Utilities & Public Service Facilities, Public & Private School, Nursery Schools, day nurseries and child care centers from R-1B Districts and add them to R-2B Districts. Rezone current FF-1 Districts that are behind B-1 or B-2 Districts to R-2B Districts. Eliminate B-1 Districts and add its uses (Permitted & Special Use Permit) to B-2 Districts.	Sep 14, 2010 1:36 PM
5	You need more B-1 and B-2.	Sep 14, 2010 1:38 PM
6	Preserve residential zones, concentrate business/commercial as much as possible.	Sep 15, 2010 1:41 PM
7	Not familiar.	Sep 16, 2010 2:07 PM
8	All for FF-1 Farm and forest is no longer farm and forest when all recreation and business are brought in.	Sep 16, 2010 2:43 PM
9	those I listed in #7 I would like removed from FF-1.	Sep 17, 2010 3:55 PM
10	Outdoor display/retail.	Sep 20, 2010 3:30 PM
11	More business	Sep 20, 2010 3:32 PM
12	No businesses close by.	Sep 20, 2010 3:49 PM
13	El Rancho has front part B-1, would like to be like the rest FF-1.	Sep 21, 2010 6:13 PM
14	Uses that create employment opportunities and uses that benefit the neighboring Alanson community. Possibly a special use zoning district that may be proposed on a case by case basis if that use entails or fosters positive environmental impact or other positive community related externalities which are sustainable and compatible to the corridor district as a whole.	Oct 13, 2010 2:47 PM
15	Commercial, we need business growth.	Oct 13, 2010 2:49 PM
16	None	Oct 13, 2010 2:50 PM

## M-68 Area Property Owner Questionnaire



If yes, specifically where?		
1	I don't see why not as long as it isn't heavy Industrial.	Sep 8, 2010 2:22 PM
2	But limit commercial growth to B-1, B-2 and I-1 as able.	Sep 15, 2010 1:41 PM
3	No, But it is a class "A" Road State Highway. We have no say.	Sep 16, 2010 2:07 PM
4	Already have too many and empty or in foreclosure.	Sep 16, 2010 2:43 PM
5	Anythilng that brings jobs is okay.	Sep 20, 2010 3:38 PM
6	Yes, as long as it is by the highway.	Sep 20, 2010 3:49 PM
7	To a certain extent.	Oct 4, 2010 2:30 PM

M-68 Area Property Owner Questionnaire

Should an increased buffer be required along M-68, i.e. should businesses be required to be setback 50 feet from the edge of the road right of way?			
		Response Percent	Response Count
Yes	<div><div></div></div>	94.6%	35
No	<div><div></div></div>	5.4%	2
answered question			37
skipped question			3

## M-68 Area Property Owner Questionnaire

Additional Comments?	
	Response Count
	12
<i>answered question</i>	12
<i>skipped question</i>	28

Response Text		
1	Provide extra lanes for turning traffic i.e. El Rancho Park, Louies, Banwell Road and Lakeview Road.	Sep 8, 2010 2:02 PM
2	A center turn lane in certain areas would increase safety.	Sep 8, 2010 2:13 PM
3	I sure as hell hope that all this bullshit doesn't raise my taxes. I'm struggling now as it is on \$80.00 per week.	Sep 8, 2010 2:19 PM
4	Pay fair market value for residential homes next to business.	Sep 14, 2010 1:40 PM
5	Thank you for soliciting our thoughts.	Sep 15, 2010 1:41 PM
6	Thanks for your effort.	Sep 16, 2010 2:07 PM
7	please work to clean up the junky areas on the roads	Sep 17, 2010 3:55 PM
8	All business from Ranch RV to Emmet Exc.	Sep 20, 2010 3:30 PM
9	Draw the line at Sid Bakers.	Sep 20, 2010 3:32 PM
10	The traffic is heavy now - with more building it can only get worse.	Oct 4, 2010 2:30 PM
11	<p>Question 3: Yes this should be a stated goal and requirement with the ultimate determination being made at time of site plan review and approval based on the input of a traffic/highway design professional.</p> <p>Question 10: Yes. Excluding landscaping improvements over the existing requirements and signage needs to be addresses within this PUD zone.</p> <p>It would be nice if thought and consideration could be given to creating a "Designated District", such as the "M-68 Corridor District" This district could have a "Committee" comprised of property owners from within this district. This Committee or Board would have no de facto legislative power but rather be a sounding board in the decision making process. If this scenario could be implemented, it may improve the participation of property owners located within the district. If a board or committee were set up, they could set specific goals and foster improvement of the district. The idea is to establish a group to keep things moving forward. In the future, this corridor will obviously be affected with other issues and pressures other than just zoning issues.</p>	Oct 13, 2010 2:47 PM
12	<p>East of the former Emmet Excavating Company - should start transition zone for residential uses.</p> <p>Thank you for your efforts!</p>	Oct 13, 2010 2:49 PM