



2014 UPDATE
TO THE
COMPREHENSIVE PLAN

... A LAND USE PLAN TO BEGIN THE 21ST CENTURY

CITY OF NORTON SHORES 2014 UPDATE TO THE COMPREHENSIVE PLAN

DATE, 2014



City Council

Gary Nelund, Mayor

Lowell Kinney

Cindy Jurkas

M. Kay Beecham

Donald Martines

Dick Dolack

Gary Ostrom

A. Scott Rood

Mark C. Meyers, City Administrator

Lynne Fuller, City Clerk



Planning Commission

Steven Bolhuis, Chairperson

Gary Langlois

John Lester

Joan Link

Daniel Olson

Merilee Otto

Donald Trygstad

Michael Hylland

Scott Drier



Planning and Community Development Staff

Robert W. Bilkie, City Planner



Planning Consultant

Williams & Works

Andy Moore, AICP

INTRODUCTION

This document is the second update to the Norton Shores Comprehensive Plan, written in July 2000. As that plan states in Chapter 1, constant social and economic changes justify the periodic review and maintenance of a land use plan, so the plan reflects current trends and challenges. Moreover, the Michigan Planning Enabling Act (Public Act 33 of 2008, as amended) requires that a comprehensive land use plan be reviewed at least once every five years and revised accordingly, if needed. While periodic review and adjustment of the Comprehensive Plan and its 2008 supplement is warranted, long term objectives should be respected to achieve the goals and visions expressed during the process to develop that plan.

Following the City's update in 2008, most aspects of the current Plan have not been implemented due in a large part to the economic downturn that began shortly thereafter. Consequently, the revisions for 2014 address five specific areas where the City has experienced land use challenges in recent years. The 2014 Update also includes two elements that are required by the Michigan Planning Enabling Act: A zoning plan and discussion pertaining to complete streets.

It should be noted, however, that the 2014 Future Land Use map supersedes the Future Land Use maps from 2000 and 2008. However, all three documents should be utilized because they together form the land use policy structure of the City and provide a set of guidelines for an attractive, livable and vibrant community.

2014 FUTURE LAND USE SUPPLEMENT

The City of Norton Shores 2014 Comprehensive Plan Update focuses on five specific areas where future land uses warrant revision. Those areas are discussed in greater detail below and changes to the Future Land Use Map are limited to these six areas.

SHERMAN BOULEVARD – LEBOEUF STREET TO MCCRACKEN STREET

This area of the community encompasses a number of parcels that contain legally nonconforming residences which can't be financed or refinanced due to this nonconforming status. There has been little or no interest in commercial conversion or redevelopment of these sites since the 1960's. To a greater extent, there has been little commercial development along Sherman Boulevard in its entirety, other than redevelopment of existing businesses, which in itself has been limited. The Harvey Street corridor has assumed the role of the regional commercial shopping area while Henry Street is slowly being redeveloped as the primary local commercial district. Consequently, there has been even less demand for further commercial growth along Sherman Boulevard. Another deterrent for redevelopment of these parcels is their small size which would necessitate a developer purchasing multiple parcels already in use as residences, which seems unlikely.



The revised Future Land Use map extends the adjacent Medium Density Residential classification to include these parcels. Strip

commercial development is no longer as desirable or beneficial to the community, and this change may encourage more neighborhood commercial development in walkable nodes rather than forcing customers to drive from business to business as is typical in automobile-oriented strip development. Two commercial nodes remain to the east and west near McCracken and Leon Streets, and these nodes contain room for additional growth. Most importantly, extending the Medium Density Residential classification to this area brings the single-family residences into conformance with the land use portion of the Master Plan.

WAYNE AVENUE / HAWLEY STREET / EAST NORTON AVENUE

This neighborhood contains approximately 20 nonconforming single-family residences, located along the south side of E. Norton Avenue and the north side of Wayne Avenue. Many of the parcels have been zoned C-3 Major Commercial since 1981, and some since the mid 1960's. While the parcels fronting along Airline Road and Getty Street have been developed commercially for many years, there has been no new commercial redevelopment of the residential parcels along Wayne Street, Hawley Street and E. Norton Avenue in the past 25 years. All of these residential structures are located on unpaved streets, further reducing the likelihood of their redevelopment for commercial uses. Additionally, there are still vacant commercial properties along Airline Road that could be developed should the demand ever arise.



The revised Future Land Use map provides for a Medium Density Residential classification for the properties not fronting directly on

Airline Road. With those properties now consistent with this Comprehensive Plan, individual residents can request a rezone of their property, if they desire, to bring their properties back into conforming status with the Zoning Ordinance. The City may also choose to rezone the parcels as a group. Adjacent business owners will remain in conformance for future growth or redevelopment.

SHEFFIELD STREET/FAIRFIELD STREET

The entire neighborhood bounded by Henry Street, Sherman Boulevard, Business US-31 and Norton Avenue has retained a commercial designation in the Master Plan and Zoning Ordinance since the 1960's. While the City has seen significant conversions of residential to commercial properties in the blocks to the north and south since 1981, the properties in this particular block have seen the least amount of such activity. The block contains approximately 25 legally nonconforming residences which provide stable, low to moderate income housing for the community. While it is likely that the commercial development on the perimeter of the block will remain and continue to flourish, the inner core of this block may not see commercial reuse given the expensive relocation costs that would be associated with these properties, as well as the availability of vacant commercial land located nearby.



The revised Future Land Use map provides for a Mixed-Use Residential/Office/Commercial classification in this area. This would allow either the City or individual residential property owners to pursue residential or PUD zoning to permit improvements to the aforementioned residential properties while at the same time encouraging continued reinvestment in the adjacent commercial properties.

SEMINOLE ROAD / NINTH STREET

This area of the community encompasses a variety of land uses including several office and commercial facilities as well as nonconforming residences. All of the parcels bounded by Park Street, Seminole Road and Seaway Drive, had a Future Land Use designation for office development. While many of the former residences have been converted into office facilities, there are still nonconforming houses mixed throughout the neighborhood. There has been little interest for conversion of the remaining properties into offices of late, and now the closing of the House of Chan's Restaurant may bring requests for alternative usage.



These properties were recently rezoned to PUD Planned Unit Development to provide for a variety of future land uses while at the same time eliminating the nonconforming status of the residential structures. The revised Future Land Use map includes a Master Plan designation of Mixed Use Residential/Office/Commercial for this area. This will allow for a wider variety of uses which may be beneficial with the future redevelopment of the House of Chan property, as well as other opportunities which may arise as a result of the Tanglewood development to the west. Eventually, this designation may extend west to Henry Street to encourage future redevelopment of the entire block (including the former Kmart site) due to the adjacent library, pharmacy, senior housing, commercial, and banks facilities.

GRAND HAVEN ROAD

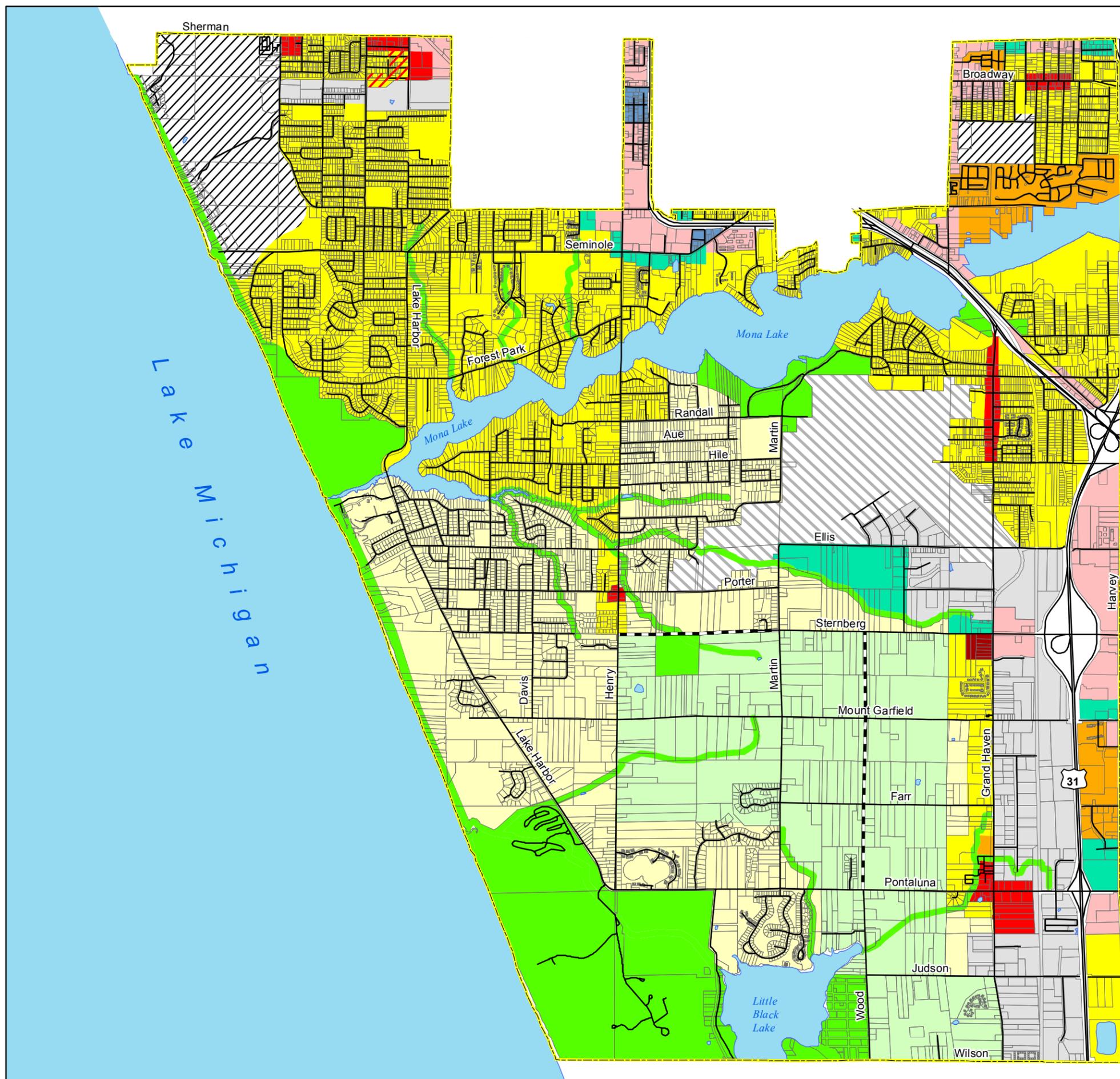
This area of the community had been classified for commercial development both in the Zoning Ordinance and Master Plan since the 1960's, but the neighborhood, for the most part, has retained its residential character. New commercial development had instead moved to the east along the Harvey Street corridor with the opening of the Sternberg Road/US-31 interchange.



A zone district change back to residential was accomplished in 2008 so the properties would conform to the Zoning Ordinance, allowing them to finance and refinance their homes and make improvements. The revised Future Land Use map indicates a designation of Medium Density Residential to reflect the goals of future development in this neighborhood.

City of
Norton Shores
 Muskegon County, Michigan

2014 DRAFT
 Future Land Use



Legend

- Resource Conservation/Recreation
- Rural Residential
- Planned Unit Development
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Commercial
- Office/Residential
- Regional Commercial
- Office
- Mixed Use - Commercial/Office/Residential
- Industrial
- Muskegon County Airport
- Future Roads
- Performance Zoning Overlay

1 inch = 3,250 feet



ZONING PLAN

Section 33, (2), (d), of the Michigan Planning Enabling Act requires that Master Plans adopted after September 1, 2008 include a Zoning Plan to explain how the Future Land Use categories in the plan relate to the zoning districts applicable in the City. The following table correlates the more general Future Land Use categories on the Map with the zoning districts and discusses features and factors to be considered in reviewing requests to rezone lands in the City consistent with this plan.

In considering a request to rezone property in Norton Shores, the City must consider the Future Land Use Map and the Future Land Use descriptive narrative of the Comprehensive Plan, or applicable supplements, in making their decision. The succeeding table should be used to evaluate the degree to which the proposed rezoning is, or may be, consistent with this plan together with an evaluation of the specific request. The proposed rezoning decision shall also consider the following:

- whether the proposed site may be reasonably used as it is currently zoned,
- whether the proposed site is an appropriate location for any and all of the land uses that might be permitted within the requested zoning district,
- whether there may be other locations in the community that are better suited to accommodate such uses, and
- any potential detrimental impact on the surrounding property that could result from the proposed rezoning.

In all cases, this zoning plan should be applied as a guideline for the Planning Commission subject to the appropriate application of the discretionary authority permitted to the Planning Commission, City Council, case law and good planning practice. Nothing in this zoning plan will preclude the Planning Commission and City Council from considering amendments to this plan to better serve the public interests of the community.

Table 5. Zoning Plan

Future Land Use Categories	Supporting and Compatible Zoning Districts	Additional Potentially Compatible Zoning Districts	Comments Affecting the Eligibility for Additional Potentially Compatible Zoning Districts
Resource Conservation / Recreation	REC, Recreational	N/A	
Rural Residential	R-5 Single-Family Residential PURD, Planned Unit Residential Development	REC, Recreational	<p>The intent of the R-5 district is to accommodate large lot residential development. However, in some areas residential development may not be feasible and Recreational or Conservation-based uses and activities may be appropriate.</p> <p>The PURD district is intended to provide developers with the ability to create residential neighborhoods on smaller lots with areas permanently preserved as open space. Thus, depending on the type of development proposed and the surrounding neighborhoods, conservation cluster developments may be appropriate in certain instances.</p> <p>The availability of public water and/or sewer services may also be a factor in determining compatibility.</p>
Planned Unit Development	PUD, Planned Unit Development	N/A	
Low Density Residential	R-5 Single-Family Residential	CCD, Conservation Cluster Development; CR-6 Clustered Single-Family Residential	<p>Both the CCD and CR-6 districts are intended to provide developers with the ability to create residential neighborhoods on smaller lots with areas permanently preserved as open space. Thus, depending on the type of development proposed and the surrounding neighborhoods, conservation cluster developments may be appropriate in certain instances.</p> <p>The availability of public water and/or sewer services may also be a factor in determining compatibility.</p>
Medium Density Residential	R-3/ R-4 Single Family Residential Districts	CCD, Conservation Cluster Development; CR-6 Clustered Single-Family Residential	<p>Both the CCD and CR-6 districts are intended to provide developers with the ability to create residential neighborhoods on smaller lots with areas permanently preserved as open space. Thus, depending on the type of development proposed and the surrounding neighborhoods, conservation cluster developments may be appropriate in certain instances.</p> <p>The availability of public water and/or sewer services may also be a factor in determining compatibility.</p>
High Density Residential	R-1/R-2 Single Family Residential; AR-7 and AR-8 Apartments; PURD Planned Unit Residential Development	CCD, Conservation Cluster Development;	<p>The CCD and CR-6 districts are intended to provide developers with the ability to create residential neighborhoods on smaller lots with areas permanently preserved as open space. Thus, depending on the type of development proposed and the surrounding neighborhoods, conservation cluster developments may be appropriate in certain instances</p>
Neighborhood Commercial	C-1 Neighborhood Commercial	C-2 General Retail	<p>While C-2 is intended for commercial uses more intense than that permitted in C-1, there may be instances where, due to larger lots, and availability of infrastructure, that the C-2 district may be appropriate</p>
Office/Residential	PUD, Planned Unit Development; R-1/R-2 Single Family Residential GO General Office PO Professional Office		

Future Land Use Categories	Supporting and Compatible Zoning Districts	Additional Potentially Compatible Zoning Districts	Comments Affecting Eligibility for Additional Potentially Compatible Zoning Districts
Regional Commercial	C-2 General Retail	C-3 Major Commercial	The intent of the C-3 district is to allow certain uses that may have larger lot requirements due to the nature of their business. Some areas in this future land use designation have larger lots, so C-3 may also be appropriate
Office	GO General Office PO Professional Office	N/A	
Mixed Use Commercial/ Office/Residential	PUD, Planned Unit Development	R-1/R-2 Single Family Residential GO General Office PO Professional Office	The City does not have a mixed use zoning district, so either residential or office zoning districts may be appropriate, depending on factors such as lot access and surrounding land uses.
Industrial	GI – General Industrial	N/A	
Muskegon County Airport	SUD Special Use District	N/A	

COMPLETE STREETS

This Plan supports complete streets principles and this section of the 2014 Comprehensive Plan Update is intended to respond to the needs of all legal users of the public rights-of-way. Complete streets are thoroughfares that are planned, designed and constructed to allow access to all legal users safely and efficiently, without any one user taking priority over another. Users in Norton Shores primarily include pedestrians, bicyclists, motorists and users of assistive devices. Complete streets can result in increased safety for non-motorized users, improved public health, a cleaner environment, mobility equity and enhanced quality of life through increased modal choices and more inviting streets.

One motivation to embrace these principles is that Michigan law encourages the Michigan Department of Transportation to give additional consideration to enhancement and other grant applicants with such policies. The Michigan Planning Enabling Act has also been amended to stipulate that transportation improvements be respectful of the surrounding context, further promoting more equitable and attractive streets.

In August 2010, the City adopted a Bicycle and Pedestrian Plan, and that plan is incorporated by reference into this 2014 Comprehensive Plan Update. The purpose of the plan is to (1) increase bicycle and pedestrian use, (2) to identify a potential network of bicycle and pedestrian facilities, and (3) to identify methods of creating it.

It should also be noted that in March 2013, the City Council adopted a resolution supporting complete streets. The Council resolved:

- First: That the Norton Shores City Council hereby declares its support of "Complete Streets" policies.
- Second: The Norton Shores City Council will evaluate and to the extent practicable incorporate "Complete Streets" design considerations and practices as a routine part of infrastructure planning and implementation, and will encourage partners in such projects including but not limited to the State Department of Transportation, Muskegon County, and others to do likewise.
- Third: The Norton Shores City Council supports the continued development of the City's Master Plan, Bicycle and

Pedestrian Plan, and Open Space and Recreation Plan that support the ease of use, safety, and accessibility for all users within the City of Norton Shores.

- Fourth: The Norton Shores City Council will review further guidance in this matter from the Michigan Department of Transportation as it becomes available.

APPENDIX 1
2010 BICYCLE AND PEDESTRIAN PLAN



BICYCLE AND PEDESTRIAN PLAN

August, 2010

CITY OF NORTON SHORES BICYCLE AND PEDESTRIAN PLAN

General public interest purposes in this Bicycle and Pedestrian Plan are to promote public health and safety, access to community facilities and businesses for all, regardless of age, physical capacity, weather conditions and time of day, and to promote diverse modes of transportation.

Purpose of the Plan:

- To increase bicycle and pedestrian use,
- To identify a potential network of bicycle and pedestrian facilities, and
- To identify methods of creating it.

Objectives of the Plan:

- To identify locations for improved facilities or engineering improvements which connect neighborhoods to existing schools, commercial areas and recreational facilities.
- To facilitate travel between and within residential neighborhoods and key employment centers, recreational facilities, and shopping districts.
- To outline an implementation strategy for the actions identified in the action plan.

Overall Commercial Development Recommendations

Require sidewalks in commercial/office developments in the following zones:

- Pontaluna Village
It is the community's goal to continue to link existing and future commercial and office facilities in this node with existing and planned adjacent residential developments including the Shoreline Landings and Hampton Courts Apartments. Sidewalks will continue to be added as individual properties are developed within the Village.
- Seminole Road – Lake Forest Drive to Seaway Drive – north side
It is the community's goal to continue linking existing commercial/office facilities along the Seminole Road Corridor with surrounding residential neighborhoods to the west and south including the Lake Forest Apartments, the Dayspring facilities and the Arbors and Trellis Condominiums, as well as the Norton Shores Branch Library.
- Henry Street – east side from Sherman Boulevard to Seminole Road
It is the community's goal to encourage pedestrian movement between businesses while linking up with residential neighborhoods south of Seminole Road. This would also provide walkable access for residents in the adjacent cities of Roosevelt Park and Muskegon Heights.

- Harvey Street – west side from E. Hile Road to E. Pontaluna Road
It is the community's goal to encourage pedestrian movement between businesses while linking up with residential developments located nearby. This would provide walkable access for residents in the Pheasant Run Condominiums and Reserve Apartments to adjacent commercial and office facilities as well as to encourage pedestrian movements between these businesses themselves.

Overall Residential Development Recommendations

- The City will require sidewalk along the major street (collector or local arterial) frontage of new residential development to begin the process of linking neighborhoods in accordance with this plan.
- The City will contact neighborhood and condominium associations from existing residential developments and encourage them to consider installing sidewalk along the major street frontage of each subdivision or condominium development to link with future developments.
- The City will require at least one (1) internal paved pathway system within and throughout any new residential development.

Specific Recommended Improvements

Link parks, schools, residential developments with bike paths or sidewalk:

Bike Path extensions

1. Wood Road to the Black Lake Park entrance – west side

This extension of the existing system would provide a connection to the park for surrounding neighborhoods from the existing bike path network along Pontaluna Road. This will require a stream crossing.

Cost Estimate

Lineal feet (one side)	4,700	x	\$ 60.00	\$282,000
Contingency @ 10%				\$ 28,200
Professional Fees @ 10%				\$ 28,200
Total				\$338,400

2. Black Lake Road from Pontaluna Road to City boundary – paved shoulders each side

This extension of the system would provide a link to the future Palm Drive Trail to be extended north by Spring Lake Township from Hickory Street along Palm Drive.

Cost Estimate

Lineal feet (both sides)	5,600	x	\$ 80.00	\$448,000
Contingency @ 10%				\$ 44,800
Professional Fees @ 10%				\$ 44,800
Total				\$537,600

Sidewalk extensions

1. Grand Haven Road from Hidden Cove Park to Airport Road – west side

Connect the Roodmont and south Grand Haven Road neighborhoods with Hidden Cove Park to provide direct pedestrian access. The park currently has no direct pedestrian access from any residential neighborhood.

Cost Estimate

Lineal feet	1,100	x	\$ 22.50	\$24,750
Barrier free ramps	4	x	\$375.00	\$ 1,500
Subtotal				\$26,250
Contingency @ 10%				\$ 2,625
Professional Fees @ 10%				\$ 2,625
Total				\$ 31,500

2. McDermott Street from E. Broadway Avenue to E. Summit Avenue

Provide a linkage to Avondale Park for surrounding residences and to foster a sense of community. This is a neighborhood park which has no direct pedestrian access other than residents walking in the streets to reach it.

Cost Estimate

Lineal feet	1,300	x	\$ 22.50	\$29,250
Barrier free ramps	6	x	\$375.00	\$ 2,250
Subtotal				\$31,500
Contingency @ 10%				\$ 3,150
Professional Fees @ 10%				\$ 3,150
Total				\$ 37,800

3. Bailey Street from Cleveland Street to E. Summit Avenue to McDermott Street

Provide a linkage to Avondale Park for E. Broadway residential neighborhoods including the Value Family Properties Mobile Home Park.

Cost Estimate

Lineal feet	1,700	x	\$ 22.50	\$ 38,250
Barrier free ramps	4	x	\$375.00	\$ 1,500
Subtotal				\$ 39,750
Contingency @ 10%				\$ 3,975
Professional Fees @ 10%				\$ 3,975
Total				\$ 47,700

4. Henry Street from Aue Road to Randall Road – east side

Complete the linkage of pedestrian flow along Henry Street extending east to Ross Park Elementary School. This is the only gap in the network which extends to Porter Road and ultimately Churchill Porter School.

Cost Estimate

Lineal feet	600	x	\$ 22.50	\$13,500
Barrier free ramps	2	x	\$375.00	\$ 750
Subtotal				\$14,250
Contingency @ 10%				\$ 1,425
Professional Fees @ 10%				\$ 1,425
Total				\$ 17,100

5. Henry Street from Randall Road to Forest Park Road – east side
Henry Street from Forest Park Road to Seminole Road – west side

Provide pedestrian linkage to the Henry Street/Seminole Road/Norton Avenue commercial corridors. This may require additional easements adjacent to the Henry Street Bridge. Currently the only way for pedestrians south of the bridge to reach commercial/office developments on Henry Street is to walk on the paved shoulder of the roadway. This connection would link with the aforementioned system extending to Porter Road.

Cost Estimate – east side

Lineal feet	2,400	x	\$ 22.50	\$ 54,000
Barrier free ramps	10	x	\$375.00	\$ 3,750
Subtotal				\$ 57,750
Contingency @ 10%				\$ 5,775
Professional Fees @ 10%				\$ 5,775
Total				\$ 69,300

Cost Estimate – west side

Lineal feet	2,000	x	\$ 22.50	\$ 45,000
Barrier free ramps	6	x	\$375.00	\$ 2,250
Subtotal				\$ 47,250
Contingency @ 10%				\$ 4,725
Professional Fees @ 10%				\$ 4,725
Total				\$ 56,700

6. E. Hile Road from Henry Street to Martin Road – north side

Provide safe pedestrian access to Ross Park and Ross Park Elementary School from residential neighborhoods along Hile Road. This extension would link this residential neighborhood with the school while moving pedestrians, and more specifically children, off of the shoulders of the roadway.

Cost Estimate

Lineal feet	5,100	x	\$ 22.50	\$114,750
Barrier Free Ramps	4	x	\$375.00	\$ 1,500
Subtotal				\$116,250
Contingency @ 10%				\$ 16,250
Professional Fees @ 10%				\$ 16,250
Total				\$148,750

7. Getty Street between Columbia Avenue and E. Norton Avenue – east side

Connect the residential neighborhoods along the east side of the street with Getty Street commercial facilities. Currently there is no pedestrian access for residents of the Oaks and Crestview manufactured home communities nor the neighborhoods along Norton Avenue east of Getty Street.

Cost Estimate

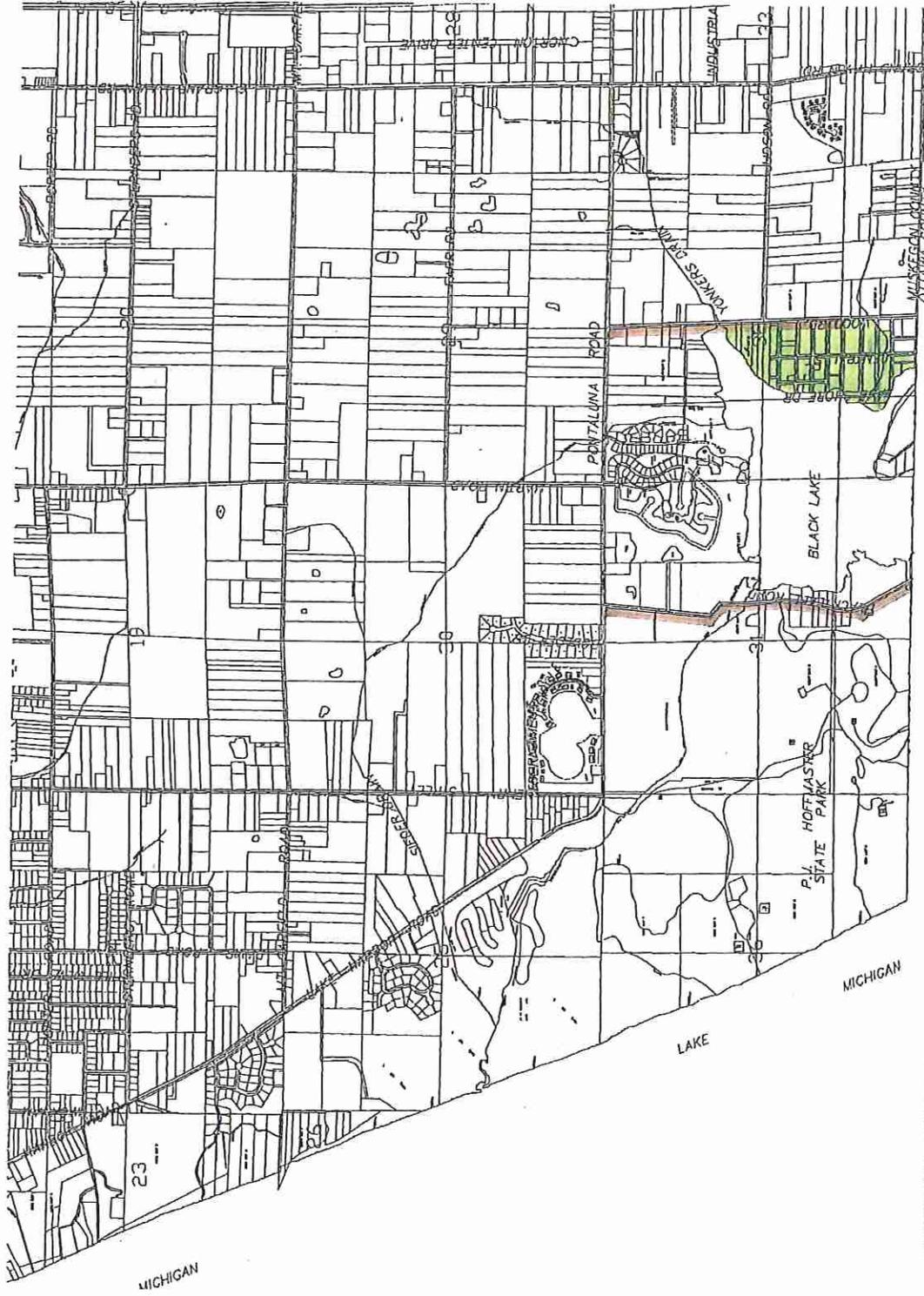
Lineal feet	3,200	x	\$ 22.50	\$72,000
Barrier free ramps	20	x	\$375.00	\$ 7,500
Subtotal				\$75,000
Contingency @ 10%				\$ 7,500
Professional Fees @ 10%				\$ 7,500
Total				\$ 90,000

8. Harvey Street between E. Hile Road and E. Pontaluna Road – west side

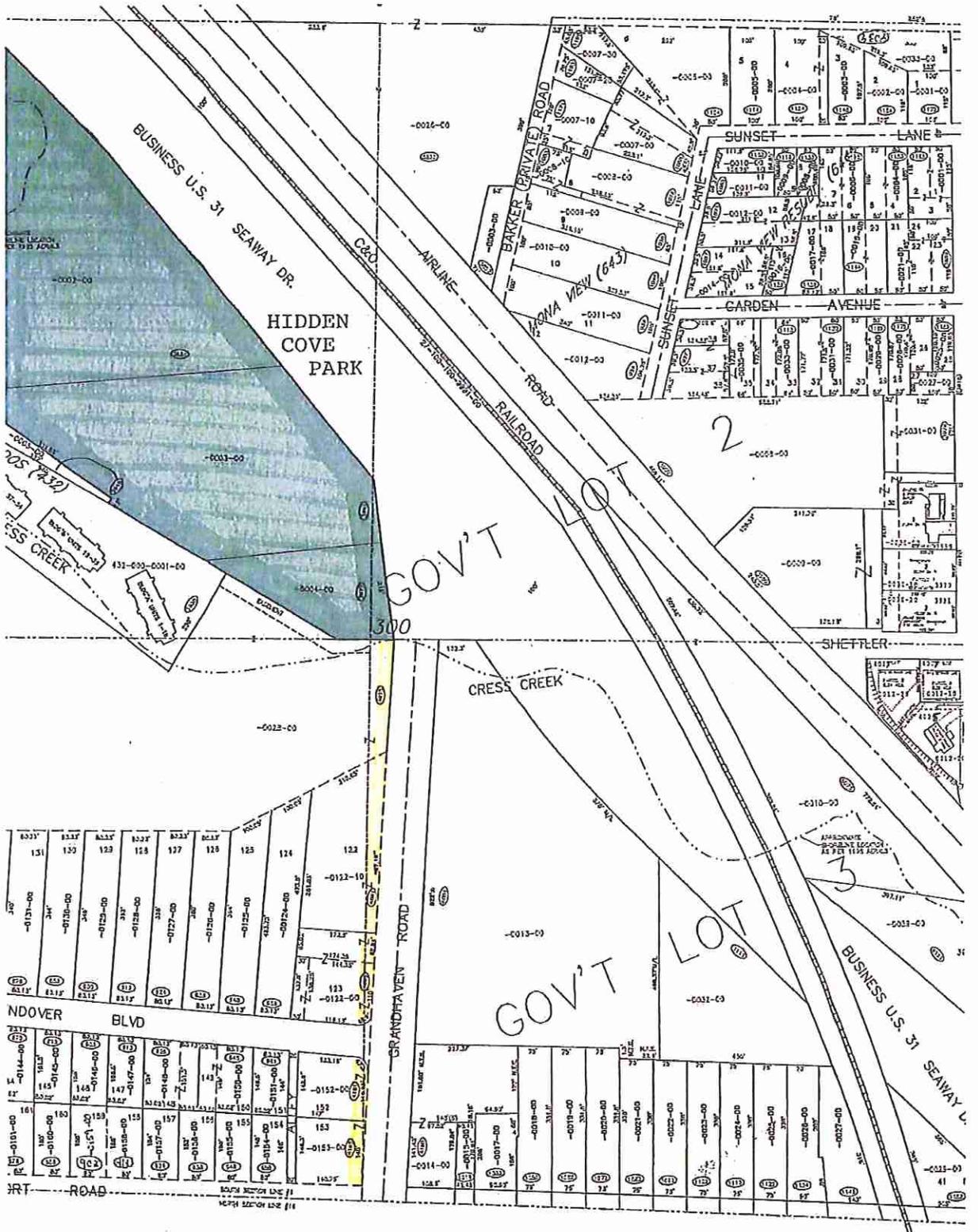
Provide a pedestrian connection between commercial developments along Harvey Street, as well as between these facilities and residential developments such as Pheasant Run, the Reserve Apartments and the Hackley Lakes Medical facility further to the south. The estimated cost per foot for this proposal has been increased due to expected additional costs for routing this sidewalk around existing drainage and parking facilities.

Cost Estimate

Lineal feet	6,410	x	\$ 22.50	\$144,225
Lineal feet	6,410	x	\$ 33.75	\$216,338
Barrier free ramps	8	x	\$375.00	\$ 3,000
Subtotal				\$363,563
Contingency @ 10%				\$ 36,356
Professional Fees @ 10%				\$ 36,356
Total				\$ 436,275



PROPOSED BIKE PATH EXTENSIONS



GRAND HAVEN ROAD FROM HIDDEN COVE PARK TO AIRPORT ROAD



200

EAST - BROADWAY

YARMOUTH

NORWICH AV

CANTERBURY

SUNBURY

VALUE FAMILY MOBILE HOME PARK

BAILEY STREET FROM CLEVELAND STREET TO E. SUMMIT AVENUE

400



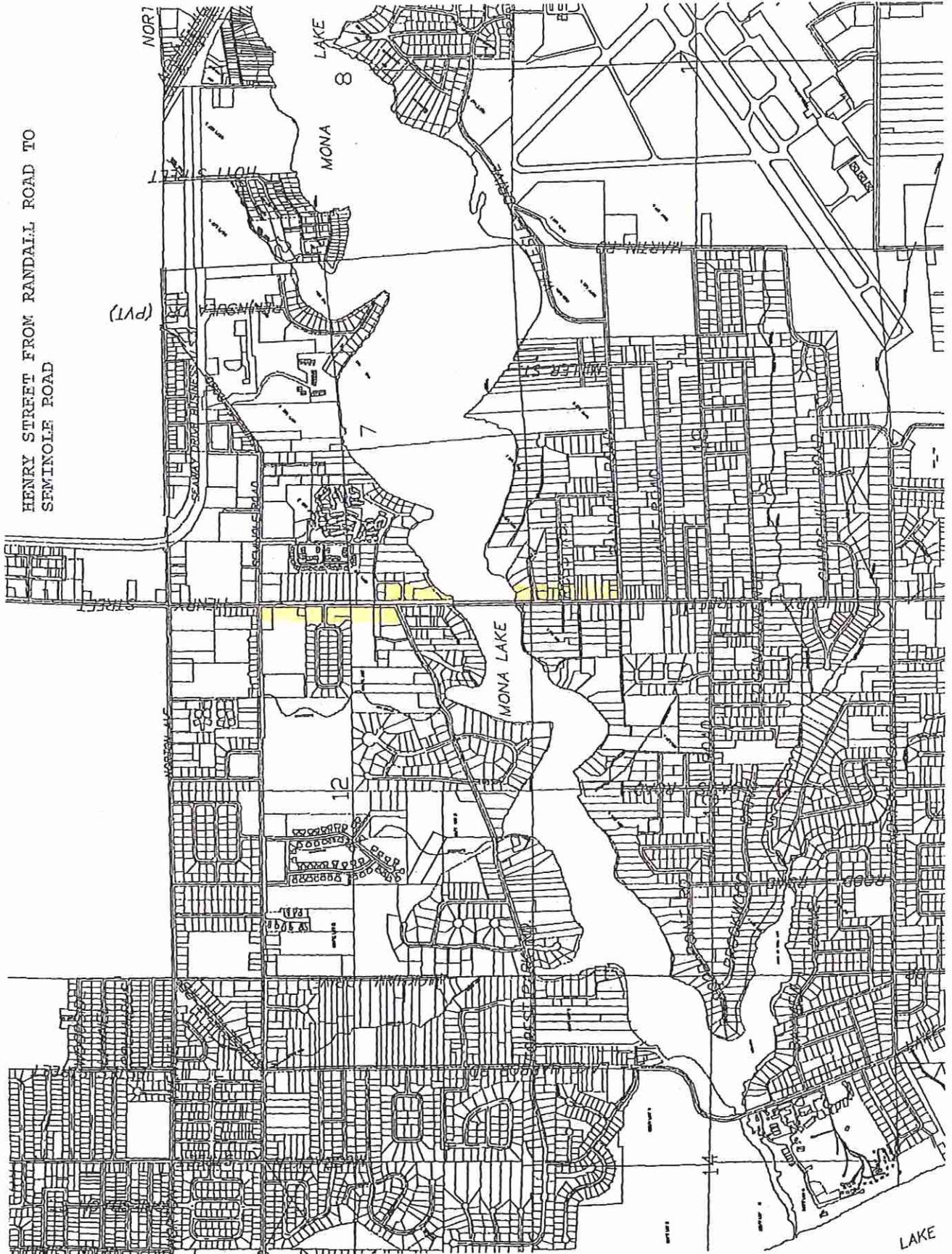
200

400

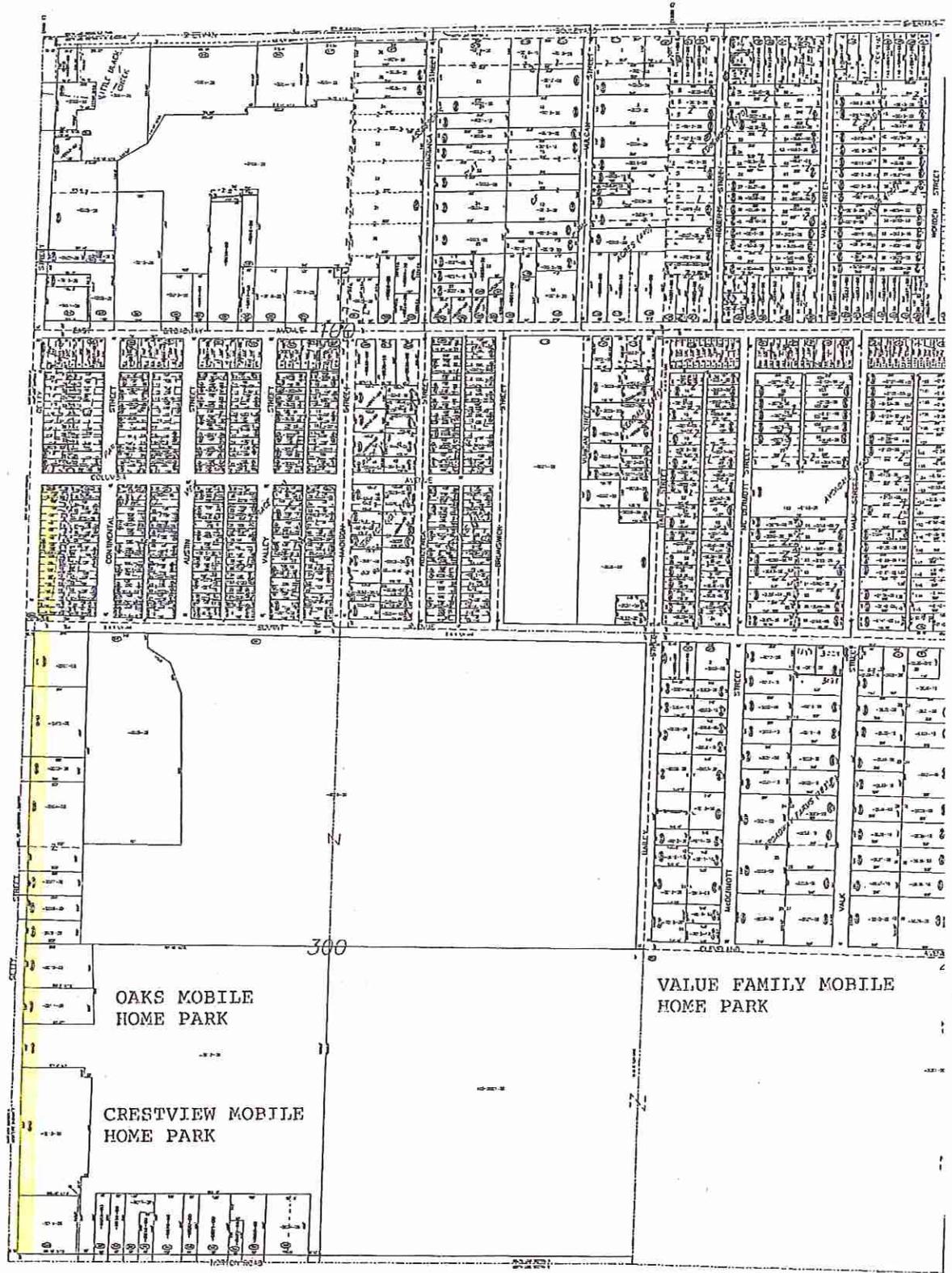
VALUE FAMILY MOBILE HOME PARK

MCDERMOTT STREET FROM, E. BROADWAY AVENUE TO E. SUMMIT AVENUE

HENRY STREET FROM RANDALL ROAD TO
SEMINOLE ROAD



MUSKOGEE HEIGHTS

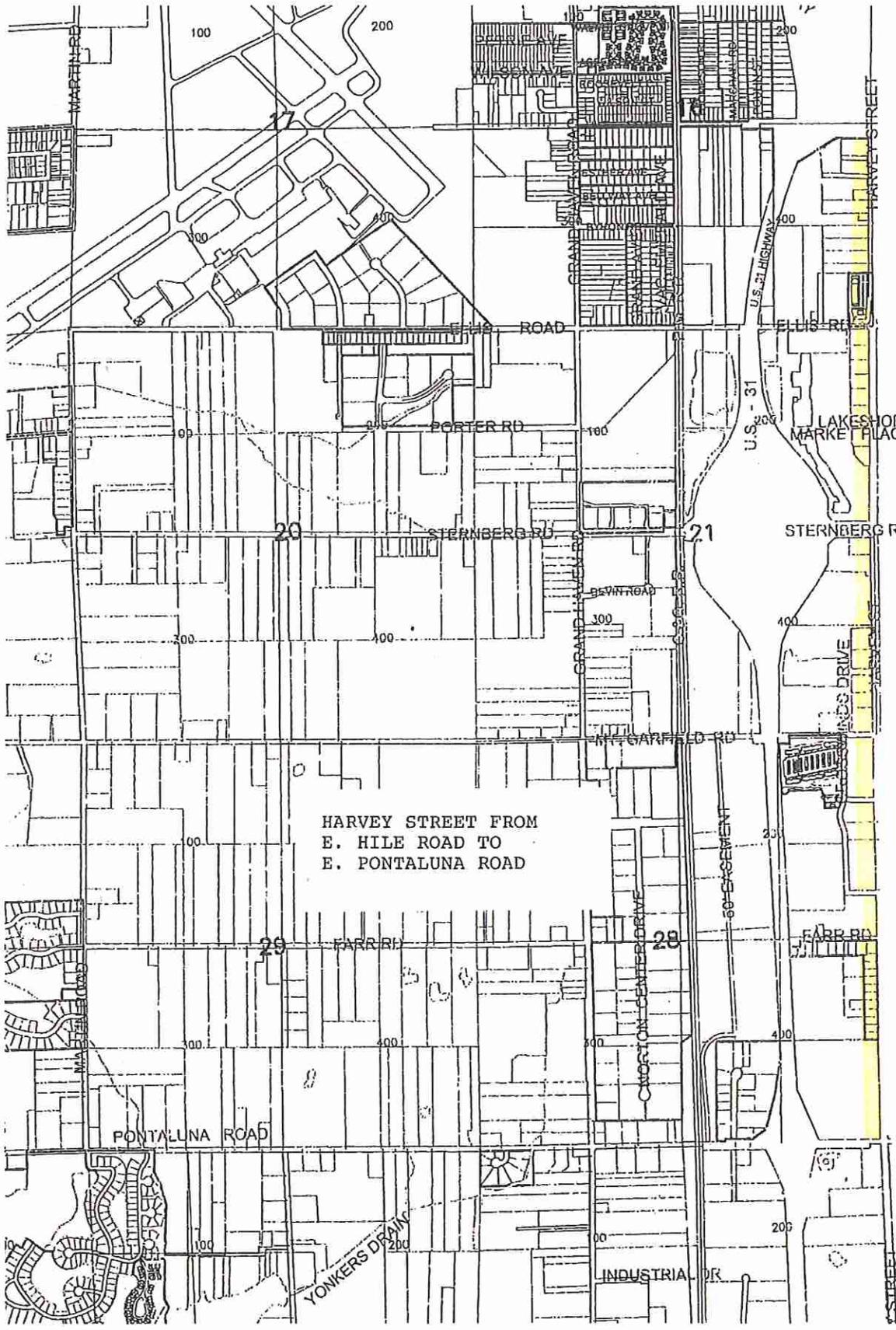


GETTY STREET FROM E. NORTON
 AVENUE TO COLUMBIA AVENUE

SECTION 109

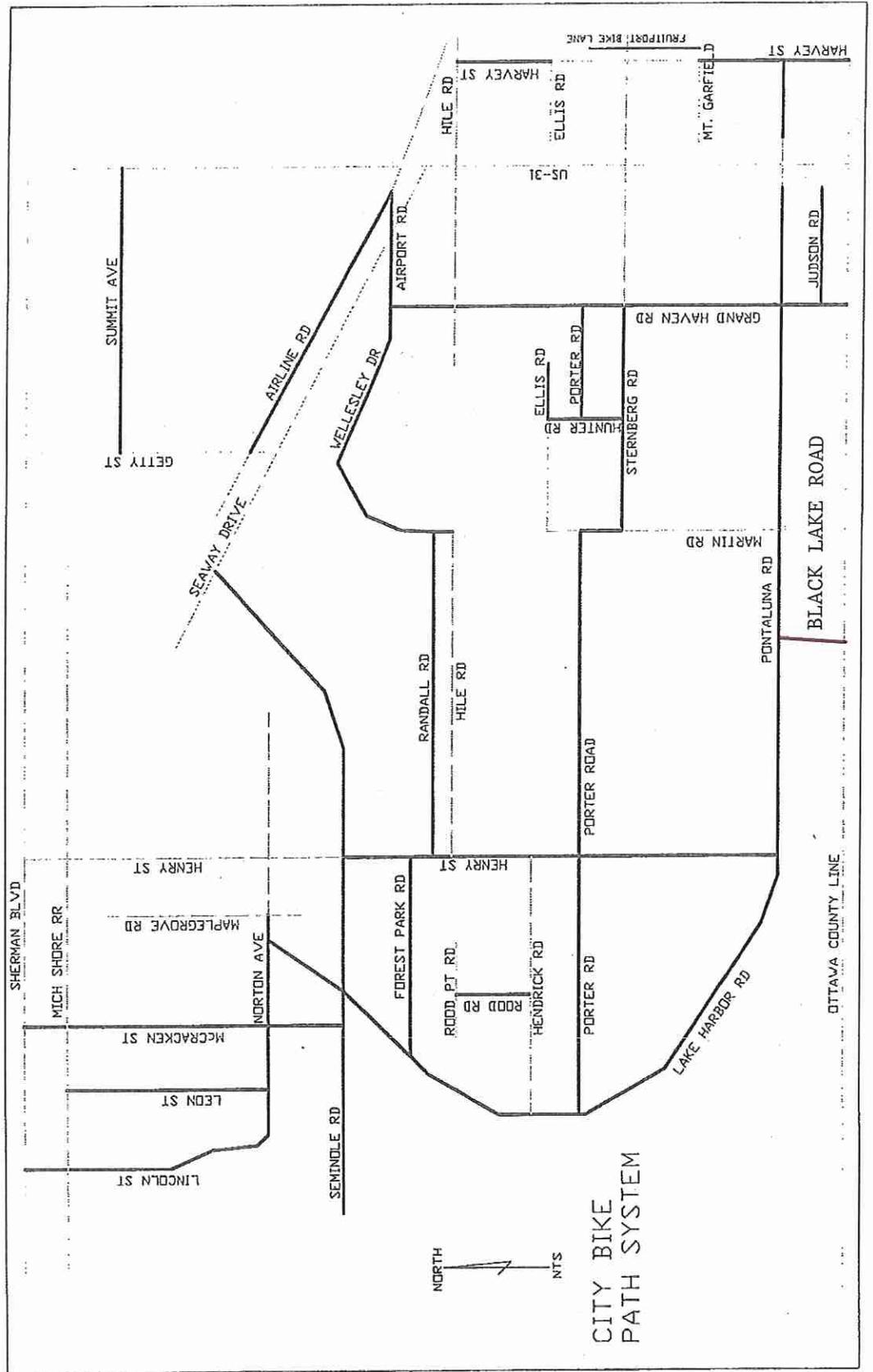
- LEGEND
- SECTION/QUARTER LINE
 - PROPERTY LINE
 - ORIGINAL LOT LINE
 - ROAD & RAILROAD R/W
 - CENTERLINE
 - CENTERLINE WATERWAY

PREPARED BY



HARVEY STREET FROM
E. HILE ROAD TO
E. PONTALUNA ROAD

FRUITPORT TOWNSHIP



CITY BIKE
PATH SYSTEM



OTTAWA COUNTY LINE

RESOLUTION

WHEREAS, "Complete Streets" are defined as a design framework that enables safe and convenient access for all users, including pedestrians, bicyclists, transit riders, and drivers of all ages and abilities; and

WHEREAS, "Complete Streets" are achieved when communities routinely plan, design, construct, re-construct, operate, and maintain the transportation network to improve travel conditions for pedestrians, bicyclists, transit riders, automobiles, and freight in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, development of pedestrian, bicycle, and transit infrastructure offers long-term cost savings and opportunities to create safe and convenient non-motorized travel; and

WHEREAS, streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and transit, are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles; and

WHEREAS, increasing active transportation (e.g. walking, bicycling, and use of public transportation) offers the potential for improved public health, economic development, a cleaner environment, reduced transportation costs, enhanced community connections, social equity, and more livable communities; and

WHEREAS, the City of Norton Shores recognizes the importance of street infrastructure and modifications such as sidewalks, crosswalks, shared use paths, bicycle lanes, accessible curb ramps, pedestrian signals, signs, bicycle parking facilities, public transportation stops and facilities, and other features assisting in the provision of safe, convenient, and comfortable travel for all users; and

WHEREAS, the City of Norton Shores has embraced and supported enhanced pedestrian, biking, and transit access through adopted documents that include the following:

- City of Norton Shores Bicycle and Pedestrian Transportation Plan (2010)
- City of Norton Shores Master Plan (2008)
- City of Norton Shores Open Space and Recreation Plan (2011)

WHEREAS, the City of Norton Shores, through its Department of Public Works and City Council, has been proactive and increasingly committed to encouraging, funding and constructing streets and ways consistent with the objectives of "Complete Streets" wherever feasible; and

WHEREAS, "Complete Streets" have been and continue to be adopted nation-wide at state, county, MPO, and municipal levels in the interest of proactive planning and adherence to federal regulation that guides transportation planning organizations to promote multi-modal transportation options and accessibility for all users; and

WHEREAS, in response to the "Complete Streets" initiative, the State of Michigan adopted amendments to the Planning Enabling Act (PA 33) and transportation focused PA 51 in 2010 stating that a community's Master Plan shall include all components of a transportation system and their interconnectivity, and to provide for the safe and efficient movement of people and goods in a manner appropriate to the community and that considers the needs of all users; and

NOW, THEREFORE, THE CITY OF NORTON SHORES RESOLVES:

FIRST: That the Norton Shores City Council hereby declares its support of "Complete Streets" policies.

SECOND: The Norton Shores City Council will evaluate and to the extent practicable incorporate "Complete Streets" design considerations and practices as a routine part of infrastructure planning and implementation, and will encourage partners in such projects including but not limited to the State Department of Transportation, Muskegon County, and others to do likewise.

Third: The Norton Shores City Council supports the continued development of the City's Master Plan, Bicycle and Pedestrian Plan, and Open Space and Recreation Plan that support the ease of use, safety, and accessibility for all users within the City of Norton Shores.

FOURTH: The Norton Shores City Council will review further guidance in this matter from the Michigan Department of Transportation as it becomes available.

At a regular meeting of the City Council of the City of Norton Shores, held at the Norton Shores Branch Library, 705 Seminole Road, on the 5th day of March, 2013 the foregoing resolution was moved for adoption by Council Member Martines. The motion was supported by Council Member Beecham.

Ayes: Mayor Nelund, Council Members Beecham, Dolack, Jurkas, Kinney, Martines, Ostrom and Rood

Nays: None

Resolution declared adopted.


Lynne A. Fuller, City Clerk