City of Hart, Michigan
CITY COUNCIL AGENDA
September 10, 2019, 7:30 PM
City Hall, 407 State Street, Hart, Michigan

1. Call to Order
2. Roll Call – LaPorte, Frontiera, Hegedus, La Fever, Martin, Platt, Splane
3. Pledge of Allegiance
4. Approval of Agenda
5. Approval of Minutes from August 27, 2019
6. Public Comments, Correspondence, Events, Presentations
7. Department Reports (* written report is in the packet)
   a. Police* b. BioPure c. Public Works d. Hydroelectric e. Hart Main Street
8. Reports of Boards, Commissions, and Committees (*** Minutes in the packet)
   1. Cemetery
   2. DPW
   3. Housing Board of Review
   4. Finance/Personnel***
   5. Fire Board
   6. Historic
   7. Police
   9. Power
   10. Recreation
   11. Parks
   12. Library
   13. Planning***
   14. TIFA
   15. ZBA
   16. Tax Abatement
   17. Water/BioPure
   18. Neglected/Dangerous Properties
   20. Hart Main Street
   21. Hart Lake Board
   22. Election Commission
   23. Starting Block Kitchen Incubator
9. Bills, Claims, Payroll
10. Action Items
    a. Resolution 19-58 Purchase of Property Parcel 64-020-345-002-00
    b. Resolution 19-59 Accept bids and authorize paving at John Gurney Park
    c. Resolution 19-60 Adoption Traffice Control Order #324 Prohibiting Parking on Griswold Street between Polk Road and Wood Street.
    d. Resolution 19-61 Halloween Trick or Treat hours
    e. *Amended Special Event Permit for Suicide Awarenes: A Walk for Remembering*
11. Discussion Items
    a. Golf Carts and ORV's on City Streets
    b. Updated Pocket Park Design
12. City Manager Report
13. City Attorney Report
14. Communications from the Mayor and Council
    a. Appointment of Compensation Committee Members
15. Adjournment - Next regular meeting Tuesday, September 24, 2019, 7:30 PM

With advance notice of seven calendar days, the City will provide interpreter services at all public meetings, including language translation and signage for the hearing impaired. Call 231-873-2488. La Ciudad proporcionará servicio de intérprete para esta reunión pública si se pide con siete días de anticipación, lo cual incluye la traducción de idioma y letreros para los con una discapacidad auditiva. Llame al 231-873-2488.

CITY OF HART
407 S. STATE ST.
HART, MI 49420
COUNCIL PROCEEDINGS
AUGUST 27, 2019, 7:30 P.M.
MINUTES

PRESENT: Mayor Ron LaPorte, Councilors: Patrice Martin, Vicki Platt, Rob Splane, Joe Frontiera, Jason La Fever, and Steve Hegedus.
ABSENT: None
OTHERS PRESENT: City Manager – Lynne Ladner, Police Chief – Juan Salazar, DPW Superintendent – Brad Whitney, Energy Department Superintendent – Mike Schiller, Main Street Manager – Julie Kreilick and Deputy City Clerk - Cheri Eisenlohr. See attached list for others in attendance.

Mayor LaPorte called the meeting to order at 7:30 p.m., following the roll call, the Mayor lead the Council in the pledge of allegiance.

A motion was made by Mr. La Fever to approve the amended agenda, supported by Mr. Hegedus. The minutes from August 13, 2019, regular meeting, were approved motioned by Mr. Splane and supported by Ms. Platt. All ayes, both motions were carried.

PUBLIC COMMENTS, CORRESPONDENCE, EVENTS, PRESENTATIONS: None
DEPARTMENT REPORTS:

- BioPure Superintendent, Paul Cutter:
  - There was a meeting with Jason La Docsa and Ms. Ladner; the plant is looking at a finish date in December.
  - Biosolids hauling has been delayed until September.
  - Seneca is growing more.
  - MFP is running zucchini.
- Police Chief, Juan Salazar:
  - *"On Thursday, June 20th, the Hart Police Dept., completed its spring qualifications at the Oceana County M20 Range in Shelby. The training consisted of the MCOLES mandated firearms course. Officers qualified with primary and secondary weapons. All officers attend ed the training. As a reminder, we are mandated to qualify 2 times a year; which we conduct a spring and fall qualifications. Lynne also attended our spring shoot and participated in our mandated firearms course.*
  - *On July 20th, Officer Elizabeth Mantyck began her two-month Field Training with Officer Hintz, who is the department FT Officer. Officer Mantyck is a recent graduate of West Shore Comm. College and resides in Mason County. She has been doing a great job thus far, and I believe she will be a great addition to the department.*
  - *Officers of the department also have been able to attend ASHER (Active Shooter Hostile Event Response) training at the Hart Public School System and the Pentwater Public School System which were held by the Oceana County Sheriff's Office. The training consists of law enforcement, fire personnel, and medical personnel throughout Oceana County. This training is designed to build inter-*

agency relationships, integrate communications and operations protocols among first responders and increase coordination while responding to a mass casualty event. Further training dates will be set for the upcoming year, which I hope to send future officers to who have yet to receive the training."

- DPW Superintendent, Brad Whitney:
  - A well was hit by lightning during the recent storms and is being repaired; other wells will handle the load.
    - Gravel roads were washed out
    - Businesses were flooded downtown
    - A large amount of rain fell in a very short amount of time; storm drains were not able to handle the flow.
    - Areas of Veteran's Park sustained washouts as well.
  - More AMI meters are being installed.
  - Fairground duties.
  - The crew is also working on SAW Grant items.
  - The Lincoln Street project begins next week, should be completed by Mid-November.
- Energy Superintendent, Mike Schiller:
  - The recent storm caused outages at the Diesel plant – no customers were affected.
  - The drain at the Diesel plant was cleaned out.
  - Power poles are still being moved along the Tyler Road corridor.
  - There was a recent power outage behind West Shore Bank.
  - The recent power outage in the City was caused by a problem with an underground wire along Johnson Street. Power was back up and running within an hour. The burnt wire will be analyzed.
  - Power poles are being moved along the Lincoln Street project.
  - The new small bucket truck is a success with the employees – thank you.
- Mainstreet Manager, Julie Kreilick:
  - Music on the Commons has been a success this summer.
  - Farmer's Markets have also been well received.
  - The Lakefest event was also well attended.
  - The first "Business Round Table" meeting has taken place with the second one scheduled for the 24th of September.
  - Michigan Main Street will be in the Main Street meeting being held on September 12.
  - The Scottville Clown Band will be performing Thursday night at The Commons.

REPORTS OF BOARDS, COMMISSIONS, AND COMMITTEES:

- None

BILLS, CLAIMS, PAYROLL:

Bills totaled: $247,164.06 Payroll totaled: $58,164.06 Grand Total: $305,265.81
A motion was made by Mr. Splane and supported by Mr. La Fever to approve bills, claims, and payroll in the amount stated.
Ayes: 7 Nay: 0 Absent: 0

ACTION ITEMS:

City Manager, Lynne Ladner presented the following:

Memo

To: Mayor and City Council
From: Lynne Ladner
Date: 8/23/19
Re: Res. 19-52 Street Repair and Improvements Millage

Resolution 19-52 authorizes and adopts the ballot language that will be presented to the voters for the renewal of the current street repair and improvements millage. The ballot proposal will be presented to the voters on the March 2020 primary ballot on March 10, 2020.
It is my recommendation that the Council adopts resolution 19-52 Street Repair and Improvements Millage.
Lynne

RESOLUTION 19-52
City Council
City of Hart, Michigan
Oceana County

STREET REPAIR AND IMPROVEMENTS MILLAGE

WHEREAS, there is a great and continuing need in the City of Hart for street repairs and improvements, and

WHEREAS, a voter-approved five-year millage for street repairs and improvements adopted in 2014 has expired, and

WHEREAS, the Hart City Council declares their intent to seek voter approval in the amount of two mills for street repairs and improvements at the March 10, 2020 primary election, and

WHEREAS, the City Attorney has reviewed and approved the proposed ballot language;

NOW THEREFORE BE IT RESOLVED that the following proposal be placed on March 10, 2020 primary election ballot:

Shall the previously voted increase in the City of Hart's tax rate limitation imposed under Article IX, Sec. 6 of the Michigan Constitution on general ad valorem taxes, currently 2 mills ($2.00 per $1,000 of taxable value), be renewed and levied in the years 2020-2024, both inclusive, subject to reduction as provided by law, on taxable property in the City?

The purpose of this levy is to provide for the repair and improvement of City streets. It is estimated that a levy of 2 mills would provide revenue of $114,331 in the first calendar year. The revenue from this millage levy will be disbursed to the City of Hart [and a portion of the revenue from the millage is subject to capture by the City's Tax Increment Finance Authority pursuant to state law].

Moved by Mr. La Fever, supported by Mr. Frontiera, and thereafter adopted by the Hart City Council at a regularly scheduled meeting held on Tuesday, August 27, 2019.

Ayes: 7 Nays: 0 Absent: 0

I hereby certify this to be a true and correct copy of the document on file with the office of the City of Hart Clerk.

Cheri Eisenlohr

Cheri Eisenlohr, Deputy City Clerk

Memo
To: Mayor and City Council
From: Lynne Ladner
Date: 8/23/19
Re: Res. 19-53 Repeal Utility Tax Liens

Resolution 19-53 authorizes the repeal of Resolution 19-31 Delinquent Utility Account Property Tax Liens. It was discovered after Resolution 19-31 was adopted that issues existed regarding the City's policy for utility account deposits and the application of delinquent utility accounts to the corresponding property taxes as a lien. This is the first step to correct those issues which will also include the adoption of a new Utility Account Deposit Policy and correlating forms.
It is my recommendation that the Council adopts Resolution 19-53 Repeal Utility Tax Liens.
Lynne

RESOLUTION 19-53
City Council
City of Hart, Michigan
Oceana County

REPEAL UTILITY ACCOUNT TAX LIENS

WHEREAS, the City of Hart has discovered discrepancies between the City's utility account deposit policy, Ordinance 2016-02 and Public Act 94 of 1933 in the proper collection of deposits and application of delinquent accounts to property taxes; and

WHEREAS, the CITY seeks to remedy the issue of improperly applied delinquent accounts to property taxes so as to comply with state law;

NOW THEREFORE BE IT RESOLVED THAT THE CITY COUNCIL:

Repeals Resolution 19-31 Tax Lien Delinquent Utility Accounts and

Authorizes the City Treasurer to process the necessary paperwork to have the Delinquent Utility Account Tax Liens removed and directs the City Manager to draft a revised Utility Deposit Policy.

Moved by Ms. Martin, supported by Mr. Hegedus, and thereafter adopted by the Hart City Council at a regular meeting held on Tuesday, August 27, 2019.

Ayes 7 Nays 0 Absent 0

I hereby certify this to be a true and correct copy of the document on file with the office of the City of Hart Clerk.

Cheri Eisenlohr

Cheri Eisenlohr, Deputy City Clerk

Memo
To: Mayor and City Council
From: Lynne Ladner
Date: 8/23/19
Re: Res. 19-54 Authorize installation of fencing at Pickle Ball Courts

Resolution 19-54 recognizes the residents that utilize the Pickle Ball Courts at John Gurney Park and the fundraising efforts that they have accomplished to make improvements to the courts. It also accepts the bids that have been solicited by the group for the installation of the fence and pledges city funds to make up the difference between the cost of the fencing and installation and the funds raised by the group.
It is my recommendation that the Council adopts Resolution 19-54 Authorizing the installation of fencing at the Pickle Ball Courts.
Lynne

RESOLUTION 19-54
City Council
City of Hart, Michigan
Oceana County

AUTHORIZE INSTALLATION OF FENCING AT PICKLEBALL COURTS

WHEREAS, the City of Hart owns and maintains the Pickleball courts at John Gurney Park; and

WHEREAS, local residents have raised funds in the amount of $1500.00 to install fencing to divide the courts to better facilitate play and tournaments; and

WHEREAS, the residents have solicited three bids for the installation of the fencing; and

NOW THEREFORE BE IT RESOLVED THAT THE CITY COUNCIL:

Authorize the acceptance of the fencing bids and award the project to Great Lakes Pet Fencing in the amount of $2000.00; and

Authorizes the use of city funds to supplement the private donation funds to fully fund the purchase and installation of the fencing; and

Authorizes the City Manager to sign all necessary documents.

Moved by Ms. Martin (Amended to reflect the amount the residents contributed), supported by Mr. La Fever (2nd), and thereafter adopted by the Hart City Council at a regular meeting held on Tuesday, August 27, 2019.

Ayes 7 Nays 0 Absent 0

I hereby certify this to be a true and correct copy of the document on file with the office of the City of Hart Clerk.

Cheri Eisenlohr, Deputy City Clerk

To: Mayor and City Council
From: Lynne Ladner
Date: 8/23/19
Re: Res. 19-55 Resolution to Adopt Procedures for Granting and Removing Real Property Exemptions

Resolution 19-55 is a requirement for the City to outline the procedures that the Board of Review and the City Assessor use for the granting and removal of real property exemptions. The procedures that will be adopted are those that are laid out in Chapter 6: Property Tax Exemptions, Abatements and Tax Capture Authorities of the State Tax Commission Manual, Bulletin 7 of 2016 (Senior Citizen & Disabled Family Housing Exemption), Bulletin 26 of 2017 (Charitable Exemption), The Michigan Strategic Fund Board designates Tool and Die Renaissance Recovery Zones pursuant to MCL 125.2688d & Nonferrous Metallic Minerals Extraction Severance Tax Act,(Act 410 of 2012)
It is my recommendation that the Council adopts Resolution 19-55 Resolution to Adopt Procedures for Granting and Removing Real Property Exemptions.

RESOLUTION 19-55
City Council
City of Hart, Michigan Oceana County

RESOLUTION TO ADOPT PROCEDURES FOR GRANTING AND REMOVING REAL PROPERTY EXEMPTIONS

WHEREAS, the City of Hart has the authority under the State of Michigan to levy and collect property taxes; and

WHEREAS, the City has the authority to adopt procedures for the granting and removal of real property exemptions;

NOW THEREFORE BE IT RESOLVED THAT THE CITY COUNCIL:

To adopt procedures for granting and removing real property exemptions as described in Chapter 6: Property Tax Exemptions, Abatements and Tax Capture Authorities of the State Tax Commission Manual, Bulletin 7 of 2016 (Senior Citizen & Disabled Family Housing Exemption), Bulletin 26 of 2017 (Charitable Exemption), The Michigan Strategic Fund Board designates Tool and Die Renaissance Recovery Zones pursuant to MCL 125.2688d & Nonferrous Metallic Minerals Extraction Severance Tax Act,(Act 410 of 2012), as attached hereto making them part of the resolution.

Moved by Ms. Martin, supported by Ms. Platt, and thereafter adopted by the Hart City Council at a regular meeting held on Tuesday, August 27, 2019.

Ayes 7 Nays 0 Absent 0

I hereby certify this to be a true and correct copy of the document on file with the office of the City of Hart Clerk.

Cheri Eisenlohr

Cheri Eisenlohr, Deputy City Clerk

Memo

To: Mayor and City Council
From: Lynne Ladner
Date: 8/23/19
Re: Res. 19-56 Resolution to adopt waiver of interest and penalty for property transfer affidavits

Resolution 19-56 is a waiver of the interest and penalty that is associated with property transfer affidavits that are filed past the 45-day deadline. MCL 211.27b requires a penalty for the untimely filing of the affidavit but permits the adoption of a resolution waiving those fees. As property owners can view the interest and penalty as a punitive action and the City wants to retain a reputation of openness and cooperation with residents and property owners the good faith action of waiving the fees facilitates this belief.

It is my recommendation that the Council adopts Resolution 19-56 to adopt waiver of interest and penalty for property transfer affidavits.

RESOLUTION 19-56
City Council
City of Hart, Michigan Oceana County

RESOLUTION TO ADOPT WAIVER OF INTEREST AND PENALTY FOR PROPERTY TRANSFER AFFIDAVITS

WHEREAS, The Michigan State Tax Commission has published in the most recent guidelines for the next AMAR (Assessing Minimal Audit Requirements) audit cycle that included a review of the compliance of charging a fee for interest and penalty under 211.27b for not timely filing form 2766, or the adoption of a resolution to the contrary; and

WHEREAS, MCL 211.27b requires a penalty to be assessed to the buyers of properties if a Property Transfer Affidavit is not filed within 45 days of any transfer of ownership; and

WHEREAS, MCL 211.27b(1c)(1d) defines the penalties by state statute; and

NOW THEREFORE BE IT RESOLVED THAT THE CITY COUNCIL

Will adopt the penalties defined by MCL 211.27b (1c) (1d);

And furthermore, that the interest and penalties may be waived at the discretion of the City Assessor.

Moved by Mr. La Fever, supported by Mr. Frontiera, and thereafter adopted by the Hart City Council at a regular meeting held on Tuesday, August 27, 2019.

Ayes 7 Nays 0 Absent 0

I hereby certify this to be a true and correct copy of the document on file with the office of the City of Hart Clerk.

Cheri Eisenlohr

Cheri Eisenlohr, Deputy City Clerk

Memo
To: Mayor and City Council
From: Lynne Ladner
Date: 8/23/19
Re: Res. 19-57 Federal Poverty Guidelines used in the determination of Poverty Exemptions Annually

Resolution 19-57 Federal Poverty Guidelines is a resolution that provides the City with the option of adopting a single resolution that determines that from that point forward the City will use the Annual Federal poverty guidelines for setting the poverty exemptions. In the past, the City has adopted the guidelines each year after the federal government publishes the guidelines in a table format. This resolution precludes the need to adopt a new resolution each year but formally adopting the Federal Guidelines as amended annually.
It is my recommendation that the Council adopts Resolution 19-57 Federal Poverty Guidelines used in the Determination of Poverty Exemptions Annually.

RESOLUTION 19-57
City Council
City of Hart, Michigan Oceana County

FEDERAL POVERTY GUIDELINES
USED IN THE DETERMINATION OF POVERTY EXEMPTIONS ANNUALLY

WHEREAS, the City of Hart performs property assessments; and

WHEREAS, the Federal Government prepares poverty guidelines for use in setting poverty exemptions annually; and pursuant to MCL 211.7u as amended by PA 390 of 1994 and further amended by PA 620 of 2002; and local governing bodies are required to and the City Assessor and Oceana County Equalization Director have requested that the City of Hart adopt the Federal Poverty Guidelines; and

WHEREAS, in order to secure the benefits of efficient self-government and to promote and protect our common interests and welfare, the City Council hereby declares:

NOW THEREFORE BE IT RESOLVED THAT THE HART CITY COUNCIL:
Adopts the Annual Federal poverty guidelines to be used in the determination of poverty exemptions for each year a taxpayer applies and, adopts the asset test adopted by the Hart City Council to determine if an applicant qualifies for a poverty exemption under MCL 211.7u

Moved by Ms. Martin, supported by Ms. Platt, and thereafter adopted by the Hart City Council at a regular meeting held on Tuesday, August 27, 2019.

Ayes 7 Nays 0 Absent 0

I hereby certify this to be a true and correct copy of the document on file with the office of the City of Hart Clerk.

Cheri Rosendahl

Cheri Eisenlohr, Deputy City Clerk

Memo
To: Mayor and City Council
From: Lynne Ladner
Date: 8/23/19
Re: Ord. 19-02 Fair Housing

This is the second reading of Ordinance 19-02 Fair Housing. The language has been discussed at two previous meetings and is a boilerplate language that was provided by the MEDC. A fair housing ordinance is a requirement of the CDBG grant application process which must be met to obtain the funding that has been committed to the Pocket Park.
Lynne

ORDINANCE
NO. 19-02

AN ORDINANCE TO AMEND THE CODE OF ORDINANCES OF THE CITY OF HART PART FOURTEEN BY ADDING A NEW TITLE SECTION AND NEW CHAPTER WHICH NEW CHAPTER SHALL BE DESIGNATED AS TITLE 6 CHAPTER 1460 FAIR HOUSING OF SAID CODE

FAIR HOUSING ORDINANCE

AN ORDINANCE PROHIBITING AND MAKING UNLAWFUL DISCRIMINATION IN HOUSING AND/OR REAL PROPERTY BECAUSE OF RACE, COLOR, RELIGION, CREED, NATIONAL ORIGIN, ANCESTRY, SEX, OR DISABILITY IN THE VILLAGE/CITY OF _____

WHEREAS, the City of Hart, Michigan desires to endorse and encourage the equal opportunity to all residents regardless of race, color, religion, creed, national origin or ancestry, sex, or disability, to live in decent, sanitary, and healthful living quarters; and,

WHEREAS, the 1963 Constitution of the State of Michigan provides as follows in Article I (Section 2) "...no person shall be denied the equal protection of the laws; nor shall any person be denied the enjoyment of his civil or political rights or be discriminated against in the exercise thereof because of religion, race, color or national origin..." (Section 4) "...The civil and political rights, privileges and capacities of no person shall be diminished or enlarged on account of his religious belief..." (Section 9) "...Neither slavery, nor involuntary servitude unless for the punishment of crime, shall ever be tolerated in this state..." and,

WHEREAS, the Congress of the United States has provided that "It is the policy of the United States to provide, within constitutional limitations, for fair housing throughout the United States" and has established by law the following provisions:

"... it shall be unlawful:

a. To refuse to sell or rent after the making of a bona fide offer, or to refuse to negotiate for the sale or rental of, or otherwise make available or deny, a dwelling to any person because of race, color, religion, sex, or national origin.

b. To discriminate against any person in the terms, conditions, or privileges of sale or rental of a dwelling, or in the provision of services or facilities in connection therewith because of race, color, religion, sex, or national origin ..."

NOW, THEREFORE, BE IT ORDAINED BY THE
CITY COUNCIL OF THE CITY OF HART, MICHIGAN, AS FOLLOWS:**CHAPTER 1460**

SECTION 1460.01. DECLARATION OF POLICY:

a. In furthering the policy of the State of Michigan as expressed in its Constitution and other Laws; in order that the safety and general welfare, peace and health of all the inhabitants of the Village/City may be ensured, it is hereby declared the policy of the Village/City of _____, Michigan, to endorse and encourage equal opportunity to all residents, regardless of race, color, religion, national origin or ancestry, sex, creed, or physical disability to live in decent, sanitary, healthful, standard living quarters.

b. It is the policy of the Village/City of _____ that no owner, lessee, sub-lessee, assignee, managing agent, or other person, firm or corporation having the right to sell, rent, lease (or otherwise control) any housing accommodation and/or real property within the Village/City, or any agent of these shall refuse to sell, rent, lease, or otherwise deny to or withhold from any person or group of persons such housing accommodations and/or real property because of race, color, religion, national origin or ancestry, sex, creed, or disability of such person or persons or discriminate against any person or persons because of race, color, religion, national origin or ancestry, sex, creed or disability in the conditions, terms, privileges of the sale, rental or lease of any housing accommodation and/or real property or in the furnishing of facilities and/or services in connection therewith.

c. Relocation shall be carried out in a manner that will promote maximum choice within the community's total housing supply; lessen racial, ethnic, and economic concentrations; and facilitate desegregation and racially inclusive patterns of occupancy and use of public and private facilities.

SECTION 1460.02. DEFINITIONS:

Unless a different meaning clearly appears from the context, the following terms shall have the meaning as described in this SECTION and as used in this Ordinance.

a. DISCRIMINATE - The terms "discriminate" or "discrimination" mean any difference expressed in any way toward a person or persons in the terms of the sale, exchange, lease, rental or financing for housing accommodation and/or real

property in regard to such sale, exchange, rental, lease or finance because of race, color, religion, national origin or ancestry, sex, creed, or disability of such person.

b. HOUSING ACCOMMODATION - The term "housing accommodation" includes any building, structure, or portion thereof which is used or occupied, maintained, arranged or designed to be used or occupied as a home, residence or sleeping place of one or more human beings, or any real estate so used, designed or intended for such use.

c. REAL PROPERTY - The term "real property" means any real estate, vacant land, building, structure, or housing accommodations within the corporate limits of the City of Hart, Michigan.

d. REAL ESTATE BROKER - The term "real estate broker" means any person, partnership, association, corporation and/or agent thereof, who for a fee or other valuable consideration offers, sells, purchases, exchanges or rents, or negotiates for the sale, purchase, exchange or rental of a housing accommodation and/or real property of another, or collects rental for the use of housing accommodation and/or real property of another.

e. FINANCIAL INSTITUTION - The term "financial institution" means any person, institution or business entity of any kind which loans money to persons and receives as security for said loans a secured interest of any kind in the real property of the borrower.

f. OWNER - An "owner" means any person/persons who hold legal or equitable title to, or own any beneficial interest in any real property or who hold legal or equitable title to shares of, or hold any beneficial interest in any real estate cooperative which owns any real property and/or housing accommodations.

g. DECENT, SANITARY, HEALTHFUL STANDARD LIVING QUARTERS - "Decent, sanitary, healthful standard living quarters" is housing which is in sound, clean, and weather tight condition in conformance with applicable local, state, and national codes.

SECTION 1460.03. PROHIBITED ACTS:

It shall be unlawful for any owner of real estate, lessee, sub-lessee, real estate broker or salesman, financial institution or employee of the financial institution, advertiser, or agent of any or all of the foregoing, to discriminate against any person or persons because of their race, color, religion, national origin or ancestry, sex, creed, or disability with regard to the sale, exchange or rental, or any dealing concerning any housing accommodation and/or real property.
In addition to the foregoing, it shall also be unlawful for any real estate broker or employee thereof, owner or other person, or financial institution dealing with housing or real property in the City of Hart, Michigan:

a. To discriminate against any person in the availability of or the price, terms, conditions, or privileges of any kind relating to the sale, rental, lease, or occupancy

of any housing accommodation or real property in the Village/City or in the furnishing of any facilities or services in connection therewith.

b. To publish or circulate, or cause to be published or circulated, any notice, statement or advertisement, or to announce a policy, or to use any form of application, for the purchase, lease, rental or financing of real property, or to make any record of inquiry in connection with the prospective purchase, rental or lease of such real estate, which expresses directly or indirectly any discrimination as to race, color, religion, national origin or ancestry, sex, creed or disability of any person.

c To discriminate in connection with lending money, guaranteeing loans, accepting mortgages or otherwise obtaining or making available funds for the purchase, acquisition, construction, rehabilitation, repair or maintenance of any housing accommodation and/or real property.

d. To solicit for sale, lease, or listing for the sale or lease, of any housing accommodation and/or real property on the grounds of loss of value because of the present or prospective entry into any neighborhood of any person or persons of any particular race, color, religion, national origin or ancestry, sex, creed, or disability.

e. To distribute or cause to be distributed, written material or statements designed to induce any owner or any housing accommodation and/or real property to sell or lease his or her property because of any present or prospective change in the race, color, religion, national origin or ancestry, sex, creed, or disability of persons in the neighborhood.

f. To make any misrepresentations concerning the listing for sale or the anticipated listing for sale or the sale of any housing accommodation and/or real property for the purpose of inducing or attempting to induce the sale or listing for sale of any housing accommodation and/or real property by representing that the presence or anticipated presence of persons of any particular race, color, religion, national origin or ancestry, sex, creed, or disability in the area will or may result in the lowering of property values in the block, neighborhood or area in which the property is located.

g. For an owner to solicit any real estate broker to sell, rent or otherwise deal with such owner's housing accommodations and/or real property with any limitation on its sale based on race, color, religion, national origin or ancestry, sex, creed, or disability.

h. For an owner to refuse to sell, rent, or otherwise deal with any housing accommodation and/or real property because of race, color, religion, national origin or ancestry, sex, creed, or disability of the proposed buyer or tenant.

SECTION 1460.04. PENALTY:

Any person convicted of violating any of the provisions of this Ordinance shall be punished by a fine of not less than one hundred dollars ($100.00) nor more than fifteen hundred dollars ($1,500.00). Each day a violation continues shall constitute a separate violation. This Section shall in no way abrogate or impair the right of the City of Hart, Michigan, to specifically enforce, by any legal means, any of the provisions of this Ordinance.

SECTION 1460.05:

That all Ordinances and parts thereof in conflict herewith are expressly repealed and are of no other force and effect.

SECTION 1460.06:

That it is the intention of the City Council of the City of Hart, Michigan that this Ordinance and every provision thereof shall be considered separable, and the invalidity of any section, clause, or provision of this Ordinance shall not affect the validity of any other portion of this Ordinance.

SECTION 1460.07:

That this Ordinance shall be known as Ordinance No. 19-02_ of the City of Hart, Michigan, and shall be in full force and effect from and after its passage, approval, recording, and publication in pamphlet form in accordance with the law.

PASSED AND ADOPTED this 27TH day of AUGUST, 2019 (year).

APPROVED BY ME this _____ day of _____ , _____ (year).

_____
Ron LaPorte, Mayor

ATTEST:

Cheri Eisenlohr

_____
Cheri Eisenlohr, Deputy City Clerk

SPECIAL EVENTS PERMIT: None

DISCUSSION ITEMS:

- Utility Deposits:

  Memo

  To: Mayor and City Council
  From: Lynne Ladner
  Date: 5/28/19
  Re: Tax Lien Delinquent Utility Accounts

  In recent years the City has certified to the County delinquent utility accounts to the County to be placed as a tax lien on the property. This process allows the City to collect on accounts that are otherwise uncollectable through traditional means. Collection of even a portion of these utility account revenues enables the city to maintain utility rates that are equitable for all users.
  Lynne

- City Manager Compensation
  - Mr. Splane made a motion and then amended the motion to make it retroactive to the beginning of the fiscal year to give the City Manager, Lynne Ladner, a 6% raise, the motion was supported by Ms. Platt. All Ayes, the motion carried.
- Consider declaring specific equipment of the Energy Department surplus equipment:
  - Items to be sold are the old street lights and the old bucket truck. The Council had no objections to disposing of these items.

CITY MANAGER REPORT:

- Insituform will be starting the manhole repairs on State Street.
- The dumpster signs have been installed near to all City dumpster locations, cameras to follow.
- A conference call will take place tomorrow with SHPO regarding the restrictions that they placed on the design of the pocket park.
- The Lincoln Street project will start next week.
- There will be a tour of the Energy Department with Katie Abraham from the MMEA, Rep. VanSingel, Sen. Bumstead have all been invited. Meet at the City Hall at 10:00 if you wish to attend.
- The next Farmer's Market will be Thursday.

CITY ATTORNEY'S REPORT:

- None

COMMUNICATIONS FROM THE MAYOR AND COUNCIL:

- The City Manager was asked if she could reveal what business is moving in the Shopko building; she advised that information is still not public knowledge. The new company is anticipating a March 2020 opening date. She did inform the board that the IGA building sale fell through.
- It was mentioned that the resident to the west of the Walker's building might be interested in selling their property to the City.
- Ms. Martin informed the Council that the MSU Extension office was offering Planner training. Ms. Ladner stated that the new code enforcement officer, Dave Dickman, would be attending the 11-week course.

- It was noted that a "scam" letter from POLK ROAD NEIGHBORS was being distributed within the City.

Closed Session:
Entered into at 8:30 pm by motion made by Mr. Frontiera and supported by Mr. Splane, all ayes, the motion carried, to discuss MCL 15.268 Sec. 8 (h) To consider material exempt from discussion or disclosure by state or federal statute discussion regarding the City Attorney's written legal opinion concerning Recreational Marijuana.

Open session resumed at 9:07 pm.
Ms. Martin made a motion to return to open session, supported by Mr. Splane, all ayes, the motion carried.

There being no further business to come before the Council, the meeting adjourned at 9:08 p.m., upon motion by Mr. Hegedus and supported by Mr. La Fever. The next regular meeting is September 10, 2019, at 7:30 p.m.

Respectfully Submitted
Cheri Rosenbaum
Deputy City Clerk

CITY OF HART

407 STATE ST., HART, MI 49420
FINANCE & PERSONNEL COMMITTEE
AUGUST 26, 2019 – 4:00 PM
MINUTES

PRESENT: Mayor Ron LaPorte, Rob Splane, and Steve Hegedus
ABSENT: None
OTHERS PRESENT: City Manager – Lynne Ladner and Deputy Clerk - Cheri Eisenlohr
The meeting was called to order by Mayor LaPorte at 4:00 pm.

The minutes of May 28, 2019, meeting were approved by a motion made by Mr. Splane and supported by Mr. Hegedus, all ayes, the motion carried.

There was a discussion about the best way to adjust the pay for the Board of Review members. Hourly wages were debated, but the topic came back to creating a Compensation Board. Three community members were mentioned with another two being needed. Mayor LaPorte and Rob Splane both recommended Harold Schaner, Jack Wittman, and Fred Rybarz. Mayor LaPorte will approach them and also find two others to fill the board. Final selection will be presented to the Council.

The meeting adjourned at 4:18 pm by motion made by Mr. Hegedus and supported by Mr. Splane.

City of Hart Police Department

407 State Street Ph. (231)873-2488 Fax (231)873-0100 Hart, MI 49420-1259

Juan Salazar, Chief

TO: City of Hart Mayor, City Council, and City Manager
FROM: Juan Salazar, Chief of Police
DATE: September 10th, 2019

RECENT EVENTS

From Thursday, August 22nd, 2019, through Wednesday, September 4th, 2019, the Hart Police Department received 122 complaints ranging from Domestic Assaults, Disorderly Conducts, Personal Injury Accidents, Property Damage Accidents, Medical Assists, Motorist Assists, Missing Persons, Family Trouble, Disturbances, Retail Frauds, Trespassings, Found Property, Alarms, Vehicle Violations, Fraud Complaints, Assault & Batteries, Well-Being Checks, Harassment/Threat Complaints, Assist to Other Agencies and Suspicious Situations.

On Friday, August 23rd, 2019, the Hart Police Department was dispatched to a Personal Injury Accident on Polk Road near US31 Expressway Northbound Exit Ramp. A 16-year-old resident of Ypsilanti, Michigan, was cited for failure to yield. A 22-year-old Hart woman was cited for Operating a Motor Vehicle on an Expired License. The woman, along with her two (2) children, was transported to Mercy Health Lakeshore Hospital in Shelby for their injuries.

On Saturday, August 24th, 2019, the Hart Police Department was dispatched to the 3000 was of Polk Road in reference to a retail fraud complaint. A local business manager followed a 61-year-old Tampa, Florida man out of the store with a shopping cart full of groceries that had not been paid for. The man was confronted by the manager and stated: "I didn't know I had to pay for it." The man left the scene prior to officers arrival. It was believed, the man was part of Elliot's Amusement at the Oceana County Fairgrounds. Several employees of Elliot's Amusement were interviewed and attempted to make contact with the man but were unable to contact him. A report will be forwarded to the Oceana County Prosecutor's Office for his review.

On Saturday, August 24th, 2019, the Hart Police Department was made aware of an alleged fight injury in front of the grandstands in the 1000 block of State Street. Officers were assisted by several Oceana County Deputies and Reserve Officers. Officers arrived on scene and noted no disturbance. As officers were in the area, a 44-year-old Montague man pushed/shoved a 39-year-old Harrison, Michigan man directly in front of officers. The Montague man was detained until an investigation could be completed. After interviewing the Harrison man, the man did not wish to pursue criminal prosecution. The Montague man was released, and a report will be submitted to the Oceana County Prosecutor's Office.

On Saturday, August 24th, 2019, the Hart Police Department was made aware of a suspected Conditional Bond Release Violation in the grandstand area of the 1000 block of State Street. A 38-year-old Scottville woman stated there was an active conditional bond prohibiting a 44-year-old Scottville man from having contact with her due to a recent Domestic Assault arrest in Mason County. The woman explained that the man was noted walking back and forth in front of the grandstands and at one time looked in the woman's direction. The man was located and advised of his conditional bond release. The man was advised either he could leave the fairgrounds or he could be arrested for a conditional bond release violation. The man chose to leave the area. A report will be forwarded to the Mason County Prosecutor's Office.

On Monday, August 25th, 2019, the Hart Police Department initiated a traffic stop on Stater Street near Lincoln Street regarding a vehicle violation. A 19-year-old Hart man was arrested and lodged at the Oceana County Jail for Operating a Motor Vehicle without a License.

On Friday, August 30th, 2019, the Hart Police Department initiated a traffic stop on Wood Street near State Street referencing a vehicle violation. A 24-year-old Hart man was arrested and lodged at the Oceana County Jail for Driving While License Suspended 2nd of Subsequent Offence / Operating a Motor Vehicle without Insurance.

Respectfully,

J. Salazar,
Chief of Police

City of Hart

407 S. State St.
Hart, MI 49420
Planning Commission
Thursday, May 16, 2019
Minutes

MEMBERS PRESENT: Betty Root, Jim Cunningham, Diane LaPorte, Rob Splane, Peggy Wittman, and Al Martin.
ABSENT: NONE
OTHERS PRESENT: David Jirousek (Horizon Community), Steve Bruck, Gale Goldberg, George Sadler, Karla Swihart (Dep. Clerk)

Chairman B. Root called the meeting to order at 4 pm.

A motion was made by D. LaPorte to approve the agenda and supported by J. Cunningham. All ayes motion carried.

A Motion to adopt the minutes from April meeting as presented by A. Martin and supported by R. Splane. Ayes 5 Nays 1 Absent 0 the motion carried.

PUBLIC COMMENTS, CORRESPONDENCE, EVENTS, PRESENTATIONS:

- Public Hearing – Proposed Amendment to Zoning Ordinance Chapter 1259 Signs.
    - The Public hearing was opened at 4:05 pm by Chairman B. Root
    - G. Sadler & S. Bruck asked questions for amendment clarifications these will be addressed again at the next meeting.

A motion was made by A. Martin to close the public hearing and supported by R. Splane. All ayes

A motion to consider a recommendation to council sign ordinance amendments all but the 1st sentence of (I) made by A. Martin and supported by J. Cunningham Ayes 5 Nays 1 Absent 0 Motion carried.

OTHER BUSINESS: NONE

A motion was made by D. Laporte to adjourn the meeting and supported by R. Splane. All ayes motion was carried, and the meeting was adjourned at 4:26 pm

The next scheduled meeting is a Public Hearing June 6th, 2019, at 4 pm.

OVERTIME HOURS WORKED

Pay Period 8/16/19 - 8/29/19		Pay 466	PAID HOURS			Call-Out	Pay Date 9/5/19
EMPLOYEE NAME	DEPT.	DATES WORKED	1.5x	2x	2.25x	Sched.	REASON
Chris Kies	BPTF	8/27/2019	2			Call-Out	RAS Pump Quit
Frank Lloyd	BPTF	8/24/2029	12	2		S/C	RAS Pump Quit/Irrigation/Lab - Police Office Remodel
Jason Riggs	DPW						
Mike Eisenlohr	DPW	8/20,24	2.00			C	Unstick Jetter - Poop hauling @ Fair
Matt Adams	DPW	8/16,17,24	14.25			S/C	Flooding/Hazardous Waste Day/Poop hauling @ Fair
Terry Birkman	Energy	8/28/2019	2.00			C	Blown Fuses @ Polk Rd.
Andy Van Zoeren	Energy	8/16,17,18	5.50	2.50		S/C	Alarms @ dam/Biopure/Liftstations - Labs & Irrigation
Nathan Gowell	Energy	8/17/2019	4.00			C	Wires Shorting @ Diesel Plant, Power Prob @ Valley Well
Jed Van Dyke	Energy						
Scott Van Agtmael	Energy	8/28/2019	2.00			C	Blown Fuses @ Polk Rd.
Shawn Anderson	Police						
Brian Hintz	Police						
Kevin Skipski	Police						
Joe Ingalls	Police	8/23,24	22.00			S	Fair
Elizabeth Mantyck (PT)	Police						
David Malotke (PT)	Police						

PAYROLL AMOUNTS					
09/05/19					
Pay 466		GROSS PAY	OVERTIME	ETO	BASE PAY
Employee Code	Dept.		PAY	BUYBACK	
FULL-TIME					
MGR.	MSM	***$1,615.21***	$0.00	$0.00	$1,615.21
DPW1	DPW	$2,530.73	-$562.73	$0.00	$1,968.00
DPW2	DPW	$2,238.60	-$73.80	$0.00	$2,164.80
DPW3	DPW	$2,200.88	$0.00	$0.00	$2,200.88
DPWS	DPW	***$2,376.80***	$0.00	$0.00	$2,376.80
ENERGY1	Energy	$3,567.20	-$117.60	$0.00	$3,449.60
ENERGY2	Energy	$3,371.20	-$235.20	$0.00	$3,136.00
ENERGYS	Energy	***$3,765.60***	$0.00	$0.00	$3,765.60
ENERGY3	Energy	$2,990.26	-$98.58	$0.00	$2,891.68
ENERGY4	Energy	$2,488.80	$0.00	$0.00	$2,488.80
ENERGY5	Energy	$2,436.58	-$334.98	$0.00	$2,101.60
DCC	Office	***$1,556.00***	$0.00	$0.00	$1,556.00
MGR.	Office	***$4,385.39***	$0.00	$0.00	$4,385.39
CC	Office	***$1,968.80***	$0.00	$0.00	$1,968.80
DCC	Office	***$1,381.60***	$0.00	$0.00	$1,381.60
PO	Police	$2,285.93	-$98.33	$0.00	$2,187.60
PO	Police	$2,097.60	$0.00	$0.00	$2,097.60
PO	Police	$2,962.86	-$865.26	$0.00	$2,097.60
PC	Police	***$2,463.20***	$0.00	$0.00	$2,463.20
DS	Police	$2,154.40	$0.00	$0.00	$2,154.40
BIOS	WW	***$2,816.00***	$0.00	$0.00	$2,816.00
BIOS	WW	$2,238.60	-$73.80	$0.00	$2,164.80
BIOS	WW	$2,754.29	-$553.41	$0.00	$2,200.88
TOTAL		**$58,646.53**	**-$3,013.69**	**$0.00**	**$55,632.84**
COUNCIL					
CC1		$0.00	$0.00	$0.00	$0.00
CC2		$0.00	$0.00	$0.00	$0.00
CC3		$0.00	$0.00	$0.00	$0.00
CC4		$0.00	$0.00	$0.00	$0.00
CC5		$0.00	$0.00	$0.00	$0.00
CC6		$0.00	$0.00	$0.00	$0.00
CC7		$0.00	$0.00	$0.00	$0.00
TOTAL		**$0.00**	**$0.00**	**$0.00**	**$0.00**
PART-TIME					
MGR.	HHD	$988.90	$0.00	$0.00	$988.90
EW	Office	$0.00	$0.00	$0.00	$0.00
CEO	Office	$456.25	$0.00	$0.00	$0.00
PPO	POL-PT	$240.00	$0.00	$0.00	$240.00
PPO	POL-Pt	$720.00	$0.00	$0.00	$0.00
TOTAL		**$2,405.15**	**$0.00**	**$0.00**	**$1,228.90**
TOTAL PAYROLL		**$61,051.68**	**-$3,013.69**	**$0.00**	**$56,861.74**

City of Hart

Memo

To: Mayor and City Council

From: Lynne Ladner

cc:

Date: 9/6/19

Re: Purchase of property parcel 020-345-002-00

Gayle Forner brought to the City's attention that the City's Compost pile is encroaching on his property. He has asked that the City either rent, purchase or cease use of the property. When asked by the Council he stated a price request of $20,000.

To provide the City with the best information, a commercial appraisal was requested and completed by Broersma and Broersma Real Estate Appraisers. Their report is provided, and the conclusion is that the Fair Market Value of the property is $14,700.

I have provided to the Council a resolution that allow the Council to determine if they choose to purchase the property the amount that they choose to offer. This is not a budgeted expense for FY 2020 so it will require a budget amendment.

Lynne

Broersma & Broersma Real Estate Appraisers
384 Saddleback Drive NE
Grand Rapids, Michigan 49525
Phone: 616-454-2044

August 30, 2019

City of Hart
Attn: Ms. Lynne Ladner
Hart City Manager
407 State Street
Hart, Michigan 49420

Re: Hart Vacant Land
Hart, Oceana County, Michigan

Dear Ms. Ladner:

In line with your request, I have examined the property identified as Permanent Parcel # 64-020-345-002-00, Hart, Oceana County, Michigan, which consists of a parcel of vacant parcel of land that contains 11,761 square feet (.27 acres) that is zoned B-2, General Commercial District.

At the time of physical inspection, the subject property was 100% vacant. The appraiser has not been supplied with the details of any lease agreement(s) on the subject property. As a result of these conditions, the subject property is considered to be available in Fee Simple Estate. ***Fee Simple Estate*** is defined as *"Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power and escheat." The Dictionary of Real Estate Appraisal,* 6th Edition (Chicago: Appraisal Institute, 2015).

For the purposes of this value estimate, the following definition of ***Market Value*** is used by agencies that regulate federally insured financial institutions in the United States: "*The most probable price that a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as a specified date and the passing of title from seller to buyer under conditions whereby:*

August 30, 2019
City of Hart
Attn: Ms. Lynne Ladner

The appraisal has been prepared in accordance with the current edition of:

* Title XI of the Financial Institutions Reform, Recovery and Enforcement Act of 1989 (FIRREA) (12 U.S.C. 3331 et seq.);
* Uniform Standards of Professional Appraisal Practice (2018-2019 Edition);
* Regulations, as amended from time to time, adopted pursuant to Title XI of FIRREA by the Office of the Comptroller of the Currency, 12 CFR Part 34, subpart C; and/or by the Board of Governors of the Federal Reserve System, 12 CFR 208.18, and 12 CFR 225, subpart G (depending on the entity of the Bank for which the appraisal is being prepared).

Based upon the reasoning contained in this appraisal report and on the Assumptions and Limiting Conditions as contained herein, it is my opinion that the subject property has a Market Value as of August 24, 2019, in the amount of $14,700, excluding any Furniture, Fixtures & Equipment (FF&E), Going Concern and Intangible Items.

Justin W. George JD
Certified General Real Estate Appraiser
Permanent ID No. 1201006201

Table of Contents (continued)

Addendum

- Ocean County GIS Plat Map
- Flood Zone Determination Report – CoreLogic RiskMeter
- Photos of Subject Property
- City of Hart Zoning Map
- B-1, Central Business District Zoning Ordinance
- B-2, General Business District Zoning Ordinance
- Esri Traffic Count Map

Summary of Salient Facts and Conclusions (continued)

Market Value via the Cost Approach:	N/A
Market Value via Sales Comparison Approach:	$14,700
Market Value via Income Capitalization Approach:	N/A
Exposure Time and Marketing Time:	12 - 18 months
Concluded Estimated Market Value:	$14,700

Certification (continued)

11. As of the date of this report, Justin W. George JD, Certified General Real Estate Appraiser, has completed the continuing education program of the State of Michigan.

12. Disclosure of the contents of this appraisal report is governed by the By-Laws and Regulations of the Appraisal Institute.

13. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraisers or the firm with which he/she is connected, or any reference to the Appraisal Institute) shall be disseminated to the public through advertising media, public relations media, news media, sales media or any other public means of communications, without the written consent and approval of the undersigned.

14. The appraiser is certified by the State of Michigan to complete appraisals on commercial properties and is therefore in compliance with the Competency Rule.

15. The appraiser has not previously prepared an appraisal report and/or concluded Market Value of the subject property within the past 3 years.

Statement of Assumptions and Limiting Conditions

This appraisal report was made subject to the following limiting conditions and assumptions:

1. No responsibility is assumed for legal description provided or for matters pertaining to legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated.

2. The property is appraised free and clear of any or all liens or encumbrances unless otherwise stated.

3. Responsible ownership and competent property management are assumed.

4. The information furnished by others is believed to be reliable, but no warranty is given to accuracy.

5. There is absolutely no contingency between the compensation for this appraisal report and the values reported.

6. All engineering studies are assumed to be correct. Any sketch in this report may show approximate dimensions and is to be used for reference purposes only, no guarantee as to accuracy is expressed or implied unless otherwise stated in this report. The plot plans and illustrative material in this report are included only to help the reader visualize the property.

7. It is assumed that there are no hidden or unapparent conditions of the properties, subsoil, or structures that render it more or less valuable. No responsibility is assumed for such conditions or for obtaining the engineering studies that may be required to discover them.

8. It is assumed that the property is in full compliance with all applicable federal, state and local environmental regulations and laws unless the lack of compliance is stated, described and considered in the appraisal report.

9. It is assumed that the property conforms to all applicable zoning and use regulations and restrictions unless a nonconformity has been identified, described and considered in the appraisal report.

Statement of Assumptions and Limiting Conditions (continued)

The appraisal report has been made with the following general limiting conditions:

1. Any allocation of the total value estimated in this report between the land and the improvements applies only under the stated program of utilization. The separate values allocated to the land and building must not be used in conjunction with any other appraisal and are invalid if so used.

2. Possession of this report, or a copy thereof, does not carry with it the right of publication.

3. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraisers or the firm with which the appraisers are connected) may be used for any purpose by any person other than the party to whom it is addressed without the written consent of the appraisers or in any event without the proper written qualification and only in its entirety. This appraisal report shall not be disseminated to the public through advertising, public relations, news, sales or other media without the prior written consent and approval of the appraisers.

4. The appraiser, by reason of this appraisal, is not required to give further consultation or testimony or to be in attendance in court with reference to the property in question unless arrangements have been previously made.

5. Any value estimates provided in the report apply to the property it its entirety and any proration or division of the total into fractional interests will invalidate the value estimate, unless such proration or division of interest has been set forth in the report.

6. The forecasts, projections or operating estimates contained herein are based on current market conditions, anticipated short-term supply and demand factors and a continued stable economy. These forecasts are, therefore, subject to changes with future conditions.

The Valuation Process

The Appraisal of Real Estate, 14th Edition (Chicago: Appraisal Institute, 2013) describes the valuation process as follows:

"The valuation process is a systematic procedure an appraiser follows to provide answers to a client's questions about real property value. It is a model that can be adapted to a wide variety of questions that relate to value. It can also be used-perhaps with some modification-to answer questions not directly related to value, as in case of review and consulting assignments.

The valuation process begins when the appraiser enters into an agreement with a client to provide a valuation service. Generally, the terms of the agreement are satisfied when the appraiser delivers the assignment results (opinions and conclusions) that were agreed upon with the client. The objective of most appraisal assignments is to develop an opinion of market value. The valuation process contains all the steps appropriate to this type of assignment. The model also provides the framework for developing an opinion of other defined values.

The valuation process is accomplished through specific steps. The number of steps followed depends on the intended use of the assignment results, the nature of the property, the scope of work deemed appropriate for the assignment, and the availability of data. The model provides a pattern that can be used in any appraisal assignment to perform market research and data analysis, to apply appraisal techniques, and to integrate the results of these activities into an opinion of defined value. In addition to assisting appraisers in their work, models that apply the valuation process are recognized by the market of appraisal users and facilitate their understanding of appraisal conclusions.

Research begins after the appraisal problem has been identified and the scope of work required to solve the problem has been determined. The analysis of data relevant to the problem starts with an investigation of trends observed at the market level-international, national, regional, or neighborhood. This investigation (i.e. market analysis) helps the appraiser understand the interrelationships among the principles, forces, and factors that affect real property value in the specific market area. Research also provides raw data from which the appraiser can extract quantitative information and other evidence of market trends. Such trends may include positive or negative percentage changes in property value over a number of years, the population movement into an area, and the number of employment opportunities available and their effect on the purchasing power of potential property users.

Purpose of the Appraisal

The purpose of this appraisal report is to develop an opinion of the Market Value of the owner's rights and interest in the subject property, subject to any lease or leases in effect as of the date of the appraisal, but as if free and clear of debt. Furthermore, this appraisal estimates the Market Value of the subject property, "As Is", as of August 24, 2019, the date of physical inspection.

Definition of Market Value:

Market Value, is defined in *The Dictionary of Real Estate Appraisal*, 6th Edition (Chicago: Appraisal Institute, 2015), as "*A type of value that is the major focus of most real property appraisal assignments. Both economic and legal definitions of market value have been developed and refined, such as the following:*

1. The most widely accepted components of market value are incorporated in the following definition: The most probable price, as of a specified date, in cash, or in terms equivalent to cash, or in other precisely revealed terms, for which the specified property rights should sell after reasonable exposure in a competitive market under all conditions requisite to a fair sale, with the buyer and seller each acting prudently, knowledgeably, and for self-interest, and assuming that neither is under undue duress.

2. Market Value is described, not defined, in the Uniform Standards of Professional Appraisal Practice (USPAP) as follows: A type of value, stated as an opinion, that presumes the transfer of a property (i.e., a right of ownership or a bundle of such rights), as of a certain date, under specific conditions set forth in the definition of the term identified by the appraiser as applicable in an appraisal." (USPAP, 2016-2017 ed.)

Comment:
Forming an opinion of market value is the purpose of many real property appraisal assignments, particularly when the client's intended use includes more than one intended user. The condition included in market value definitions establish market perspectives for development of the opinion. These conditions may vary from definition to definition but generally fall into three categories:

a. *The relationship, knowledge, and motivation of the parties (i.e. seller and buyer);*

b. *The terms of the sale (e.g. cash, cash equivalent, or other terms); and*

Definition of Market Value: (continued)

- *The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale. (12 C.F.R. Part 34.42(g); 55 Federal Register 34696, August 24, 1990, as amended at 57 Federal Register 12202, April 9, 1992; 59 Federal Register 29499, June 7, 1994)"*

4. The International Valuation Standards Council defined market value for the purposes of international standards as follows: The estimated amount for which an asset of liability should exchange on the valuation date between a willing buyer and a willing seller in an arm's length transaction, after property marketing and where the parties had each acted knowledgeably, prudently and without compulsion. (IVS).

5. The Uniform Standard for Federal Land Acquisitions defines market value as follows: Market Value in the amount in cash , or on terms reasonably equivalent to cash, for which in all probability the property would have sold on the effective date of the appraiser, after a reasonable exposure time on the open competitive market, from a willing and reasonably knowledgeable buyer, with neither acting under any compulsion to buy or sell, giving due consideration to all available economic uses of the property at the time of the appraisal, (Uniform Appraisal Standards for Federal Land Acquisitions).

The most recently listed definition (No. 3) is the definition of Market Value utilized for purposes of this value estimate.

Client and Intended Users of the Appraisal

This appraisal report was completed for the sole purpose of assisting the client, The City of Hart, as stipulated by the assignment, to establish an estimate of the Market Value of the subject property, as of August 24, 2019, the date of physical inspection. The intended use of this appraisal is to assist the client in decisions regarding the potential purchase of the subject property.

The Appraisal Process (continued)

being considered as through vacant when an adequate supply of comparable sales is available."

The ***Income Capitalization Approach*** is defined in *The Appraisal of Real Estate,* 14th Edition (Chicago: Appraisal Institute, 2013) as a set of procedures through which *"An appraiser analyzes a property's capacity to generate future benefits and capitalizes the income into an indication of present value. The principal of anticipation is fundamental to the approach. Techniques and procedures from this approach are also used to analyze comparable sales data in the sales comparison approach and to measure obsolescence in the cost approach."* In addition, the income capitalization approach is defined as *"Specific appraisal techniques applied to develop a value indication for a property based on its earning capability and calculated by the capitalization of property income." The Dictionary of Real Estate Appraisal,* 6th Edition (Chicago: Appraisal Institute, 2015).

Scope of Work

The ***Scope of Work*** is defined in *The Appraisal of Real Estate,* 14th Edition (Chicago: Appraisal Institute, 2013) as *"The type and extent of research and analyses in an assignment." "The scope of work for an assignment is acceptable if it leads to credible assignment results, is consistent with the expectations of parties who are regularly intended users for similar assignments and is consistent with what the actions of the appraiser's peers would be in the same or similar assignment."*

In the performance of this appraisal assignment, the appraiser was engaged by the City of Hart, c/o Ms. Lynne Ladner, City Manager, to provide an estimate of the Market Value of the subject property, as of August 24, 2019, the date of physical inspection. The appraiser has not previously prepared an appraisal report and/or concluded Market Value of this property within the past 3 years. In the process of preparing this value estimate, the appraiser viewed the subject site. I then gathered pertinent information on the subject property, such as ownership, sales history, the property rights being appraised, the purpose and function of the appraisal and lease information. I also secured current information on the subject property such as legal description and size and shape of land. Governmental data was also obtained including the assessed and taxable valuations and zoning data. The subject property is identified within this appraisal report via permanent parcel number and tax description, which were taken from the Assessment Records of the City of Hart.

Scope of Work (continued)

In the valuation, where factual market information was used to arrive at a conclusion, the appraiser verified those facts, or relied on the verification of other credible persons, such as Sellers and Buyers, as well as local commercial real estate brokers and lenders.

The appraiser prepared this narrative report format. This is intended to contain sufficient summary information to enable the client to understand it without being misled or confused. This appraisal is subject to the Assumptions and Limiting Conditions, discussed in a previous section of this report.

The consideration of the effect of possible toxic or hazardous substances upon the subject property is beyond the scope of this appraisal, which is intended solely to provide a base Market Value as if unaffected by any hazardous materials that may be subsequently confirmed and quantified by qualified experts in this field. The appraiser cautions against the use of this appraisal without the knowledge of the intended purpose and scope of the appraisal.

Land Description:

A current locational or boundary survey on the subject property was not supplied to the appraiser in the preparation of this appraisal report and its concluded value estimate. As a result, your appraiser relied upon a GIS plat map that was prepared by Oceana County GIS and information supplied by the City of Hart Assessor's Office. According to this information, the subject site consists of a rectangular shaped parcel of land that is located approximately 132 feet east of the State Street and approximately 90 feet north of Hanson Street. The site measures 89.10 feet in width by 132 feet in depth and contains 11,761 square feet (.27 acres), more or less (see GIS plat map in latter section of this appraisal report for approximate site dimensions and configuration).

Terrain of the site is relatively level, being at State Street and Hanson Street grade. The surface drainage on this site appeared acceptable at the time of inspection, however, seasonal variations may occur and subsurface drainage conditions are unknown. The parcel located immediately to the west of the subject site is currently under the same ownership of the subject site, allowing direct access to the subject site from State Street. The parcel located immediately to the south is currently in the ownership of the City of Hart.

The subject property is currently vacant and not located in close proximity to any known hazards or nuisances that would have a negative impact on the subject property's Market Value.

Unless otherwise noted, standard utility and right-of-way easements are insignificant to value. A survey was not provided to the appraiser which may reveal zoning violations or other matters of interest that could warrant modification of the appraised value. If such items would be revealed, the value of the property may require modification.

The appraiser has made no special effort to discover any adverse environmental conditions and accepts no responsibility for such discovery. The appraiser has no special expertise regarding environmental hazards and this report must not be considered as an environmental assessment of the property. This value estimate is made predicated upon the assumption that there are no contaminated soils on the entire site. If adverse environmental conditions were observed, the value estimate would likely require modification.

When determining if the subject property is located in a Special Flood Hazard Area, the appraiser relied upon information prepared by CoreLogic Risk Meter, as detailed within the Flood Zone Determination Report that was prepared by the Federal Emergency Management Agency. According to this report, the subject property is located within a Zone C, which is described as *"areas outside of the 100- and 500-year flood plains."*

Assessed Valuation and Taxes: (continued)

Real Property taxes are determined on the basis of tax rate per thousand dollars of taxable value. Following is an overview of the property's True Cash Values, State Equalized Values and Taxable Values:

Year	True Cash Value	State Equalized Value	Taxable Value
2016	$14,400	$7,200	$6,134
2017	$10,000	$5,000	$5,000
2018	$12,600	$6,300	$5,105
2019	$12,600	$6,300	$5,227

In arriving at the final estimates of value, the appraiser has assumed that any outstanding special assessments and/or delinquent taxes have been paid in full.

Zoning:

The zoning map of the City of Hart, updated June 19, 2018, indicates that the subject property is currently zoned B-2, General Business District. This zoning district is *"primarily intended to provide for an orderly and concentrated development of business outside the Central Business District in areas designated in the City Master Plan in order to serve the needs of the motoring public and local residents. A wide range of retail service, office, governmental, institutional and limited residential uses are permitted."* The B-2, General Business District, also allows for all uses permitted by right within the B-1, Central Business District. As a result, the current zoning allows for many types of commercial uses (see Addendum in latter section of this appraisal report for a copy of the B-1, Central Business District and B-2, General Business District zoning ordinances.

Market Area:

The property that is the subject of this value estimate is located just east of S. State Street and just north of Hanson Street, at the southern end of the City of Hart, Oceana County, Michigan. The general neighborhood in which the subject property is located is bounded by Main Street on the north, Oceana Drive on the east, Polk Street on the south and 72nd Avenue on the west. This neighborhood is principally improved with one and two-story commercial development, government facilities and schools and single family residential development. Located immediately to the south of the property with frontage on Hanson Street is a vacant parcel that is owned by the City of Hart and utilized for free composting for the residents of the City of Hart. Located just south across Hanson Street is the City of Hart Department of Public Works building. Located

Market Area: (continued)

	Census 2010	Estimated 2019	Estimated 2024
Population	3,963	4,036	4,067
Households	1,457	1,491	1,506
Families	1,008	1,017	1,022
Trends: 2019–2024 Annual % Change	**Area**	**State**	**National**
Population	0.15%	0.27%	0.77%
Households	0.20%	0.32%	0.75%
Families	0.10%	0.21%	0.68%
Median Household Income	2.45%	2.57%	2.70%

Household by Income	2019	2024
< $15,000	12.7%	11.0%
$ 15,000 - $ 24,999	16.4%	15.0%
$ 25,000 - $ 34,999	12.3%	10.4%
$ 35,000 - $ 49,999	17.4%	16.7%
$ 50,000 - $ 74,999	20.7%	21.6%
$ 75,000 - $ 99,999	10.1%	11.9%
$100,000 - $149,999	7.8%	9.8%
$150,000 - $199,999	1.1%	1.7%
$200,000+	1.7%	2.1%
Median Household Inc.	$41,187	$46,482
Avg. Household Income	$54,168	$61,894

Source: US Census and ERSI forecasts

After reviewing this information, it is observed that the population and incomes in this area are anticipated to remain fairly stable to increasing over the next approximate 4+ years. As a result of a review of this market data, the appraiser concludes that the subject property's market area will remain stable to slightly increasing.

Highest and Best Use Analysis:

One of the requirements of this appraisal is to determine the highest and best use of the subject property, as though vacant and as improved. ***Highest and best use*** is defined in *The Dictionary of Real Estate,* 6th Edition (Chicago: Appraisal Institute, 2015) as:

1. "*The reasonably use of property that results in the highest value. The four criteria that the highest and best use must meet are legally permissibility, physical possibility, financial feasibility, and maximum productivity.*

2. *The use of an asset that maximizes its potential and that is possible, legally permissible, and financially feasible. The highest and best use may be for continuation of an asset's existing use or for some alternative use. This is determined by the use that a market participant would have in mind for the asset when formulating the price that it would be willing to bid. (IVS)*

3. *[The] highest and most profitable use for which the property is adaptable and needed or likely to be needed in the reasonably near future (Uniform Appraisal Standards for Federal Land Acquisition)."*

Highest and best use is shaped by the competitive forces within the market where the property is located or in other words highest and best use is an economic study of market forces focused on the subject property. The objective of the highest and best use analysis is to identify the property use that can be expected to produce the highest overall return for each dollar of capital invested. Highest and best use is the foundation on which market value rests.

Highest and Best Use of land or a site as though vacant:

"Among all reasonable, alternative uses, the use that yields the highest present land value, after payments are made for labor, capital, and coordination. The use of a property based on the assumption that the parcel of land is vacant or can be made vacant by demolishing any improvements." The Dictionary of Real Estate, Fifth Edition (Chicago: Appraisal Institute, 2010).

Land as though vacant is a fundamental concept of valuation theory and the basis for the cost approach. Questions to consider when determining the highest and best use, as vacant are what use should the land be utilized, what type of building, if any, should be constructed and when should these buildings be constructed. In some cases, land should be held for speculation, i.e. to remain vacant until development is justified by market demands.

Sales Comparison Approach: (continued)

By analyzing sales that qualify as arm's-length transactions between willing and knowledgeable buyers and sellers, the appraiser can identify market value and price trends. Comparability in physical, location, and economic characteristics are important criteria in evaluating the sales in relation to the subject property. The basic steps involved in the application of this approach are as follows:

1) Research the competitive market for information on sales transactions, listings, and offers to purchase or sell involving properties that are similar to the subject property in terms of characteristics such as property type, date of sale, size, physical condition, location, and land use constraints. The goal is to find a set of comparable sales as similar as possible to the subject property.

2) Verify the information by confirming that the data obtained is factually accurate and that the transactions reflect arms-length market considerations. Verification may elicit additional information about the market.

3) Select relevant units of comparison (e.g. price per acre, price per square foot, price per front foot) and develop a comparative analysis for each unit. The goal is to define and identify a unit of comparison that explains market behavior.

4) Look for differences between the comparable sale properties and the subject property using the elements of comparison. Then adjust the price of each sale property to reflect how it differs from the subject property or eliminate that property as a comparable. This step typically involves using the most comparable sale properties and then adjusting for any remaining differences.

5) Reconcile the various indications produced from the analysis of comparables into a single value indication or a range of values.

According to the Assessment Records of the City of Hart, the subject property is reported to be in the ownership of Gayle Forner, whose address is c/o 3480 W. Polk Road, Hart, Michigan 49420. According to the Assessment Records of the City of Hart, the subject property was purchased by the current owner, Purchaser, from Erdene McHenry Trust, Seller, on November 4, 2016, for a reported arm's length purchase price of $29,500. Also included in this purchase price was the property located immediately to the west of the subject property (PP# 64-020-345-003-00), which contains an additional 12,144 square feet of land area. There have been no other reported arm's length sales of the subject property over the past 3+ years.

Sales Comparison Approach: (continued)

Sale #2:
This vacant commercial property has an address of 1735 Holton Road, Muskegon Township, Muskegon County, Michigan, and is now identified, subsequent to a combination after the sale, as PP# 61-10-005-400-0012-00. The site is located on the north side of Holton Road, just west of Getty Street. The property was sold on August 2, 2017, via Warranty Deed, from HHC Land Company LLC, Seller, to Hutton Team LLC, Purchaser. The reported purchase price of this 12,197 square foot site is $25,000, or on the basis of $2.05/sf. The property is zoned C-1,Commercial. Access to the property is considered to be average and the property does have municipal water and sewer available.

Sale #3:
This vacant commercial property consists of 2 contiguous properties, has a Holton Road address, within Muskegon Township, Muskegon County, Michigan, and is identified as PP#s 61-10-004-100-0036-00 and 61-10-004-100-0036-00. The site is located at the southwest corner of Holton Road and Pappas Road. The 2 parcels sold together on October 25, 2017, via Warranty Deed, from Frank G. Cox and Jerry J. Cox Trust, Seller, to J Rays LLC, Purchaser. The reported purchase price of this 37,026 square foot site is $65,000, or on the basis of $1.76/sf. The property is zoned C-1, Commercial. Access to the property is considered to be average and the property does not have municipal water and sewer available.

Sale #4:
This vacant commercial property has an Old US 31 address, within Montague Township, Muskegon County, Michigan, and is identified as PP# 61-02-016-400-0005-00. The site is located on the east side of Old US 31, just north of Eilers Road. The property was sold on March 6, 2019, via Warranty Deed, from James Brewer, Seller, to White Lake Properties LLC, Purchaser. The reported purchase price of this 66,352 square foot site is $36,500, or on the basis of $.55/sf. The property is zoned C-Commercial. Access to the property is considered to be average and the property does not have municipal water and sewer available.

Sale #5:
This vacant commercial property is identified as Lot 4, W. Polk Road, Hart, Oceana County, Michigan. This parcel is part of a larger 4 acre parcel that is being marketed for sale as 4 individual, 1 acre commercial sites. This comparable parcel is the most easterly parcel of the 4 available. The site is located on the north side of W. Polk Road, east of the US 31 Expressway. The property was sold on May 31, 2019 after being marketed for 823 days with no seller concessions. The reported purchase price of this approximate 43,560 square foot site is $95,000, or on the basis of $2.18/sf. The property is zoned B-2, General Business District. Access to the property is considered to be average and the property does have municipal water and sewer available.

Sales Comparison Approach: (continued)

Basis for Adjustments:
As no two properties are exactly the same, the comparables must be adjusted for the various physical and economic differences. In keeping with approved appraisal practice, the comparables are adjusted to the subject. The less desirable traits of the comparables receive positive (+) adjustments to more closely equate them to the subject's greater desirability. Conversely, the superior traits of the comparables are assigned negative (-) adjustments.

Units of Comparison are the components into which a property may be divided for comparison purposes. The type of appraisal problem determines the unit or units to be selected and attempts to reflect the way the market buys and sells this property type. For example, an apartment may be analyzed on the basis of price per unit or price per square foot. For the purposes of this value estimate, the price per square foot of building area, including land, is considered to be the most appropriate unit of comparison in valuing the subject.

PROPERTY RIGHTS CONVEYED:
All comparable properties were conveyed in fee with no adverse legal encumbrances. As a result, no adjustment is necessary for this condition.

FINANCING TERMS:
Where required, owner-carried contract financing is adjusted to equate to the basic definition of Market Value that calls for a cash transaction or its financial equivalent. Each of the comparables had sale terms that were considered to be at market rates (either cash, cash equivalent or land contract financing) and no adjustment is made for financing.

CONDITIONS OF SALE:
The comparables are analyzed to ascertain whether or not they are fully arm's length in nature. All the sales were arm's length transactions between unrelated parties, not acting under duress and no condition of sale adjustment is made to these sales.

MARKET CONDITIONS:
The transaction dates of the sales range from July 2017 to May 2019. As indicated in the Market Area section of this appraisal report, commercial market conditions for commercial properties in the West Michigan market and subject property's neighborhood have stabilized and have experienced modest improvement from 2012 through 2019 and beyond. After reviewing area market trends and market reports and reviewing recent Equalization sales studies, a 2% upward annual adjustent (.50% quarterly) was made to each of the comparable sales that closed prior to the effective date of value.

Reconciliation and Final Value Estimate:

There are 3 approaches that are normally utilized when estimating the Market Value of Real Estate. They are the Cost Approach, Sales Comparison Approach and the Income Capitalization Approach. Because the subject property consists of a vacant parcel of land, the Cost Approach and Income Capitalization Approach were not utilized. Therefore, based upon the reasoning contained in this appraisal report and on the Assumptions and Limiting Conditions as contained herein, it is my opinion that the subject property has a Market Value as of August 24, 2019, in the amount of $14,700, excluding any Furniture, Fixtures & Equipment (FF&E), Going Concern and Intangible Items.

Partial Client List

Financial institutions served during full time fee appraising:

Adventure Credit Union
Byron Bank
Chemical Bank
ChoiceOne Bank
Comerica
Commercial Alliance
Community Choice Credit Union
Community Shores Bank
Fifth Third Bank
First Union Small Business Capital
Founders Bank & Trust
Flagstar Bank
Grand River Bank
Huntington National Bank
Independent Bank
Irwin Union Bank
JPMorgan Chase Bank
Lake Michigan Credit Union
Kent Commerce Bank
Macatawa Bank
Members First Credit Union
Mercantile Bank of Michigan
Michigan Commerce Bank
National City
Paragon Bank
Republic Bank
Select Bank
Union Bank
West Michigan Community Bank
West Shore Bank

Numerous Attorneys, Contractors and Developers, and Municipalities

Vacant Land - S. State Street



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Oceana County
DigitalGlobe | Esri, HERE, Garmin, iPC |



VIEW OF SUBJECT PROEPRTY FACING SOUTHERLY



INTERIOR VIEW OF SUBJECT SITE

CHAPTER 1249
B-1, Central Business District

1249.01 Purpose.

1249.02 Permitted uses.

1249.03 Special uses.

1249.04 District regulations.

1249.05 Additional regulations.

CROSS REFERENCES

Zoning and planning in home rule cities - see M.C.L.A. Sec. 117.4i

Regulation of location of trades, buildings and uses by local authorities - see M.C.L.A. Sec. 125.581

Regulation of buildings; authority to zone - see M.C.L.A. Sec. 125.582

Regulation of congested areas - see M.C.L.A. Sec. 125.583

Uses of land or structures not conforming to ordinances; powers of legislative bodies; acquisition of property - see M.C.L.A. Sec. 125.583a

Effect of zoning ordinance or zoning decision in presence of demonstrated need for certain land use - see M.C.L.A. Sec. 125.592

1249.01 PURPOSE.

This district is intended to serve as the downtown shopping district for the City of Hart. A wide range of retail service, office, governmental, institutional and limited residential uses are permitted. Development standards recognize the special parking, pedestrian and building location needs of an established downtown business district.

(Ord. 182. Passed 5-12-98; Ord. 184. Passed 5-25-99.)

1249.02 PERMITTED USES.

Land and structures in the B-1 Central Business District may be used for the following purposes only.

(a) Any generally recognized retail business which supplies commodities on the premises within a completely enclosed building, such as, but not limited to: foods, drugs, liquor, furniture, clothing, dry goods, appliances or hardware.

(b) Any personal service establishment which performs services on the premises within a completely enclosed building, such as, but not limited to: repair shops (watches, radio, television, shoe, etc.), tailor shops, beauty parlors, barber shops, interior decorators and photographers.

(c) Restaurant, tavern or catering establishment.

(d) Theater, bowling alley, pool or billiard parlor or similar commercial recreation establishment.

(e) Medical clinics, general office buildings and facilities for substance abuse treatment.

(f) Bank or other financial institution.

(g) Government building and post office.

(11) The area devoted to such outdoor dining area shall be maintained in a safe, clean, and sanitary manner.

(12) Roof seating shall comply with the building code.

(Ord. 182. Passed 5-12-98; Ord. 184. Passed 5-25-99; Ord. 2005-5. Passed 6-28-05.)

1249.03 SPECIAL USES.

The following uses may be permitted as a special land use subject to the applicable general and specific requirements and standards of Chapter 1256.

(a) Housing for the elderly, retired or those requiring assisted care including nursing homes subject to the regulations of Section 1256.12.

(b) Establishments with a drive up or drive through windows.

(c) Antenna and towers exceeding a height of twenty-five feet as regulated by Section 1243.18.

(d) Essential public service buildings and structures.

(e) Vehicle service and gas stations.

(Ord. 182. Passed 5-12-98; Ord. 184. Passed 5-25-99.)

1249.04 DISTRICT REGULATIONS.

Buildings and structures shall not be erected or enlarged unless the following requirements are met and maintained.

(a) Minimum lot area and width - None required.

(b) Required build-to area.

(1) A "build-to area" is a designated portion of a lot that is between zero and four feet behind the right-of-way. The front building elevation shall be placed within this area on interior and corner lots.

(2) The minimum façade width within the build-to area is 75% of the primary street lot frontage. On corner lots, the minimum façade width within the build-to area is 25% of the secondary street lot frontage. In all cases, State Street shall be the primary street frontage. For lots that do not front State Street, the Zoning Administrator shall determine the primary street frontage.

(3) On corner lots, the building façade shall be built to the build-to zone within 30 feet of a block corner at minimum on primary and secondary street frontages.

(c) Side yard and rear yard setbacks - None required except where a property abuts a residentially zoned lot then a minimum of ten feet shall be required.

(d) Maximum lot coverage - No requirement.

(e) Maximum building height - 35 feet.

(f) Dumpsters shall not be located within the front yard and shall be screened as required by Section 1258.07(l).

(Ord. 182. Passed 5-12-98; Ord. 184. Passed 5-25-99; Ord. 2017-03. Passed 10-10-17.)

1249.05 ADDITIONAL REGULATIONS.

(a) The off-street parking regulations of Chapter 1260 shall not apply to uses in the B-1 Zone. If parking is provided, it shall be set back at least 30 feet behind the front build-to area.

(b) Signs shall be regulated by Chapter 1259.

(c) Site plan review as regulated by Chapter 1258 is required for all special land uses.

Business District in areas designated in the City Master Plan in order to serve the needs of the motoring public and local residents. A wide range of retail service, office governmental, institutional and limited residential uses are permitted.

(Ord. 182. Passed 5-12-98; Ord. 184. Passed 5-25-99.)

1250.02 PERMITTED USES.

Land and structures in the B-2, General Business District may be used for the following purposes only.

(a) Any use permitted as a matter of right in the B-1 Zone.

(b) An accessory apartment as part of an owner occupied single-family home, which complies with Section 1243.25, or having an apartment(s) associated with a commercial use.

(c) Indoor or outdoor commercial recreation facilities such as bowling centers, indoor theaters, skating rinks, racquet clubs, miniature golf, video amusement establishments, pool and billiard establishments or similar uses.

(d) Mortuaries or funeral homes.

(e) Retail building supply and equipment stores.

(f) Retail nurseries and garden centers.

(g) Printing, lithography, publishing, and photocopy establishments.

(h) Building contractors such as painters, plumbers, electrical, cement, heating and air conditioning, fencing, and similar uses provided that any materials or equipment kept outside shall be screened from the view of nearby properties and roadways.

(i) Laboratory, medical or dental.

(j) Ambulance service establishments.

(k) Restaurants with microbreweries, brewpubs, small wineries, and/or small distilleries.

(Ord. 182. Passed 5-12-98; Ord. 184. Passed 5-25-99; Ord. 06-02. Passed 11-28-06; Ord. 2014-03. Passed 12-9-14; Ord. 2016-03. Passed 11-22-16.)

1250.03 SPECIAL USES.

The following uses may be permitted as a special land use subject to the applicable general and specific requirements and standards of Chapter 1256.

(a) Special land uses as permitted in the B-1 Zone.

(b) Gas stations with or without vehicle repair facilities.

(c) Open air businesses including but not limited to: the sale of motor vehicles, farm implements, lawn and garden equipment sales and service, motor homes, mobile or modular homes and similar uses.

(d) Vehicle repair or body shops provided all work is performed within an enclosed building and storage of vehicles is within an area which is well screened from the view of nearby properties and roadways.

(e) Child day care outside of home.

(Ord. 182. Passed 5-12-98; Ord. 184. Passed 5-25-99; Ord. 2013-07. Passed 11-26-13.)

1250.04 DISTRICT REGULATIONS.

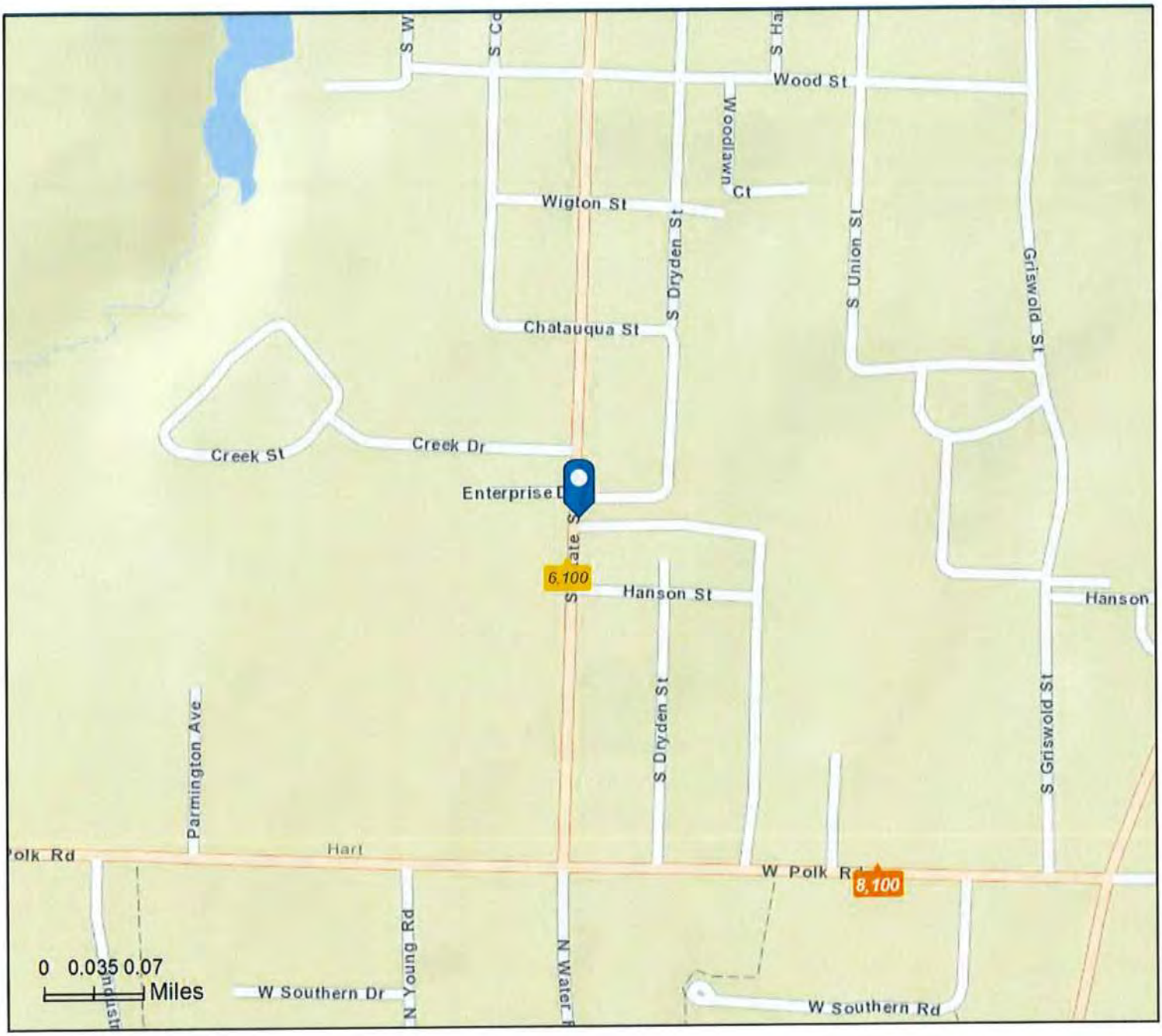
Buildings and structures shall not be erected or enlarged unless the following requirements are met and maintained.

(a) Minimum lot area and width - None required.

Traffic Count Map - Close Up

926 S State St, Hart, Michigan, 49420
Rings: 3 mile radii

Prepared by Esri
Latitude: 43.69207
Longitude: -86.36410





Average Daily Traffic Volume

- ***Up to 6,000 vehicles per day***
- ***6,001 - 15,000***
- ***15,001 - 30,000***
- ***30,001 - 50,000***
- ***50,001 - 100,000***
- ***More than 100,000 per day***



Source: ©2019 Kalibrate Technologies (Q1 2019).

©2019 Esri



Vacant Land - S. State Street
City of Hart, Oceana County, Michigan 49420



RESOLUTION 19-58
City Council
City of Hart, Michigan Oceana County

PURCHASE OF PROPERTY PARCEL 64-020-345-002-00

WHEREAS, the City of Hart has operations that currently encroach on the neighboring parcel which is currently owned by Gayle Forner; and

WHEREAS, the property owner has requested that the City either purchase the property on which the encroachment exists or vacate the use; and

WHEREAS, the city has done their due diligence regarding the market value of the property in question having hired Broersma & Broersma Real Estate Appraisers:

NOW THEREFORE BE IT RESOLVED THAT THE HART CITY COUNCIL:

Accepts the appraisal value submitted by Broersma & Broersma Real Estate Appraisers of $14,700 and

Authorizes the City Manager to offer Gayle Forner $_____ for parcel 64-020-345-002-00. If accepted the City Council authorizes the City Manager to sign all necessary documents related to the purchase and transfer of title for the parcel.

Moved by _____, supported by _____, and thereafter adopted by the Hart City Council at a regular meeting held on Tuesday, September 10, 2019.

Ayes Nays Absent

I hereby certify this to be a true and correct copy of the document on file with the office of the City of Hart Clerk.

Cheri Eisenlohr, Deputy City Clerk

City of Hart

Memo

To: Mayor and City Council

From: Lynne Ladner

cc:

Date: 9/6/19

Re: Road Paving in John Gurney Park

The City is under a requirement from FERC to complete recreation improvements as part of our hydroelectric dam. Most recently in June the City received a letter containing deadlines for specific projects that had been submitted which includes the completion of paving the roads in John Gurney Park. I have had a conversation with Katelyn Wysoki from EGLE and she has assured me that there will not be issues with the ACO if the City were to complete this project.

Bids have been solicited and there are two portions of the project. Hallack Contracting in the amount of $48,489 for Katheryn St and East Park Rd and $104,721 for inside John Gurney Park, and from Asphalt Paving Inc in the amount of $51,972.00 for Katheryn St and East Park Rd and $109,340.00 for inside John Gurney Park. The total for the low bidder Hallack Contracting for both portions of the project is $153,219

I have provided a resolution to the Council that allows you to determine which portions you are interested in completing and fill in the cost of the project.

Lynne

City of Hart
Scope of Work

Katheryn St & East Park Rd.

- Sawcut and remove pavement at end of Woodlawn St and at East Main and Eastern Park Rd.
- Add an average depth of 6" aggregate on Eastern Park Rd to Katheryn St. 540' x 16' and fine grade
- Pave Eastern Park Rd from East Main to Katheryn St 14' wide plus lip gutter on West edge
- Add an average of 2" aggregate on Katheryn St. and fine grade
- Pave Katheryn Street 477' x 22" x 2 ½"
- Restore shoulders with topsoil, seed and mulch

Cost $ 48,498

John Gurney Park

- Add an average of 2" of aggregate to Eastern Park Rd. from Katheryn to Center Park Rd, fine grade
- Pave 832' x 22' x 2 ½"
- Add an average depth of 2" aggregate base to Gurney Park Rd, fine grade and pave 497" x 22' x 2 ½"
- Add an average depth of 2" aggregate on Western Park Rd, North Park Rd and Center Park Rd, fine grade, pave 920' x 15' x 2 ½"
- Add 2" aggregate on trail toward basketball court, fine grade and pave 300' x 15' x 2 ½"
- Fine grade and pave area between road and camp office 78' x 16' x 2 ½"
- Fine grade area on East side of bath house and pave 20' x 46' x 2 ½"
- Restore all disturbed areas with topsoil, seed and mulch

Cost $ 104,721

Daniel Hallack
8/23/19

HALLACK CONTRACTING

Dan Hallack
President
dhallack@hallackcontracting.com

4223 West Polk Road
Hart, MI 49420
231-873-5081
Fax 231-873-2889

City of Hart
Scope of Work - Revised

Katheryn St & East Park Rd.

- Sawcut and remove pavement at end of Woodlawn St and at East Main and Eastern Park Rd.
- Add an average depth of 6" aggregate on Eastern Park Rd to Katheryn St. 540' x 16' and fine grade
- Pave Eastern Park Rd from East Main to Katheryn St 14' wide plus lip gutter on West edge
- Add an average of 2" aggregate on Katheryn St. and fine grade
- Pave Katheryn Street 477' x 22" x 2 ½"
- Restore shoulders with topsoil, seed and mulch

Cost $ 51,972.00

John Gurney Park

- Add an average of 2" of aggregate to Eastern Park Rd. from Katheryn to Center Park Rd, fine grade
- Pave 832' x 22' x 2 ½"
- Add an average depth of 2" aggregate base to Gurney Park Rd, fine grade and pave 497" x 22' x 2 ½"
- Add an average depth of 2" aggregate on Western Park Rd, North Park Rd and Center Park Rd, fine grade, pave 920' x 15' x 2 ½"
- Add 2" aggregate on trail toward basketball court, fine grade and pave 300' x 15' x 2 ½"
- Fine grade and pave area between road and camp office 78' x 16' x 2 ½"
- Fine grade area on East side of bath house and pave 20' x 46' x 2 ½"
- Restore all disturbed areas with topsoil, seed and mulch

Cost $ 109,340.00

Asphalt Paving Inc.
1000 E. Sherman
Muskegon MI 49444
231-733-1409

RESOLUTION 19-59
City Council
City of Hart, Michigan Oceana County

ACCEPT BIDS AND AUTHORIZE PAVING OF ROADS IN JOHN GURNEY PARK

WHEREAS, the City of Hart owns and operates John Gurney Park including the campground, parking areas beach area and boat launch; and

WHEREAS, the City submitted to the Federal Energy Regulatory Commission (FERC) in 2014 a recreation improvements plan in compliance with the licensing for operation of the hydroelectric dam which included improvements to the park; and

WHEREAS, FERC has submitted a compliance deadline to the City for the completion of specific aspects of the park which includes the paving of the roads in John Gurney Park by the December 31, 2019, and

WHEREAS, The City has solicited bids for the completion of the work and received bids from Hallack Contracting in the amount of $48,489 for Katheryn St and East Park Rd and $104,721 for inside John Gurney Park, and from Asphalt Paving Inc in the amount of $51,972.00 for Katheryn St and East Park Rd and $109,340.00 for inside John Gurney Park

NOW THEREFORE BE IT RESOLVED THAT THE HART CITY COUNCIL:

Accepts the bids from Hallack Contracting as the low bidder on the project and authorizes proceeding with the Katheryn/East Park St ***and/or*** *John Gurney Park segment(s) at a total cost of $_____, and*

Authorizes the City Manager to sign all necessary documents and contracts for the project.

Moved by _____, supported by _____, and thereafter adopted by the Hart City Council at a regular meeting held on Tuesday, September 10, 2019.

Ayes Nays Absent

I hereby certify this to be a true and correct copy of the document on file with the office of the City of Hart Clerk.

Cheri Eisenlohr, Deputy City Clerk

City of Hart

Memo

To: Mayor and City Council

From: Lynne Ladner

cc:

Date: 9/6/19

Re: Traffic Control Order #324

In May the City adopted a temporary traffic control order prohibiting parking on Griswold St from Polk St to Wood St. The temporary order was necessary until we had a traffic engineer review the situation and provide their analysis. We have received that information from our engineers and Resolution 19-60 adopts Traffic Control Order #324 as a permanent prohibition on parking in that area.

Its is my recommendation that the Council adopt Resolution 19-60

Lynne

Prein&Newhof
Engineers ▪ Surveyors ▪ Environmental ▪ Laboratory

August 26, 2019
2190557

Ms. Lynne Ladner, City Manager
City of Hart
407 S. State Street
Hart, MI 49420

RE: Study on Parking Restrictions on Griswold Street from Polk Street to Wood Street

Dear Ms. Ladner

This letter summarizes Prein&Newhof's parking evaluation of Griswold Street from Polk Street to Wood Street in the City of Hart, Oceana County, Michigan. The City currently has a temporary traffic control order (TCO) prohibiting parking on Griswold Street from Polk Street to Wood Street. A traffic engineering evaluation is required as part of the process to make the TCO permanent.

Background

Griswold Street from Polk Street to Wood Street is a two-lane, two-way asphalt roadway with concrete curb and gutter. The street is posted for 25 miles per hour (mph) and serves mostly light industrial properties on the southern end and residential properties to the north. The roadway was reconstructed in 2008 to its current configuration. A five-year crash history was compiled from Michigan Traffic Crash Facts. Eight crashes were reported from 2014 through 2018. Most crashes were the rear ending type at the intersection of Polk Street. Two lane departure crashes were reported. No crashes involved parked vehicles or had contributing factors that can be attributed to parked vehicles on the roadway.

Findings

A site visit was conducted for the purpose of this study on Thursday, August 22, 2019. No vehicles were observed parked on Griswold Street.

The roadway width of Griswold Street varies from 24 to 26 feet. The American Association of State Highway Officials (AASHTO) A Policy on Geometric Design of Highways and Streets recommended that travel lanes be 10 to 12 feet in width. Parallel parking lanes are recommended to be eight feet wide. The available roadway width on Griswold is not sufficient to fit two travel lanes and one side of parallel parking. While low speed residential streets may have a similar road width and allow parking, those streets generally serve single family homes, are straight, and flat allowing adequate sight distance for passing vehicles.

The southern section of Griswold Street serves several large scale light industrial properties that generate semi-truck traffic. Due to the frequency of commercial truck traffic in this section, allowing parking in this section would severely hinder through traffic and movement of commercial traffic.

The geometry of Griswold Street further supports a parking prohibition. Midway between Polk Street and Wood Street Griswold Street has a series of reverse curves. The main curve of the series has enough horizontal displacement that vehicles parked at the curb can obscure oncoming vehicles. If a vehicle has to move to the middle of the roadway to pass the parked vehicle and not see an oncoming vehicle due to the parked vehicle a crash situation may occur.

Recommendations

It is recommended that the parking prohibition on Griswold Street between Polk Street and Wood Street be made permanent. Installation of appropriate signage for the prohibition is also recommended at this time.

Please contact me with any questions, 616.364.8491.

Sincerely,

Prein&Newhof



Ariana J. Jeske, PE, PTOE

AJJ/ajj

RESOLUTION 19-60
City Council
City of Hart, Michigan
Oceana County

RESOLUTION ADOPTING TRAFFIC CONTROL ORDER #324 PROHIBITING PARKING ON GRISWOLD STREET BETWEEN POLK ROAD AND WOOD STREET

WHEREAS, The City of Hart Police Department have reviewed the road width, and traffic patterns on Griswold Street, and

WHEREAS, the paved surface area of the street is approximately thirty feet in width and

WHEREAS, the standard vehicle traffic lane is ten feet with Griswold Street is a two-directional traffic street and

WHEREAS, commercial traffic serving the businesses and County Services building need adequate unencombered travel and turning radii;:

THEREFORE, BE IT RESOLVED, that the City of Hart adopts Traffic Control Order #324 Prohibiting Parking on Griswold Street between Polk Road and Wood Street.

Moved by _____ _, supported by _____ _, and thereafter adopted at the regular City of Hart City Council meeting on September 10, 2019.

Ayes: Nays: Absent:

I hereby certify this to be a true and correct copy of the document on file with the office of the City of Hart Clerk.

Cheri Eisenlohr, Deputy
City Clerk

RESOLUTION 19-61

City of Hart, Michigan

HALLOWEEN TRICK OR TREAT HOURS

WHEREAS, the City of Hart deems it is in the best interests of the City to set hours for Halloween,

NOW THEREFORE BE IT RESOLVED THAT THE CITY COUNCIL

Sets Halloween hours for Thursday, October 31, 2019 between the hours of 6PM and 8PM.

Moved by _____, supported by _____, and thereafter adopted at the regular City of Hart City Council meeting on September 10, 2019.

Ayes: Nays: Absent:

I hereby certify this to be a true and correct copy of the document on file with the office of the City of Hart Clerk.

_____

Cheri Eisenlohr, Deputy City Clerk

City of Hart

Memo

To: Mayor and City Council

From: Lynne Ladner

cc:

Date: 9/6/19

Re: Amended Special Event Permit

The City has received a request to amend the Special Event permit for the Suicide Awareness walk to add a bake sale in the Hart Commons at the completion of the walk.

This is a minor change that does not require any logistical changes.

It is my recommendation that the council approve the amended special event permit.

Lynne

Addendum

CITY OF HART

407 S. State St., Hart, MI 49420
Ph: 231-873-2488 Fax: 231-873-0100

SPECIAL EVENTS PERMIT

THE CITY IS NOT RESPONSIBLE FOR BY-STANDERS AT YOUR EVENT.

DATE OF APPLICATION:

NAME OF EVENT: Suicide Awareness A Walk for Remembering
Sept. 21st 12pm

DATE OF EVENT: TIME: TO

RAIN DATE OF EVENT: MUST PROVIDE

LOCATION AND/OR ROUTE OF EVENT:

I would like to have a bake sale at the end of the walk at Hart Commons

DESCRIPTION OF EVENT:

SPECIAL NEEDS:

NAME OF ORGANIZATION OR SPONSOR:

ADDRESS:

CONTACT PERSON: Jessica Steffes

PHONE: 231-923-6519 FAX:

EMAIL:

X

SIGNATURE OF EVENT COORDINATOR/SPONSOR **DATE**

IT IS YOUR RESPONSIBLITY TO SCHEDULE THE LOGISTICS MEETING WITH THE CITY DEPARTMENTS INDICATED IF YOUR APPROVED PERMIT INDICATES THAT A MEETING IS NEEDED. PLEASE NOTE THAT A 7 - 10 DAY ADVANCE NOTICE WILL BE NEEDED TO SCHEDULE THE MEETING.

POLICE: 873-2488, DPW: 873-3100, HYDRO: 873-5367, EMS: 873-8240

SECTIONS BELOW TO BE COMPLETED BY THE CITY

PROOF OF LIABILITY INSURANCE FOR STREET SOLICITATION: YES OR NO

LOGISTICS MEETING NEEDED: YES OR NO

DEPT. ATTENDING: DPW POLICE EMS HYDRO

PERMIT NUMBER: APPROVED BY CITY COUNCIL/CITY MANAGER

DATE OF APPROVAL/DENIAL: YES OR NO

CONDITIONS:

CITY REPRESENTATIVE'S SIGNATURE:

City of Hart

Memo

To: Mayor and City Council

From: Lynne Ladner

cc:

Date: 9/6/19

Re: Golf Carts and ORV's

The City has received a request to consider an ordinance and resolution that permits the operation of Golf Carts and ORV's (off road vehicles) on City Streets. This is part of an overall movement County wide to permit these vehicles to boost economic development driven by tourism.

I have attached the documents that were provided to me. This item is for discussion only to see how the Council feels and if we were to move forward with a resolution and ordinance for this matter.

Lynne

MICHIGAN STATE UNIVERSITY | Product Center Food · Ag · Bio Center For Economic Analysis

An Economic Assessment of the Expansion and Marketing Potential of the Four-County Region Trail Network

Steven Miller, Ph.D
William Knudson, Ph.D
John Mann, Ph.D

Supported by: Michigan State University AgBioResearch | MICHIGAN STATE UNIVERSITY Extension | Department of Agricultural, Food and Resource Economics

Topics for today

- Trail Trends
- Factors contributing to success in other regions
- Potential Economic Impacts
- Strategies for increasing trail use and regional branding

Trail Trends

- There are a number of ways to classify trails
  - By span: Linear or loop
  - By use: hiking, biking, snow-skiing/shoeing, motorcycling/ORVing; multi-use or single-use
  - By setting: urban or rural; natural or paved; recreational or commuting
- Many trails and trail systems do not conform to typological groupings
  - Rather trails are what they mean to and how they are used by each individual user

Trail Trends

- Primary users of trails
  - Millennials and younger
    - Younger generations are rebilling against the Generation X life pace
    - They seek experiences and active living outside of commercialization
  - Boomers
    - Youthful Baby Boomers are slowing their pace and strongly interested in aging healthy
- Back to Basics Movement
    - The movement that gave us *slow foods* also encourages patient living – a movement to release us from today's high-paced living

Factors contributing to success

- Back to our earlier caveat, public perception of planned and established trails largely depend on the individual and the stage of installation
  - Fears of immediate home and business owners of planned trails have largely been unfounded after the trail is installed
    - Noise and nefarious activities
    - Lost privacy
    - Crime
  - Rather adjacent homeowners generally receive about a 9% increase in property values after installed

Factors contributing to success

- The general perception is that there are two kinds of stakeholders
  - Those who want trails and greenways
  - Those who don't know they want trails and greenways
    - That is, after the fact, we often recognize the value or our amenities
  - Therefore communicating benefits and marketing the resource for internal (Local) as well as external (Tourism) stakeholders is important

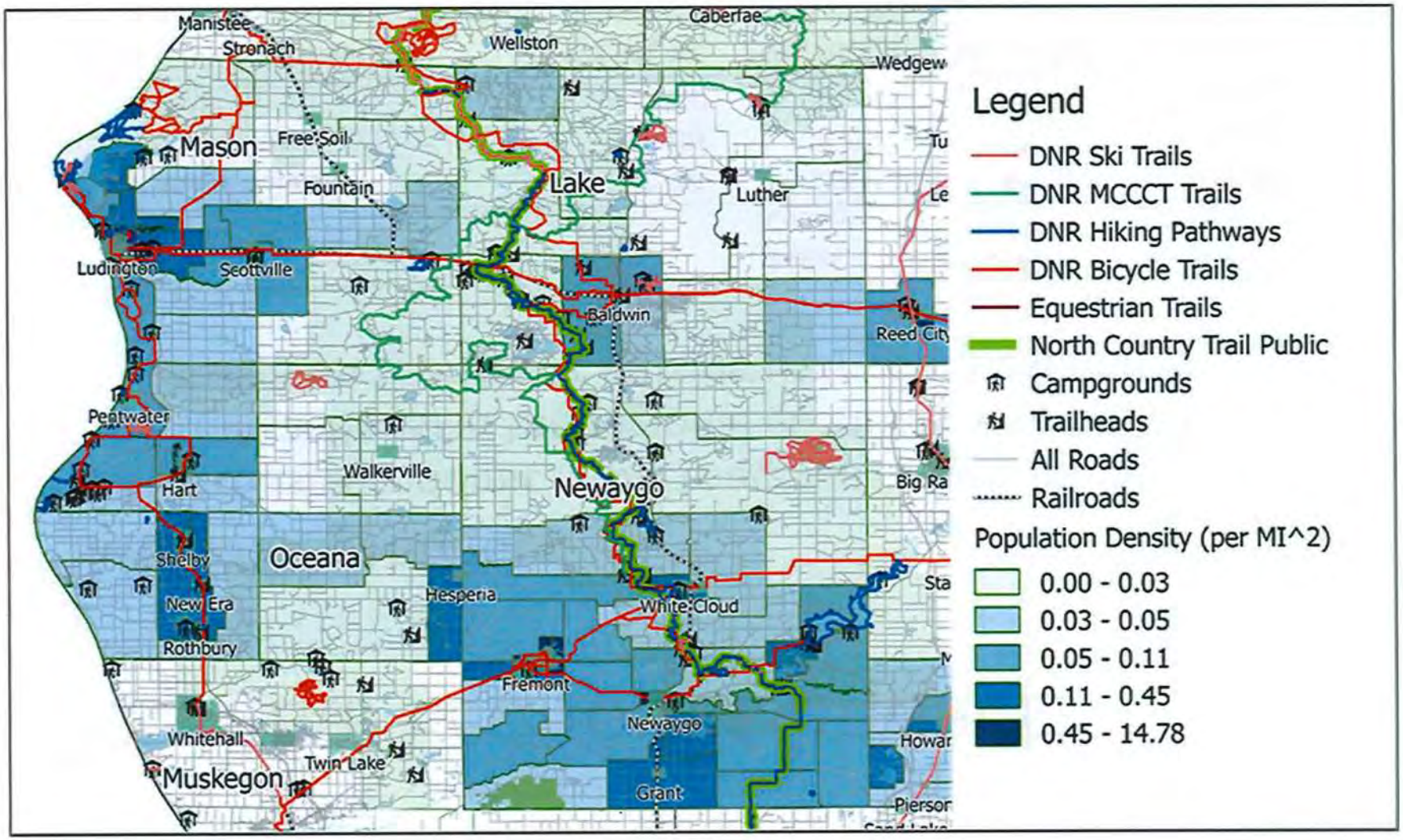
Factors contributing to success

- Depending on the value proposition that the host community wants to convey on to the trail, support services are vital
  - Bicycle repair
  - Outfitters
  - Restaurants/Lodging
- Systems-thinking through related public and private resources for the support of the value proposition will help to eliminate gaps in services

Factors contributing to success

- Trail maintenance and safety
  - It is difficult to build a brand with degraded assets.
  - Maintenance of the trail system is important for the continued use of and longevity of the trail
    - Natural trails should be free of standing water and obstacles that would impede their intended use
    - Sign maintenance is important, as this conveys the brand and is the most visible representation of the community
  - Safety concerns is a principal impediment to trail use

Potential Economic Impacts



Potential Economic Impacts

- Methods, continued
  - These tourism counts and expenditures were mapped into trail-related activities and expenditures provided by the Outdoor Industry Association (OIA) participation and expenditure survey
    - OIA provides population shares participating in outdoor recreation by activity
    - Activities were mapped into trail-related activities

Motorcycle Riding Off-Road	**Horseback Riding**
ATV	**Hiking**
ORV	**Backpacking**
Snowmobiling	**Running**
Off-road Bicycling	**Cross-Country/Nordic Skiing**
Pavement Bicycling	**Snowshoeing**

Potential Economic Impacts

- Methods, continued
  - New expenditures were then modeled for their economic contribution to the overall economy
    - An input-output economic impact simulation model was prepared for each of the four counties
    - Input-output models model the flow of dollars as they recirculate throughout the economy, ultimately giving rise to economic impacts that are larger than the initial influx of dollars
    - Impacts were reported in terms of:
      - Transaction dollars generated
      - Employment and labor income
      - Contributions to overall regional income

Potential Economic Impacts

- Findings
  - Increased visitation and direct expenditures of increased trail-use visitation and transactions dollars
    - Some scaling modification of Lake and Oceana County direct effects were required to conform with total visitor counts

	Lake County	Mason County	Newaygo County	Oceana County
Simulation 1 (5% increase)	5%	5%	5%	5%
Increased Visitation	9,570	9,653	12,150	12,675
Implan Level	$1,114,089	$2,497,098	$3,143,151	$2,459,186
Simulation 2 (10% increase)	10%	10%	10%	10%
Increased Visitation	19,141	19,306	24,300	25,350
Implan Level	$2,228,177	$4,994,195	$6,286,302	$4,918,371

Potential Economic Impacts

- Findings (Event Hosting Impacts)
  - Modeling the change in annual expenditures
  - These sets of simulations relate the annual non-event uses of the trail systems

Four-County Region

	Impact Type	Employment	Labor Income	Value Added	Output
5% Increase	Direct Effect	22	$396,271	$601,017	$1,367,726
	Secondary Effect	3	$95,891	$261,640	$457,609
	Total Effect	25	$492,163	$862,658	$1,825,336

	Impact Type	Employment	Labor Income	Value Added	Output
10% Increase	Direct Effect	43	$792,545	$1,202,036	$2,735,454
	Secondary Effect	7	$191,781	$523,283	$915,218
	Total Effect	50	$984,325	$1,725,317	$3,650,673

Strategies for increasing trail use and regional branding

- This leads us to our final observations and thoughts moving forward
  - Location of this region poses some challenges
    - Much of the region is a pass-through for other destinations
    - There's a large population center just south
    - An established tourism destination to the north
    - Sparse population density and relatively sparse consumer outlets
  - Abundant natural resources
    - Popular west coast beaches and inland water features
    - A national forest and associated resources with having a national forest

An Economic Assessment of the Expansion and Marketing Potential of the Four-County Region Trail Network

Michigan State University
Product Center Food-Ag-Bio
Center for Economic Analysis

Steven Miller, Ph.D

William Knudson, Ph.D

John Mann, Ph.D

September 2018

Abstract:

This report reviews existing regional trail networks, the market for trail networks with respect to economic development potential and provides best estimates of potential economic impacts of expanding and enhancing the multi-county system of pedestrian, bicycle, and motorized trails of Lake, Mason, Newaygo and Oceana Counties in Michigan. The findings largely support a regional effort for branding trails and trail-related activities, and tying in community-sponsored events that highlight and utilize the trail system. We estimate trail users spending during trail use and spending while participating in trail events.

Supported by: Michigan State University AgBioResearch | MICHIGAN STATE UNIVERSITY Extension | Department of Agricultural, Food and Resource Economics

Introduction

Trail networks are becoming increasingly popular quality of life infrastructures in urban and rural communities. The primary impetus of installing such trails stems from interests in enhancing both physical and mental wellness (Schasberger et al. 2009). In urban areas, and especially rural areas, transforming obsolete rail lines to linear paths was a consequential outcome in communities' efforts to add recreational and pedestrian mobility. While federal laws applicable to railroads place limitations on the decommissioning of rail lines and right of ways, the transformation of obsolete railroads remains an economically viable option for adding recreational amenities. With the success of early long-range trails like the rails-to-trails, Appalachian Trail, and various communities' experience in building out networks of recreational trails, interest has grown in developing rural trail systems (Deller et al. 2001) as a draw of tourism and other economic development. Recent interest is rationalized based on creating amenities for local residents that may also encourage visits from tourists seeking recreational activities. Through capturing local residents' recreational activities and those of outside visitors, the local economy benefits through the capture of dollars spent in the local community. Additionally, building out desirable amenities has been shown to improve the attractiveness and thereby values of properties in the local community, with the direct impact of enhancing public revenues (Lindsey et al. 2004, Deller et al. 2001).

Linear trails are gaining in popularity but present the issue of transporting users from one end of the trail back to the starting point. Linear trails are developed to connect people and places. A network of linear trails with multiple intersecting points can reduce the burden of the return trip and provide a wider range of options for trail users. Through networks of linear trails, trails can be interlinked to form return routes that do not overlap with destination routes. However, traditional trail loops have the advantage of the same beginning and ending point by design. They are less likely to serve mobility uses of trails and more apt to be utilized for recreational or physical activities.

Other Regional Networks

This section reviews existing trail systems. We sought out comparable trail systems to the Four-County region and trail systems that pose relevant lessons for best practices for contributing to economic growth in the host region. Very relevant to our findings is the notion of branding the trail system with the region through community and recreational events tied to the trail system. The possibilities are endless and can target local and/or regional users. For example, community-supported events can be as pragmatic as a "Trails Day" event with family-oriented activities to encourage community usage, or can be as extravagant as a food-truck rally along the trails. They can also be destination-based and hosted in isolated communities, or along a wide spectrum of trail space. Larger events can be marketed to attract visitors from outside the region, while smaller events can target building social cohesion among local residents and an appreciation of the trail amenities. Recreation and physical activities events like races can attract visitors from across and beyond the region and can be hosted throughout the year. However, drawing outside visitors also requires built up infrastructure like hotels and activities that span beyond the event itself.

One example of a linear trail that has several intersections is the Virginia Creeper Trail (VCT). A 34-mile linear rail-to-trail located in Virginia. The town of Damascus, a town of approximately 800, is at the intersection of the Virginia Creeper Trail, the Appalachian Trail, the Transcontinental Bicycle Trail, the Iron Mountain Trail, and the Daniel Boone Trail. Towns located in such intersections can take advantage of

Many other trails and trail systems exist and a community of enthusiasts have developed multiple web sites to promote local trail systems. National representation exist at https://www.americantrails.org/, https://www.trails.com/ and https://www.traillink.com/city/east-lansing-mi-trails/. Local trails organizations and web sites are common, as well as those hosted by the Department of Forestry, Department of the Interior and state organizations. The trails highlighted in this report show best practices toward branding the region's trails and capitalizing on the economic development potential of the trail system for local amenities and for drawing in tourism.

General Overview of the Market for Trail Networks

The literature on the economics of rural trail systems is scarce. Many such studies for planning and communications are designed and targeted for limited distribution (Fábos 2004) and studies that are available often have not been vetted through a peer review process (Crompton 2001). Unfortunately, this implies that Michigan's expansive collection of recreational use, rural trails has largely gone unstudied. Studies identified that were specific to Michigan focused on recreational uses of state and regional parks, with few focusing on the economics of such infrastructure on the hosting economy. Reed et al. (2012) studied utilization of Michigan parks. Trail utilization was an element in their study on healthy behavior, though such trails were limited to park-space recreational infrastructure. They found that children and teens were much more likely to utilize in-park trail systems, and that adult usage was much more sedentary that that of youth.

A 2002 Michigan State University report on user demographics of the Pere Marquette Rail-Trail is most aligned with the trail system underlying the Four-County region (Nelson et al. 2002). It is a combined gravel/paved trail with usage mostly limited to hiking, biking and snowmobile. While somewhat dated, Nelson et al. documents some 178 thousand spring to fall visits per year to the Pere Marquette Trail based on 2000 and 2001 monitoring. Most visits occurred from a few access points. Usage was greatest on weekends, suggesting strong recreational and physical activity usage of the trail, and bicycling was the primary use for over 50 percent of the visitors. It is also informative to note that visitors spent only two hours on average on the trail during their visit. The short span of utilization suggests that a loop trail may enhance the user experience.

While there is limited data available, it appears that the demand for using these types of trails does not vary dramatically with changes in the costs of using the trail (food, transportation, etc.) (Bowker, Bergstrom, and Gill 2007). This is likely the case for the Four-County region, with their relatively close access to Grand Rapids and Kalamazoo. It is approximately 32 miles from Grand Rapids to Newago and 42 miles from Grand Rapids to White Cloud. It is approximately 82 miles from Kalamazoo to Newaygo and 92 miles from Kalamazoo to White Cloud. These population centers will be the dominate point-sources of visits, though actual visitation from other regions likely drive a substantial share of overall uses.

The Kalamazoo region (which includes Van Buren County) has a population more than 339,000. The average household income is in excess of $71,000. The Grand Rapids region (which includes Holland) has a population in excess of one million people, and a median household income of more than $60,000. The median age in the Grand Rapids region is 35.7 years, which is slightly less than the U.S. average. The number of young people and people who are single in the Grand Rapids region may help explain why the median household income is comparatively low. Both of the regions have potential to be a good market

dollars out of the local economy. Developing options that would keep local residents in the area instead of travelling outside of the area would also increase the economic impact of the trail system. Increasing the capture of both visitors from outside the Four-County region and retaining local residents suggest that the strategy for leveraging the trail system for economic gains is that of increasing overall usage of the trail system.

One way to increase the usage of the trails is to strengthen the shopping and recreation businesses that may be of interest to users of the trails (Carleyolsen et al. 2005). A survey of visitors to Northwest Wisconsin put a high importance on the quality of lodging, equipment repair, and restaurants. They also placed a high importance but a low level of satisfaction with cell phone and Wi-Fi service (Berard et al. 2014). Cell phone and Wi-Fi service is particularly important to overnight guests.

In terms of the trails themselves, the quality of the trails, mapped and marked trails, organized events, and a quiet and rural atmosphere were the highest ranked attributes (Berard et al. 2014). Building a trail network will not be successful if they are not maintained; in fact, a smaller system with well-maintained trails is likely to be more utilized than a large system of trails that are not as well maintained. The quality of the maps and trail markers should not be overlooked especially given that some users will be visiting the trail system for first time.

The following are examples of good trail markings: the first two are located along the Lansing Riverwalk. The third is located in the forest just outside Oslo Norway. In the case of Oslo, the trails are used for hiking in the summer and skiing in the winter. Signs should be considered part of maintaining a well-functioning trail system. Distances are helpful to aid visitors in estimating the time it will take to reach a destination as well as direction and to help make sure that visitors do not overextend themselves. The figures below exhibit selected best practices in signing trail systems.



Figure 2: Sign is along the Lansing River Trail, and shows distance as well as direction.
Source: mlive.com

Another important amenity is high quality and maintained bathrooms. While less important to men, it tends to be very important to women visitors. However, quality washrooms can be expensive to install and maintain. Improving overall access to maintained washrooms may entail multi-use facilities. Perhaps trails can be linked up to local parks that have existing restroom facilities.

Safety may also be an important factor, especially in urban settings. A study of urban trails showed that users' perception of the safety regarding the trail system largely influenced their usage (Wolch et al. 2010). However, safety as viewed by actual and potential users of rural trail systems has not been examined to the best of our knowledge, though, people generally feel more secure in rural settings, especially in recreational activities (Shores and West 2010). This may influence the extent to which policing and maintaining safe trails will affect usage and may require different strategies along urban and rural legs of the trails.

For outside visitors and for hosting events that draw in outside visitors, accommodations are vitally important. Having insufficient facilities at desired location can impose a loss of visitor appeal. It is equally important that visitors perceive that there is not a shortage of accommodation space during their visit. While, obtaining good information on the lodging options in this area is difficult, hotels, campsites and a range of B&Bs, including Air B&Bs, fill the role of providing lodging services. However, the level of lodging services in the area may be come short of visitor expectations. For example, an assessment of hotels in the region was considered using the AAA Michigan TourBook to identify hotels in the area. While this understates the true number of hotels in the region, especially in Ludington, it does provide a good overview of the number of hotels that meet a basic level of service and quality as catalogued by the AAA, but is not representative of all lodging options in the region. The AAA list of hotels is shown below. One interesting finding is that Wi-Fi service has become a standard amenity, and availability of visitor connectivity to the internet is an increasingly important factor in visitors' site preferences.

Location	Name of Hotel	Internet
Fremont	Harringon Inn	Business Center
Ludington	Best Westen Lakewinds	Wi-Fi
Ludington	Comfort Inn	Wi-Fi
Ludington	Holiday Inn Express & Suites	Wi-Fi
Ludington	The Lamplighter Bed and Breakfast	Wi-Fi
Ludington	Viking Arms Inn	Wi-Fi
Pentwater	Days Inn and Suites	Wi-Fi
White Cloud	The Shack	Wi-Fi

Table 1: AAA-Designated Hotels
Source: AAA

Ludington has the most hotels in the area, which is not surprising given the fact it is the largest town in the region and is located on Lake Michigan. Ludington also has the most restaurants listed in the AAA TourBook and is the launching point of the Badger Ferry service to Wisconsin. As there are several proposed non-motorized and snowmobile trails that would link Ludington to the surrounding area, its hospitality and accommodation industries may be an important resource for leveraging the trail network. However, its distance to non-motorized uses poses some limitation. Mainstream lodging in other regions around the trail system have limited presence that may impact sporting associations' interests in sponsoring trail-related events. Increased use of hotel space by trail users would be a major source of economic impact. While spending levels would be less, state parks also provide a lodging option for trail

the way to two-lane roads. They can be grass ways, graveled or paved. But in our assessment, what makes a trail a "trail" is relaxing the continuous flow of traffic from 60 MPH, to something more arresting with frequent stops. This includes non-human powered transportation like horseback riding, snowmobiling and off-road (adventure) motorcycling, as well as human powered endeavors like hiking, running, snowshoeing and cross-country skiing, and rafting. With all such activities, locating trails along key destinations to increase the number recreational shops and other retail outlets along the way is key to building out trail tie-ins and regional branding around the trail usage.

Potential Economic Impact Levels

Studies of other regions indicate that trails can generate positive economic benefits. Both local and visitors from out of the region provide economic benefit through spending, but visitors out of the region spend much more. An analysis of the VCT indicates that bikers are more likely to travel longer distances to use the trail but they take fewer trips than hikers (Bowker, Bergstrom, and Gill 2007). Analyzing day users compared to overnight users of the VCT shows that the on a per person basis, overnight visitors spent an average of $119.85 compared to $30.90 for day users. This additional spending was primarily in the form of increased spending on lodging, and restaurants (Bowker, Bergstrom, and Gill 2007). They also spend more on transportation but that spending may be not be in the region where the trails are located.

A survey of visitors to Ashland, Bayfield and Sawyer counties in Wisconsin estimated that they spent about $468 per trip of which $260 was spent in the three-county area (Berard et al. 2014). This might be an overestimate because the surveys were conducted at special events, and males were over represented. Nonetheless, these figures show that using the trails for special events could increase the economic impact of the trail system in Lake, Mason, Newago and Oceana counties.

Studies on the impact of linear and loop trails on property values are scarce, but interest is building among academic researchers and policy-makers in measuring the overall economic merit of trail systems to property values (Crompton 2001). The studies that do exist, mostly focus on urban areas (Asabere and Huffman 2009), where trails, or greenbelts, are viewed as extensions to greenspace (Benedict and McMahon 2012). Trails create amenities for residents through providing for greenspace, recreation and physical activity. They may also provide modes of mobility. Findings suggests that trails, acting as greenspace in an urban context, posit non-negative benefits to homeowners in the form of making it easier to sell one's house and increasing the sell price; homeowners' concern that fronting a public trail will increase property crime was largely unfounded (Zarker et al. 1987, Kaylen et al. 1993). Additionally, the perception is that properties near, but not abutting the trail benefit the most (Crompton 2001). Since trails offer narrow greenspace, their value as a source of green vistas is much less than that of park-oriented greenspace. Rather, the trail's functional value is the prominent source of value to homeowners.

The value proposition of trails to homeowners varies significantly between urban and rural settings. In urban settings, linear trails between points of destination promote mobility in addition to recreation. In rural settings, greater emphasis is placed on recreational uses, since distances may be longer between origin and destination – though this is not always true. In both rural and urban settings assuring the privacy of homeowners whose property abuts the trial has implications on the trail's impact on property values.

counties that assert an increase in trail usage by five percent (Simulation 1) and ten percent (Simulation 2). Elsewhere in this report, we discuss strategies for reaching these goals.

Because the OIA provides rates of activity participation and expenditures, the next task is to determine how many visitor trips occur in each of the Four-County region. The Michigan Economic Development Corporation (MEDC) commissioned a study on county tourism activities (Longwoods International 2016), which documents the count of internal and external visits, and breaks these out into overnight and day trips. It also provides some high-level assessments of activities in which tourists participate. These statistics reflect the number of tourism visits by county and asserting potential counts of users based population rates of participating in trail-related activities.

Tourism Counts	Lake County	Mason County	Newaygo County	Oceana County
Total Annual Tourists	703,811	532,409	670,155	699,101
Overnight Visits	288,161	217,984	274,381	286,232
Day Visits	415,650	314,425	395,774	412,869
Total Tourism Expenditures	$71,021,446	$53,725,321	$67,625,233	$70,546,190
Overnight Tourism Expenditures	$44,242,868	$33,468,233	$42,127,194	$43,946,807
Day Visitor Expenditures	$26,778,578	$20,257,088	$25,498,039	$26,599,383

Table 2: Four-County Annual Tourism Visits and Expenditures
Source: MEDC

Table 2 shows the annual tourism counts and expenditures based on the Longwoods' report for the Four-County region. The estimates suggest that Lake and Oceana Counties benefit from tourism more than the other two counties and also captures more of the total expenditures. For clarification note that Table 2 shows results for all tourism, not just for that tied with trail activities.

Table 3 shows the expected number of potential counts of trail activity usage based on Table 2 counts and OIA rates of activities. It also breaks out event participation by activity type. Event participation counts are not in addition to overnight and day trips, but rather are the counts of those participating in events during their trip. These counts represent the level of interest and hence participation in activities conducive to the network of motorized and non-motorized trials in the Four-County region.

Trip Spending (per person/visit)	Entrance	Food	Other	Recreation	Sourvenirs	Transportation	Total
Motorcycle Riding Off-Road	$ 8.00	$ 61.00	$ 11.00	$ 20.00	$ 17.00	$ 58.00	$ 175.00
ATV	$ 9.00	$ 88.00	$ 10.00	$ 46.00	$ 14.00	$ 88.00	$ 255.00
ORV	$ 9.00	$ 88.00	$ 10.00	$ 46.00	$ 14.00	$ 88.00	$ 255.00
Snowmobiling	$ 8.00	$ 155.00	$ 10.00	$ 70.00	$ 11.00	$ 110.00	$ 364.00
Off-road Bicycling	$ -	$ 90.00	$ -	$ 51.00	$ 28.00	$ 80.00	$ 249.00
Pavement Bicycling	$ -	$ 90.00	$ -	$ 51.00	$ 28.00	$ 80.00	$ 249.00
Horseback Riding	$ -	$ 114.00	$ -	$ 83.00	$ 41.00	$ 112.00	$ 350.00
Hiking	$ -	$ 73.00	$ -	$ 29.00	$ 21.00	$ 67.00	$ 190.00
Backpacking	$ -	$ 73.00	$ -	$ 29.00	$ 21.00	$ 67.00	$ 190.00
Running	$ -	$ 115.00	$ -	$ 84.00	$ 48.00	$ 129.00	$ 376.00
Cross-Country/Nordic Skiing	$ -	$ 140.00	$ -	$ 131.00	$ 28.00	$ 84.00	$ 383.00
Snowshoeing	$ -	$ 140.00	$ -	$ 131.00	$ 28.00	$ 84.00	$ 383.00
Event Spending (per person/visit)	**Entrance**	**Food**	**Other**	**Recreation**	**Sourvenirs**	**Transportation**	**Total**
Motorcycle Riding Off-Road	$ 15.00	$ 64.00	$ 4.00	$ 10.00	$ 12.00	$ 49.00	$ 154.00
ATV	$ 67.00	$ 104.00	$ -	$ 103.00	$ 58.00	$ 134.00	$ 466.00
ORV	$ 67.00	$ 104.00	$ -	$ 103.00	$ 58.00	$ 134.00	$ 466.00
Snowmobiling	$ 30.00	$ 115.00	$ 57.00	$ 45.00	$ 49.00	$ 88.00	$ 384.00
Off-road Bicycling	$ 48.00	$ 79.00	$ -	$ 68.00	$ 32.00	$ 88.00	$ 315.00
Pavement Bicycling	$ 48.00	$ 79.00	$ -	$ 68.00	$ 32.00	$ 88.00	$ 315.00
Horseback Riding	$ 117.00	$ 145.00	$ -	$ 115.00	$ 103.00	$ 150.00	$ 630.00
Hiking	$ 30.00	$ 78.00	$ -	$ 60.00	$ 51.00	$ 90.00	$ 309.00
Backpacking	$ 30.00	$ 78.00	$ -	$ 60.00	$ 51.00	$ 90.00	$ 309.00
Running	$ 64.00	$ 69.00	$ -	$ 39.00	$ 25.00	$ 66.00	$ 263.00
Cross-Country/Nordic Skiing	$ 67.00	$ 104.00	$ -	$ 103.00	$ 58.00	$ 134.00	$ 466.00
Snowshoeing	$ 67.00	$ 104.00	$ -	$ 103.00	$ 58.00	$ 134.00	$ 466.00

Table 4: Four-County Potential Expenditures per Person Visit

Source: OIA

Base Simulations

Together, Tables 2 through 4 provide a basis for estimating the economic effects of increasing overall visits to the Four-County region through enhancements in the Four-County Region trail system. Two scenarios are undertaken. In the first scenario, trail visits for all activities in Table 3 are increased by five percent, while the second scenario assumes an increase by ten percent. The simulations are shown in Table 5. The changes in total expenditures are mapped into the appropriate spending category based on the counts of activities taken up in the county. These total expenditures are then submitted to a standard economic simulation model for modeling how dollars spent in the local economy recirculate throughout the local economy.

Table 6 shows the simulation results by county and in the aggregate, for the Four-County Region. The table has four reported economic measures; employment, labor income, value added (total regional income) and output (sales). Employment is not measured on a full time basis, but rather reflects the average hours of a typical job in the region. Labor income represents the cumulative wages those jobs create. Value added is a measure of total regional income, including labor income proprietors' income and indirect business taxes earned on income. Output is a measure of the total value of transactions generated in the regional economies. It is both a measure of expenditures and receipts over the course of a year generated through the increases in trail usage.

Lake County

	Impact Type	Employment	Labor Income	Value Added	Output
Simulation 1	Direct Effect	12	$168,796	$285,501	$728,023
	Secondary Effect	1	$30,271	$114,360	$193,791
	Total Effect	14	$199,067	$399,861	$921,814

	Impact Type	Employment	Labor Income	Value Added	Output
Simulation 2	Direct Effect	25	$337,592	$571,001	$1,456,047
	Secondary Effect	3	$60,543	$228,721	$387,582
	Total Effect	28	$398,134	$799,722	$1,843,628

Mason County

	Impact Type	Employment	Labor Income	Value Added	Output
Simulation 1	Direct Effect	25	$485,024	$724,499	$1,631,778
	Secondary Effect	6	$174,746	$422,224	$731,066
	Total Effect	31	$659,770	$1,146,724	$2,362,844

	Impact Type	Employment	Labor Income	Value Added	Output
Simulation 2	Direct Effect	51	$970,047	$1,448,998	$3,263,555
	Secondary Effect	12	$349,492	$844,449	$1,462,131
	Total Effect	62	$1,319,540	$2,293,447	$4,725,686

Newaygo County

	Impact Type	Employment	Labor Income	Value Added	Output
Simulation 1	Direct Effect	32	$608,896	$910,711	$2,053,954
	Secondary Effect	5	$137,873	$374,235	$688,552
	Total Effect	37	$746,770	$1,284,946	$2,742,507

	Impact Type	Employment	Labor Income	Value Added	Output
Simulation 2	Direct Effect	64	$1,217,793	$1,821,422	$4,107,909
	Secondary Effect	10	$275,748	$748,472	$1,377,106
	Total Effect	73	$1,493,540	$2,569,893	$5,485,014

Oceana County

	Impact Type	Employment	Labor Income	Value Added	Output
Simulation 1	Direct Effect	25	$466,571	$705,847	$1,607,004
	Secondary Effect	3	$77,324	$235,315	$391,333
	Total Effect	28	$543,895	$941,163	$1,998,336

	Impact Type	Employment	Labor Income	Value Added	Output
Simulation 2	Direct Effect	50	$933,143	$1,411,695	$3,214,007
	Secondary Effect	6	$154,647	$470,631	$782,665
	Total Effect	56	$1,087,790	$1,882,326	$3,996,673

Four-County Region

	Impact Type	Employment	Labor Income	Value Added	Output
Simulation 1	Direct Effect	95	$1,729,287	$2,626,558	$6,020,759
	Secondary Effect	15	$420,214	$1,146,134	$2,004,742
	Total Effect	110	$2,149,502	$3,772,694	$8,025,501

	Impact Type	Employment	Labor Income	Value Added	Output
Simulation 2	Direct Effect	189	$3,458,575	$5,253,116	$12,041,518
	Secondary Effect	30	$840,430	$2,292,273	$4,009,484
	Total Effect	219	$4,299,004	$7,545,388	$16,051,001

Table 6: Visitation Simulation Results

Lake County

	Impact Type	Employment	Labor Income	Value Added	Output
Simulation 3	Direct Effect	3	$38,768	$65,401	$165,384
	Secondary Effect	0	$6,912	$26,128	$44,269
	Total Effect	3	$45,680	$91,529	$209,653
Simulation 4	Impact Type	Employment	Labor Income	Value Added	Output
	Direct Effect	6	$77,537	$130,803	$330,768
	Secondary Effect	1	$13,824	$52,256	$88,537
	Total Effect	6	$91,360	$183,058	$419,306

Mason County

	Impact Type	Employment	Labor Income	Value Added	Output
Simulation 3	Direct Effect	6	$111,011	$165,668	$370,688
	Secondary Effect	1	$39,866	$96,376	$166,903
	Total Effect	7	$150,878	$262,045	$537,592
Simulation 4	Impact Type	Employment	Labor Income	Value Added	Output
	Direct Effect	12	$222,023	$331,337	$741,377
	Secondary Effect	3	$79,733	$192,754	$333,807
	Total Effect	14	$301,756	$524,090	$1,075,184

Newaygo County

	Impact Type	Employment	Labor Income	Value Added	Output
Simulation 3	Direct Effect	7	$139,463	$208,341	$466,594
	Secondary Effect	1	$31,441	$85,390	$157,047
	Total Effect	8	$170,904	$293,731	$623,641
Simulation 4	Impact Type	Employment	Labor Income	Value Added	Output
	Direct Effect	15	$278,926	$416,682	$933,187
	Secondary Effect	2	$62,881	$170,780	$314,094
	Total Effect	17	$341,807	$587,462	$1,247,282

Oceana County

	Impact Type	Employment	Labor Income	Value Added	Output
Simulation 3	Direct Effect	6	$107,029	$161,607	$365,060
	Secondary Effect	1	$17,672	$53,746	$89,390
	Total Effect	6	$124,701	$215,353	$454,450
Simulation 4	Impact Type	Employment	Labor Income	Value Added	Output
	Direct Effect	11	$214,059	$323,214	$730,122
	Secondary Effect	1	$35,343	$107,493	$178,780
	Total Effect	13	$249,402	$430,707	$908,901

Four-County Region

	Impact Type	Employment	Labor Income	Value Added	Output
Simulation 3	Direct Effect	22	$396,271	$601,017	$1,367,726
	Secondary Effect	3	$95,891	$261,640	$457,609
	Total Effect	25	$492,163	$862,658	$1,825,336
Simulation 4	Impact Type	Employment	Labor Income	Value Added	Output
	Direct Effect	43	$792,545	$1,202,036	$2,735,454
	Secondary Effect	7	$191,781	$523,283	$915,218
	Total Effect	50	$984,325	$1,725,317	$3,650,673

Table 7: Events Simulation Results

The simulation findings are presented in Table 7, where increasing event participation by 5 and 10 percent annually would increase visitation by 9,219 and 18,438, respectively over all counties. Using baseline estimates of trail-related event participants by county and associated expenditure profile by event type,

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TOWNSHIP OF SHELBY
COUNTY OF OCEANA
STATE OF MICHIGAN

RESOLUTION 2019 - _____

Authorization of Golf Carts on Township Streets

WHEREAS, Public Act 491 of 2014 amended Public Act 300 of 1949, commonly known as the Michigan Vehicle Code, being MCL 257.1 through MCL 257.923; and,

WHEREAS, Public Act 491 of 2014 created a new section to the Michigan Vehicle Code which allows for the limited and regulated use of Golf Carts on public streets and highways which is found at MCL 257.657a; and,

WHEREAS, under the amended Michigan Vehicle Code, local units of government may allow for the limited and regulated use of Golf Carts on their streets and highways under the terms and conditions specified in MCL 257.657a via the adoption of a Resolution; and,

WHEREAS, the Township of Shelby desires to allow for the limited use of Golf Carts on its streets and highways as permitted and regulated by MCL 257.657a; and,

NOW THEREFORE BE IT RESOLVED: that under the conditions contained in Michigan Vehicle Code, as amended, being MCL 257.657a, the Township of Shelby does hereby allow for the use of Golf Carts on the streets and highways of the Township of Shelby which conform to the requirements of Public Act 491 of 2014; and,

NOW THEREFORE BE IT FURTHER RESOLVED: the Township of Shelby reserves the right to rescind this Resolution if, in the future, it is determined that the limited and regulated use of Golf Carts on the Township=s streets and highways has become a safety hazard or is deemed to be a nuisance.

I, Marilyn Glover, the duly qualified and acting Clerk of the Township of Shelby, Oceana County, Michigan (the ATownship@) do hereby certify that the foregoing is a true and complete copy of a resolution adopted by the Township Board at a meeting held on , 2019, the original of which is on file in the Township Office. Public notice of said meeting was given pursuant to and in compliance with Act No. 267 of the Public Acts of Michigan, as amended.

Date:_____ _____, 2019

_____
Marilyn Glover, Clerk

Date:_____ , 2019

_____
John Hendrixon, Supervisor

Prein&Newhof
Engineers ▪ Surveyors ▪ Environmental ▪ Laboratory

August 26, 2019
2190557

Ms. Lynne Ladner, City Manager
City of Hart
407 S. State Street
Hart, MI 49420

RE: Study on Parking Restrictions on Griswold Street from Polk Street to Wood Street

Dear Ms. Ladner

This letter summarizes Prein&Newhof's parking evaluation of Griswold Street from Polk Street to Wood Street in the City of Hart, Oceana County, Michigan. The City currently has a temporary traffic control order (TCO) prohibiting parking on Griswold Street from Polk Street to Wood Street. A traffic engineering evaluation is required as part of the process to make the TCO permanent.

Background

Griswold Street from Polk Street to Wood Street is a two-lane, two-way asphalt roadway with concrete curb and gutter. The street is posted for 25 miles per hour (mph) and serves mostly light industrial properties on the southern end and residential properties to the north. The roadway was reconstructed in 2008 to its current configuration. A five-year crash history was compiled from Michigan Traffic Crash Facts. Eight crashes were reported from 2014 through 2018. Most crashes were the rear ending type at the intersection of Polk Street. Two lane departure crashes were reported. No crashes involved parked vehicles or had contributing factors that can be attributed to parked vehicles on the roadway.

Findings

A site visit was conducted for the purpose of this study on Thursday, August 22, 2019. No vehicles were observed parked on Griswold Street.

The roadway width of Griswold Street varies from 24 to 26 feet. The American Association of State Highway Officials (AASHTO) A Policy on Geometric Design of Highways and Streets recommended that travel lanes be 10 to 12 feet in width. Parallel parking lanes are recommended to be eight feet wide. The available roadway width on Griswold is not sufficient to fit two travel lanes and one side of parallel parking. While low speed residential streets may have a similar road width and allow parking, those streets generally serve single family homes, are straight, and flat allowing adequate sight distance for passing vehicles.

The southern section of Griswold Street serves several large scale light industrial properties that generate semi-truck traffic. Due to the frequency of commercial truck traffic in this section, allowing parking in this section would severely hinder through traffic and movement of commercial traffic.

PRINCE & MONTON, PLC

ATTORNEYS AT LAW

James R. Prince
Brian J. Monton

127 State Street, Hart, Michigan 49420
Telephone (231) 873-3892 • Facsimile (231) 873-2798
Email: info@princeandmonton.com

June 25, 2019

Mr. Richard Raffaelli
Shelby Township Planning & Zoning
204 N. Michigan Avenue
P.O. Box 215
Shelby, MI 49455

sent via e-mail to rraffaelli@petersonfarmsinc.com

Re: ORV Ordinance

Dear Richard:

Pursuant to our phone conversation on Monday, June 24, 2019, I have revised the ORV Ordinance and drafted a Resolution authorizing the operation of golf carts on Township streets.

In the ORV Ordinance, I revised the definition of ORV to include golf carts. Thus, golf carts could operate on roads within the Township provided that persons operating the golf carts comply with the Ordinance. This may be a bit more onerous than anticipated as the Ordinance requires that persons operating ORVs wear helmets unless the ORV has a roof that meets or exceeds standards for a crash helmet and each passenger has a seat belt. Most golf carts do not have seat belts.

Also, I revised the definition of ORV to exclude three-wheelers, dune buggies, and sandrails. Further, the Ordinance specifically prohibits the operation of those vehicles under the Ordinance. This prohibition would not apply if the vehicles are properly licensed and registered under the Michigan Vehicle Code as being "street legal."

I have included a resolution authorizing the operation of golf carts within the Township pursuant to MCL 257.657a. I have included a copy of the statute for your review. Once the limiting requirements of MCL 257.657a is subsection (15), which states that a golf cart cannot be operated upon a highway or street that has a speed limit of more than 30 miles per hour. Thus, to operate a golf cart on a road with a speed limit of more than 30 miles per hour, the person operating the golf cart would need to comply with the ORV Ordinance.

Finally, as I pointed out in my June 14, 2019, letter to Bill Glover, MCL 324.81131(3) requires that:

> Not less than 28 days before a public hearing on the ordinance, the clerk of the township or municipality shall send notice of the public hearing, by certified mail, to the county road commission, to the county board of commissioners, to the legislative body of every other township and municipality located within the county, to the state transportation department if the road intersects a highway, and, if state forestland is located within the township or municipality, to the department.

TOWNSHIP OF SHELBY
COUNTY OF OCEANA
STATE OF MICHIGAN

Ordinance No. _____

ORV ORDINANCE

AN ORDINANCE AUTHORIZING AND REGULATING THE OPERATION OF OFF-ROAD VEHICLES (ORVs) ON COUNTY PRIMARY AND COUNTY LOCAL ROADS IN SHELBY TOWNSHIP, OCEANA COUNTY, MICHIGAN, PROVIDING PENALTIES FOR THE VIOLATION THEREOF, AND FOR THE DISTRIBUTION OF FINES AND COSTS RESULTING FROM THOSE PENALTIES PURSUANT TO 2009 PA 175, MCL 324.81131.

THE TOWNSHIP OF SHELBY ORDAINS:

Section 1. Definitions. For the purpose of this Ordinance, the following definitions shall apply unless the context clearly indicates or requires a different meaning:

a. "County" means Oceana County, Michigan.

b. "Direct Supervision" means the direct visual observation of the operator with the unaided or normally correct eye, where the observer is able to come to the immediate aid of the operator.

c. "Driver's License" means any driving privileges, license, temporary instruction permit or temporary license issued under the laws of any state, territory or possession of the United States, Indian country as defined in 18 USC 1151, the District of Columbia, and the Dominion of Canada pertaining to the licensing of persons to operate motor vehicles.

d. "Maintained Portion" means that portion of road, improved, designated, and/or ordinarily used for vehicular traffic, including the gravel shoulder or paved shoulder of the road.

e. "Operate" means to ride in or on and be in actual physical control of the operation of an ORV/ATV.

f. "Operator" means a person who operates or is in actual physical control of the operation of an ORV/ATV.

g. "ORV" or, unless the context implies a different meaning, "vehicle" means a motor-driven off-road recreation vehicle capable of cross-country travel without benefit of a road or trail, on or immediately over land, snow, ice, marsh, swampland, or other natural terrain. A multitrack or multiwheel drive vehicle, a motorcycle or

ORV safety certificate or driver's license.

h. An owner or person in control or charge of an ORV shall not allow an ORV to be operated by an individual who is incompetent to operate a vehicle because of a mental or physical disability.

i. A child less than 16 years of age shall not operate a 3-wheeled ORV or ATV.

j. A person shall not operate an ORV at a rate of speed greater than is reasonable and proper, or in a careless manner having undue regard for conditions.

k. A person shall not operate or ride on an ORV unless they are wearing on their head a helmet and protective eyewear approved by the United States Department of Transportation. This section does not apply if the ORV is equipped with a roof that meets or exceeds standards for a crash helmet and the operator and each passenger is wearing a properly adjusted and fastened safety belt.

l. A person shall not operate an ORV during the hours of ½ hour before sunset and ½ hour after sunrise without a working brake light that is brighter than the taillight.

m. All ORVs shall conform to the noise emission levels established by the United States Environmental Protection Agency under the Noise Control Act of 1972, 42 USC 4901 to 4918.

n. No person who is an operator or passenger on an ORV shall transport or possess alcoholic liquor in a container that is open or uncapped or upon which the seal is broken.

o. An ORV shall be equipped with a spark arrester type United States Forest Service approved muffler in good working order and in constant operation.

p. An ORV shall otherwise be operated in full compliance with all applicable provisions of state law, including, but not limited to, Part 811 of the Natural Resources and Environmental Protection Act, MCL 324.81101, et seq.

q. An ORV shall not be operated upon any portion of a state highway, including M-20 and Old US-31 also known as Oceana Drive, unless specifically authorized by the Michigan Department of Transportation pursuant to MCL 324.81131(6) and (7).

r. An ORV shall not be operated upon any portion of a freeway.

s. The operation of three-wheels, dune buggies, and/or sandrails on roads within the Township is prohibited under this Ordinance.

Section 3. No Township Duty to Maintain County Roads. Despite the provisions contained in this Ordinance allowing ORVs to use portions of County roads, the Township shall have no duty,

Section 8. Severability. If any section, clause, or provision of this Ordinance is declared unconstitutional or otherwise invalid by a court of competent jurisdiction, said declaration shall not affect the remainder of the Ordinance, which shall be given effect without the invalid portion or application.

Section 9. Effective Date. This Ordinance shall take effect and be in force upon the expiration of 30 days of the date when the notice of adoption of this Ordinance is published in a newspaper of general circulation with the Township. This Ordinance and any attached documents shall be codified, edited for typos and grammatical errors, and enumerated in accordance with the codification procedure of the Township.

AYES: Members:_____.

NAYS: Members:_____.

ABSENT: Members:_____.

ORDINANCE DECLARED ADOPTED.

We, Marilyn Glover, Township of Shelby Clerk, and John Hendrixon, Township of Shelby Supervisor, do hereby certify that the above and foregoing Ordinance, known as Ordinance No. _____ of the Township of Shelby, Michigan, was introduced and passed at a regular meeting of the Township Board, held on _____, 2019, by an affirmative vote of the majority of the Township Board members.

Date:_____, 2019

_____
John Hendrixon, Supervisor

Date:_____, 2019

_____
Marilyn Glover, Clerk

MICHIGAN VEHICLE CODE (EXCERPT)
Act 300 of 1949

257.657a Operation of golf cart on village, city, or township streets or state trunk line highway.

Sec. 657a. (1) A village or city having a population of fewer than 30,000 individuals based upon the 2010 decennial census may by resolution allow the operation of golf carts on the streets of that village or city, subject to the requirements of this section. A township having a population of fewer than 30,000 individuals based upon the 2010 decennial census may by resolution, unless disapproved by the county board of commissioners under subsection (3), allow the operation of golf carts on the streets of that township, subject to the requirements of this section.

(2) If a village, city, or township allows the operation of golf carts on the streets of that village, city, or township, that village, city, or township may require those golf carts and the operators of those golf carts to be recorded on a list maintained by that village, city, or township. A village, city, or township shall not charge a fee for listing golf carts or the operators of those golf carts.

(3) A county board of commissioners may, by resolution, disapprove the operation of golf carts on the streets of a township located within that county if the county board of commissioners conducts a hearing and determines that 1 or more of the following apply:

(a) The operation of golf carts on the streets of that township would cause significant environmental damage.

(b) The operation of golf carts on the streets of that township would cause a significant concern of public safety.

(4) The county board of commissioners shall provide public notice of a hearing under subsection (3) at least 45 days before the hearing is conducted. The county board of commissioners shall also provide written notice of a hearing under subsection (3) to the township at least 45 days before the hearing is conducted.

(5) A person shall not operate a golf cart on any street unless he or she is at least 16 years old and is licensed to operate a motor vehicle.

(6) The operator of a golf cart shall comply with the signal requirements of section 648 that apply to the operation of a vehicle.

(7) A person operating a golf cart upon a roadway shall ride as near to the right side of the roadway as practicable, exercising due care when passing a standing vehicle or a vehicle proceeding in the same direction.

(8) Except as otherwise provided in subsection (9), a person shall not operate a golf cart on a state trunk line highway. This subsection does not prohibit a person from crossing a state trunk line highway when operating a golf cart on a street of a village, city, or township, using the most direct line of crossing.

(9) The legislative body of a local unit of government may request the state transportation department to authorize the local unit of government to adopt an ordinance authorizing the operation of golf carts on a state trunk line highway, other than an interstate highway, located within the local unit of government. The request shall describe how the authorization would meet the requirements of subsection (10). The state transportation department shall solicit comment on the request from the local units of government where the state trunk line highway is located. The state transportation department shall consider comments received on the request before making a decision on the request. The state transportation department shall grant the request in whole or in part or deny the request not more than 60 days after the request is received. If the state transportation department grants a request in whole or in part under this subsection, the local unit of government that submitted the request may adopt an ordinance authorizing the operation of golf carts on the state trunk line highway that was the subject of the request. A county may submit a request for authorization under this subsection on behalf of 1 or more local units of government located within that county if requested by those local units of government.

(10) The state transportation department shall authorize operation of a golf cart under subsection (9) only on a state trunk line highway that is not an interstate highway within a local unit of government that has already adopted an ordinance under subsection (1), that serves as a connector between portions of the local unit of government that only connect through the state trunk line highway, and that meets 1 or more of the following requirements:

(a) Provides access to tourist attractions, food service establishments, fuel, motels, or other services.

(b) Serves as a connector between 2 segments of the same county road that run along discontinuous town lines.

(c) Includes a bridge or culvert that allows a golf cart to cross a river, stream, wetland, or gully that is not crossed by a street or county road on which golf carts are authorized to operate under an ordinance adopted as

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TOWNSHIP OF SHELBY
COUNTY OF OCEANA
STATE OF MICHIGAN

Ordinance No. _____

ORV ORDINANCE

AN ORDINANCE AUTHORIZING AND REGULATING THE OPERATION OF OFF-ROAD VEHICLES (ORVs) ON COUNTY PRIMARY AND COUNTY LOCAL ROADS IN SHELBY TOWNSHIP, OCEANA COUNTY, MICHIGAN, PROVIDING PENALTIES FOR THE VIOLATION THEREOF, AND FOR THE DISTRIBUTION OF FINES AND COSTS RESULTING FROM THOSE PENALTIES PURSUANT TO 2009 PA 175, MCL 324.81131.

THE TOWNSHIP OF SHELBY ORDAINS:

Section 1. Definitions. For the purpose of this Ordinance, the following definitions shall apply unless the context clearly indicates or requires a different meaning:

a. County means Oceana County, Michigan.

b. Direct Supervision, means the direct visual observation of the operator with the unaided or normally correct eye, where the observer is able to come to the immediate aid of the operator.

c. Driver's License means any driving privileges, license, temporary instruction permit or temporary license issued under the laws of any state, territory or possession of the United States, Indian country as defined in 18 USC 1151, the District of Columbia, and the Dominion of Canada pertaining to the licensing of persons to operate motor vehicles.

d. Maintained Portion means that portion of road, improved, designated, and/or ordinarily used for vehicular traffic, including the gravel shoulder or paved shoulder of the road.

e. Operate, means to ride in or on and be in actual physical control of the operation of an ORV/ATV.

f. Operator means a person who operates or is in actual physical control of the operation of an ORV/ATV.

g. ORV or, unless the context implies a different meaning, A vehicle means a motor-driven off-road recreation vehicle capable of cross-country travel without benefit of a road or trail, on or immediately over land, snow, ice, marsh, swampland, or other natural terrain. A multitrack or multiwheel drive vehicle, a motorcycle or related 2-wheel vehicle, a vehicle with 4 or more wheels, a golf

g. All operators must, upon demand by a law enforcement officer, present either an ORV safety certificate or driver's license.

h. An owner or person in control or charge of an ORV shall not allow an ORV to be operated by an individual who is incompetent to operate a vehicle because of a mental or physical disability.

i. A child less than 16 years of age shall not operate a 3-wheeled ORV or ATV.

j. A person shall not operate an ORV at a rate of speed greater than is reasonable and proper, or in a careless manner having undue regard for conditions.

k. A person shall not operate or ride on an ORV unless they are wearing on their head a helmet and protective eyewear approved by the United States Department of Transportation. This section does not apply if the ORV is equipped with a roof that meets or exceeds standards for a crash helmet and the operator and each passenger is wearing a properly adjusted and fastened safety belt.

l. A person shall not operate an ORV during the hours of 1/2 hour before sunset and 1/2 hour after sunrise without a working brake light that is brighter than the taillight.

m. All ORVs shall conform to the noise emission levels established by the United States Environmental Protection Agency under the Noise Control Act of 1972, 42 USC 4901 to 4918.

n. No person who is an operator or passenger on an ORV shall transport or possess alcoholic liquor in a container that is open or uncapped or upon which the seal is broken.

o. An ORV shall be equipped with a spark arrester type United States Forest Service approved muffler in good working order and in constant operation.

p. An ORV shall otherwise be operated in full compliance with all applicable provisions of state law, including, but not limited to, Part 811 of the Natural Resources and Environmental Protection Act, MCL 324.81101, et seq.

q. An ORV shall not be operated upon any portion of a state highway, including M-20 and Old US-31 also known as Oceana Drive, unless specifically authorized by the Michigan Department of Transportation pursuant to MCL 324.81131(6) and (7).

r. An ORV shall not be operated upon any portion of a freeway.

s. The operation of three-wheels, dune buggies, and/or sandrails on roads within the Township is prohibited under this Ordinance.

Section 3. No Township Duty to Maintain County Roads. Despite the provisions contained

expenses associated with distributing copies of the map to the public.

Section 8. Severability. If any section, clause, or provision of this Ordinance is declared unconstitutional or otherwise invalid by a court of competent jurisdiction, said declaration shall not affect the remainder of the Ordinance, which shall be given effect without the invalid portion or application.

Section 9. Effective Date. This Ordinance shall take effect and be in force upon the expiration of 30 days of the date when the notice of adoption of this Ordinance is published in a newspaper of general circulation with the Township. This Ordinance and any attached documents shall be codified, edited for typos and grammatical errors, and enumerated in accordance with the codification procedure of the Township.

AYES: Members: _____.

NAYS: Members: _____

ABSENT: Members: _____.

ORDINANCE DECLARED ADOPTED.

We, Marilyn Glover, Township of Shelby Clerk, and John Hendrixon, Township of Shelby Supervisor, do hereby certify that the above and foregoing Ordinance, known as Ordinance No. _____ of the Township of Shelby, Michigan, was introduced and passed at a regular meeting of the Township Board, held on _____, 2019, by an affirmative vote of the majority of the Township Board members.

Date: _____, 2019

_____
John Hendrixon, Supervisor

Date: _____, 2019

_____
Marilyn Glover, Clerk

Regional Trail Connectivity Vision

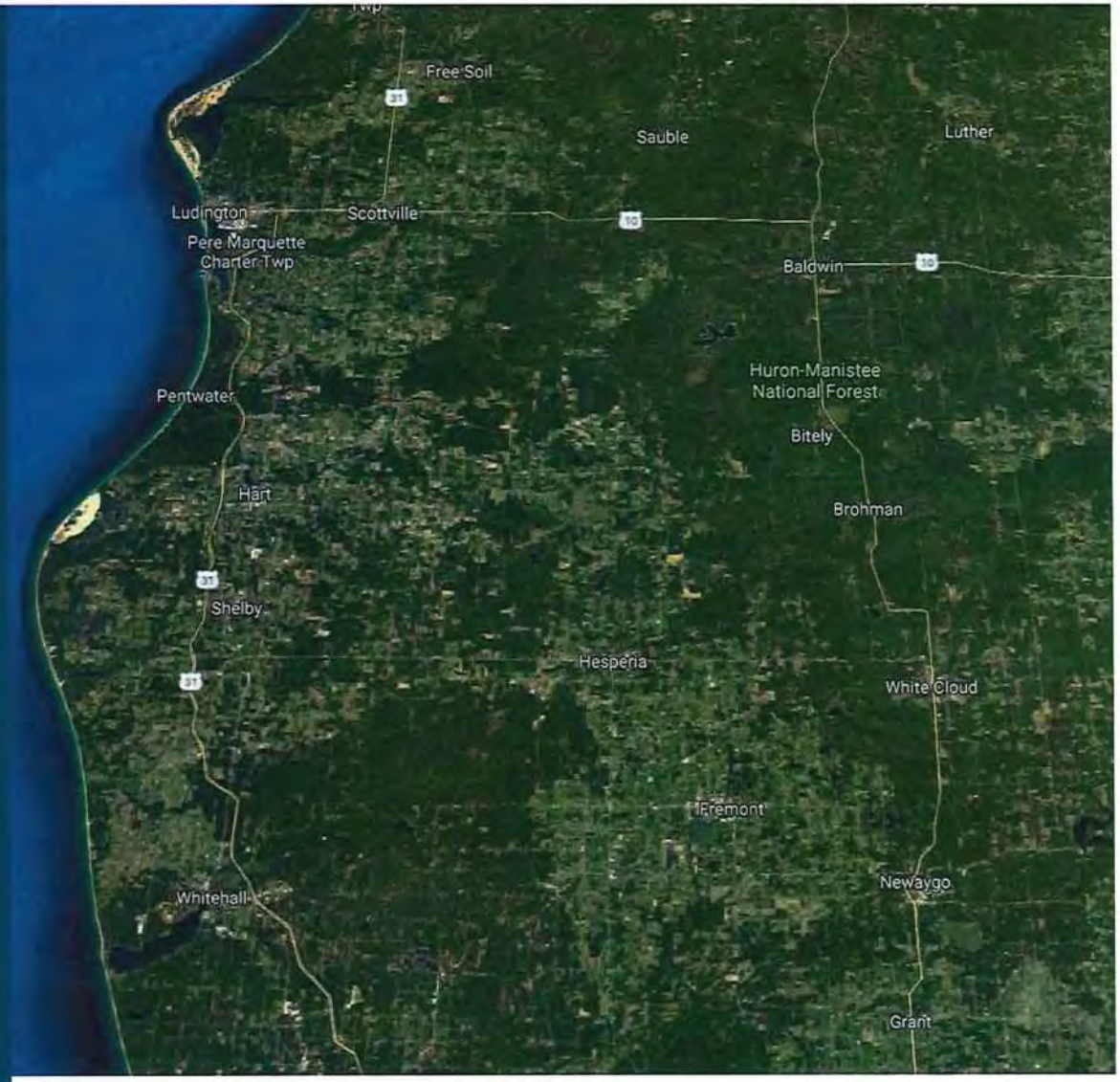
Mason, Lake, Oceana and Newaygo Counties

Committed to the future of rural communities.

November 29, 2018 The Stream, Newaygo 9:30 am to 11:30 am

Recap - Defining Reginal Characteristics

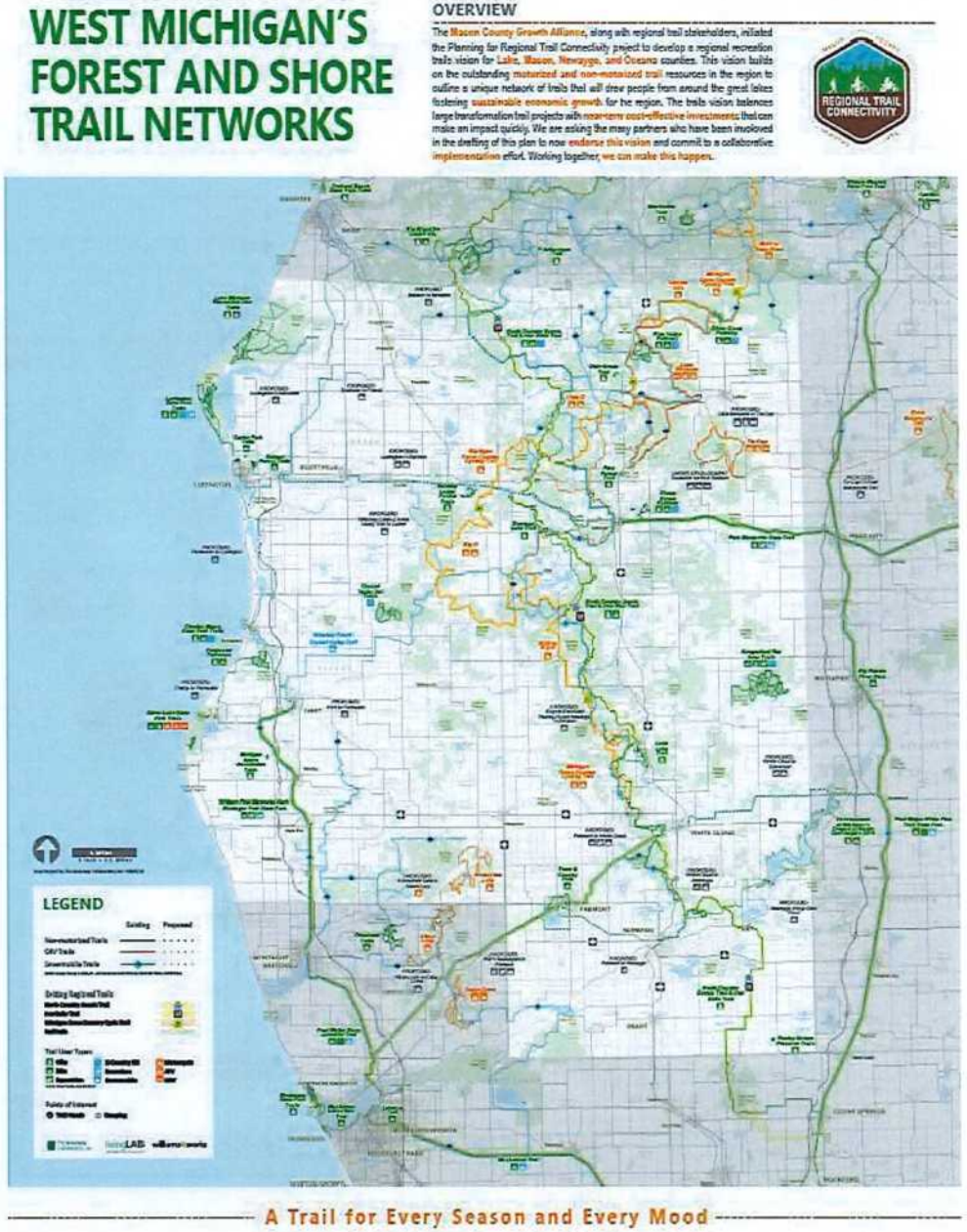
- Expansive forests
- Relatively quiet Lake Michigan shoreline
- Smaller communities
- Off the beaten track for many Michiganders
- Parallel dune complexes with large blowout areas
- Lighthouses
- Rivers
- Amazing concentration of natural surface recreational trails for a wide variety of users



The region does not have a distinct identity or singular place name used statewide

Trail Focus Areas – What Sets the Region Apart

- Four systems emerged as standout focus areas:
  - Hiking
  - Bicycling
  - Snowmobiling
  - ORV
- Other trail types are still addressed, but in a supporting role
  - Cross country skiing
  - Snowshoeing
  - Equestrian trails
  - Water trails *



ORVING

326 MILES EXISTING

12 MILES PROPOSED









Two Unique Scramble Areas

Two of states six scramble areas including the 430-acre Silver Lake State Park dunes scramble area which is unique in the mid-west.

A Trail for Everyone

From beginners to experts, motorcycle to ORV, there is a trail that fits your needs.

Close to Home

Spend more time on the trail and less time on the road.

BIKING

163 MILES EXISTING

287 MILES PROPOSED









Mid-West's Premier Bikepacking Destination

With a mix of back roads and trail creating large loops linking trail towns, riders can explore the National Forest and the Lake Michigan shoreline.

Regional Mountain Bicycling Destination

The signature Dragon Trail provides a scenic and challenging 44-mile loop with many other trails to try out nearby.

A Family Friendly Shoreline Bike Trails

A series of connected trails extending from Montague all the way into Ludington State Park that links charming communities each within an hours ride of each other.

Muskegon to White Cloud Rail - Trail

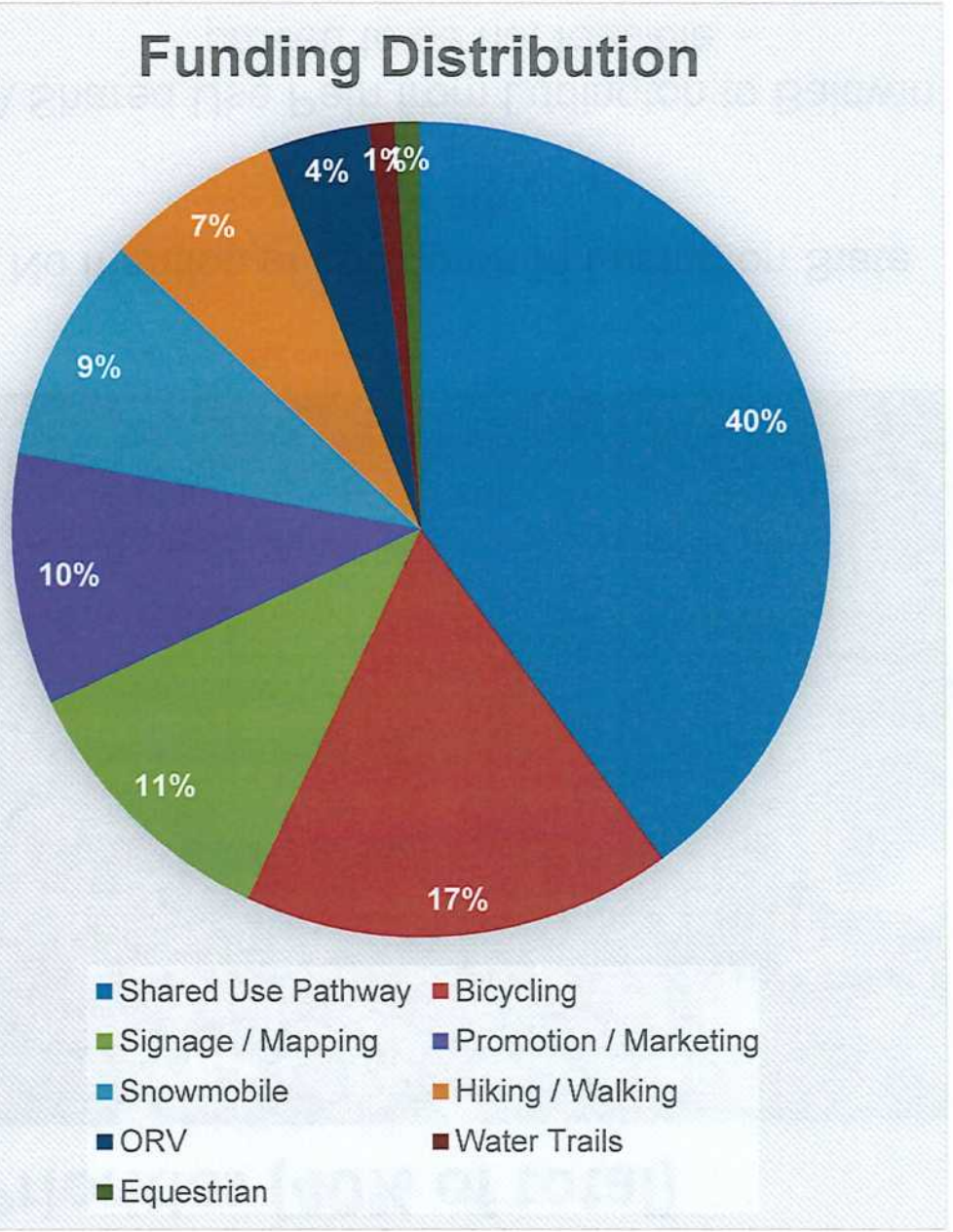
Utilizing the existing abandoned railroad and s corridor likely to be abandoned ir the future, provide a paved bike path connecting three communities.

General Funding Distribution Priorities Based On Input

Likely recognizes relative cost of improvements:

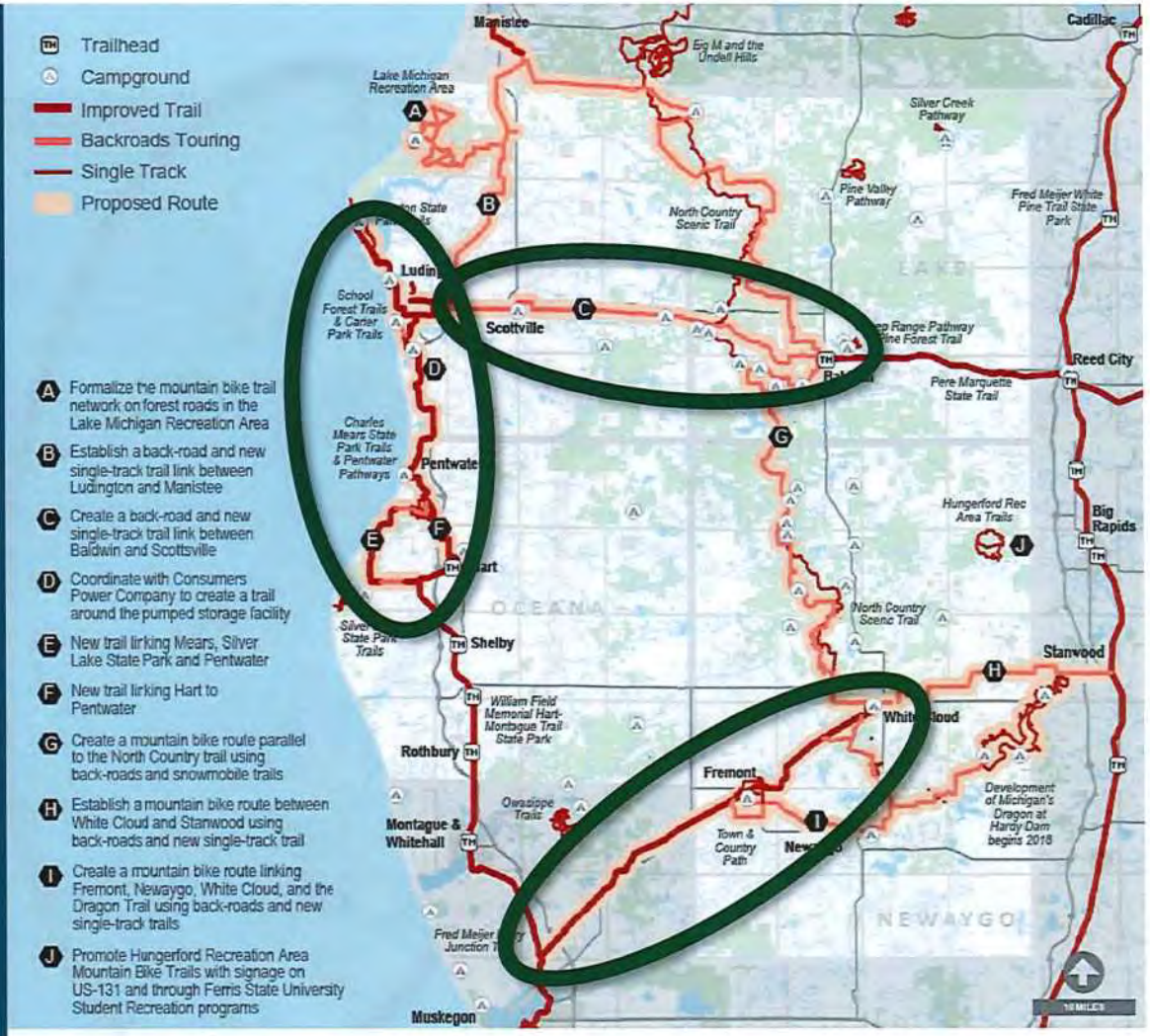
1. Shared Use Pathways top priority – 40%
2. Bicycling – 17%
3. Signage / Mapping – 11%
4. Promotion and Marketing Efforts – 10%
5. Snowmobile – 9%
6. Hiking / Walking – 7%
7. ORV – 4%
8. Water Trails – 1%
9. Equestrian – 1%

Snowmobile and ORV trails are low cost / high return projects



Shared Use Path Research

- Three Trail Systems
  - The Shoreline Trail
  - Baldwin to Ludington Trail
  - Muskegon to White Cloud Trail
- Baldwin to Ludington Pathway not feasible, bike route proposed
- Muskegon to White Cloud not quite ready to move on just yet
- Shoreline Trail is a go
- Total cost for Shoreline and Muskegon to White Cloud is about $60 million



Shared use paths are the big-ticket items in the plan and the most challenging to plan and construct

1. Ludington State Park to Ludington

- ~ 5 Miles
- Proposed 10' wide paved trail
- Route in State Park is ID'd as a critical dune but possible without extensive grading and vegetation removal
- Extensive tree clearing & retaining walls required along 116
- Difficult to justify separate bridge over Lincoln Lake given wide paved shoulders
- $5,277,000



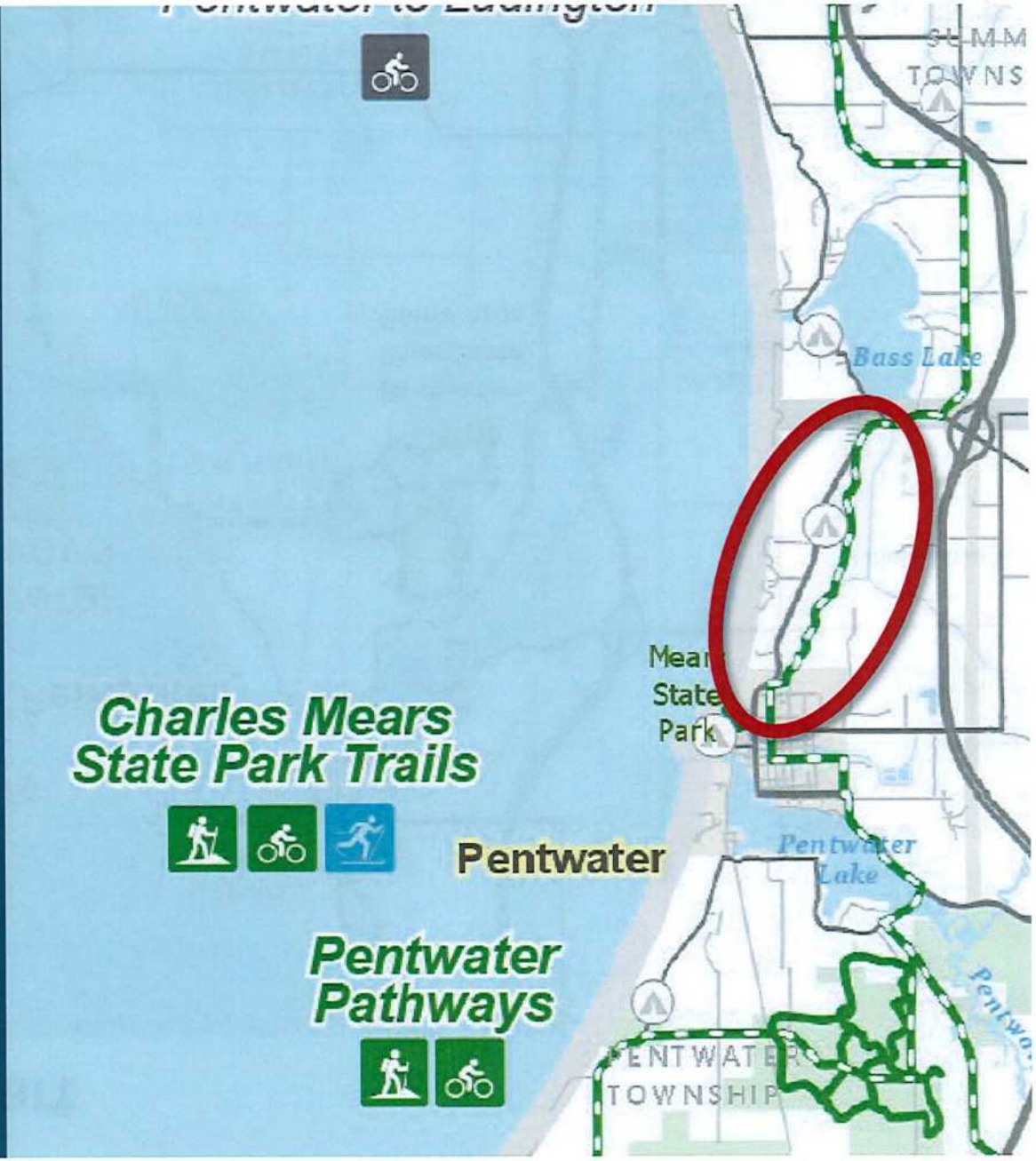
3. Pump Storage to Pentwater

- ~ 6.75 Miles
- Proposed 10' wide paved trail
- Loop around reservoir unlikely due to both physical and regulatory issues
- A couple of route options on west side of reservoir
- Some options may require modifying FERC agreements
- $6,767,000



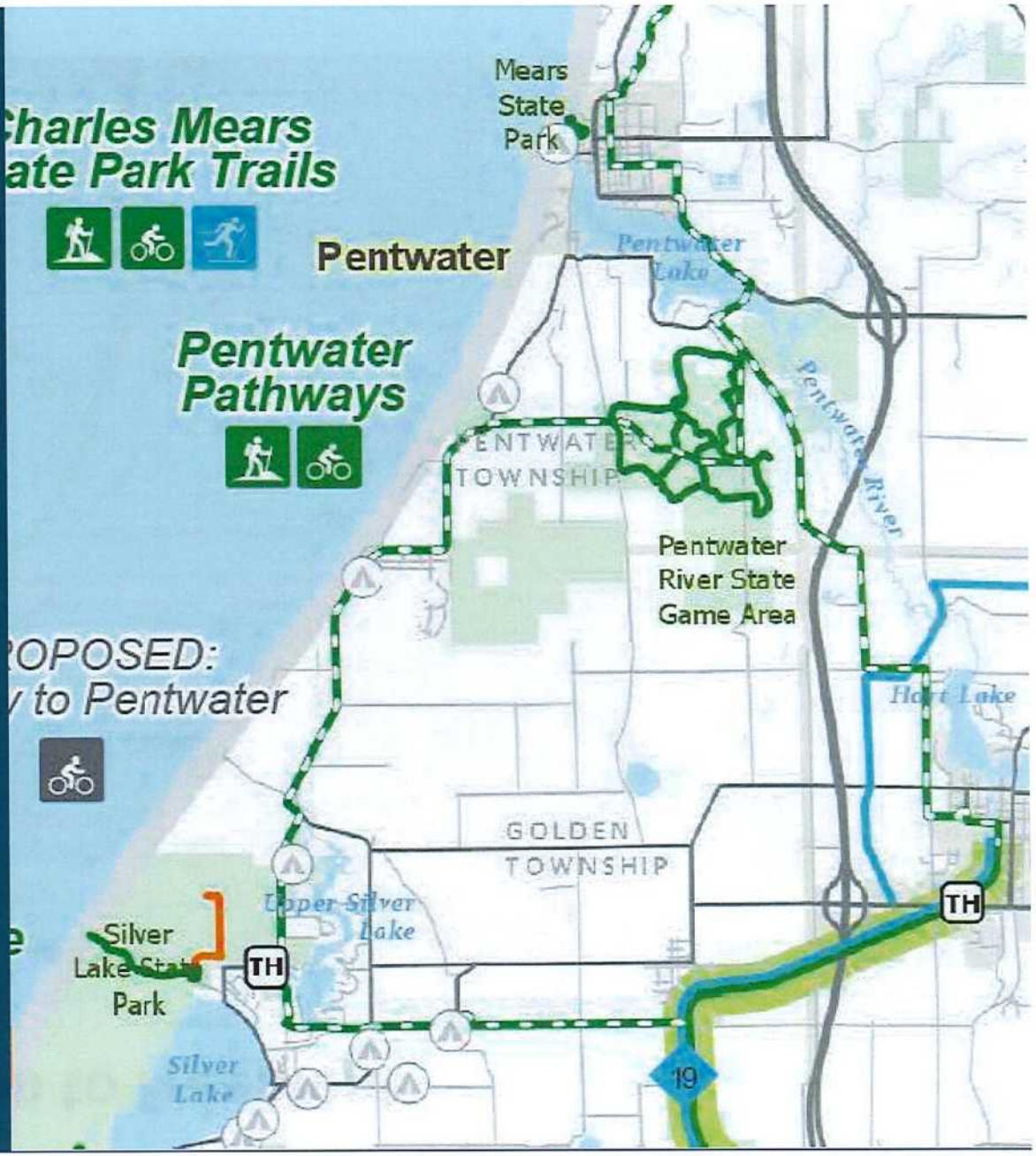
5. Old Bass Lake Road to Pentwater

- ~ 2.1 Miles
- Proposed 10' wide paved trail
- Requires tree clearing and grading high and low areas
- Condition of old roadbed is largely unknown
- $1,368,000



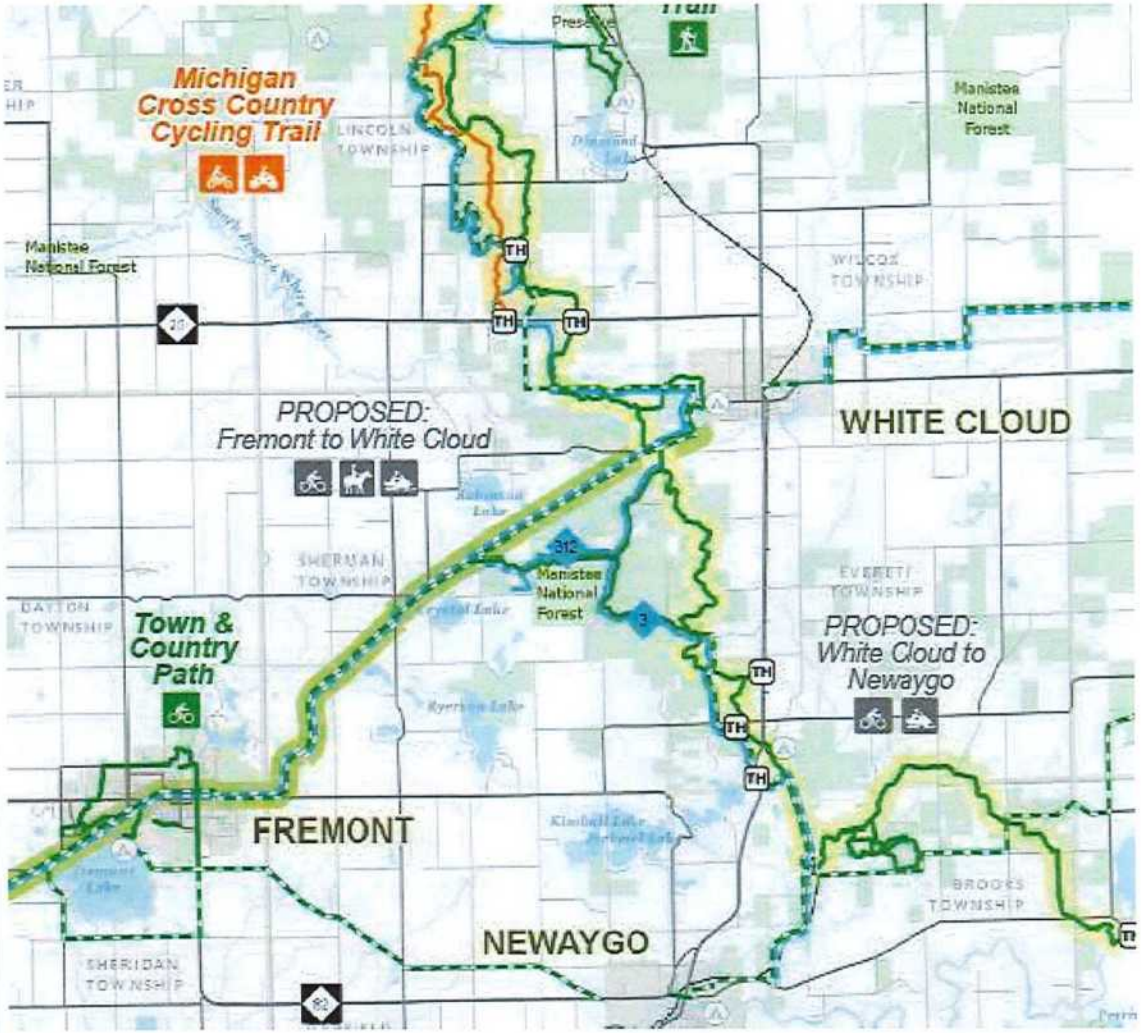
7. Pentwater / Silver Lake

- Proposed ~ 3.25 miles of gravel road route through game area
- Proposed ~ 9.7 mile 10' wide pave pathway parallel to the roadway
- Private property easements
- Tree clearing
- Wetlands
- $8,275,000



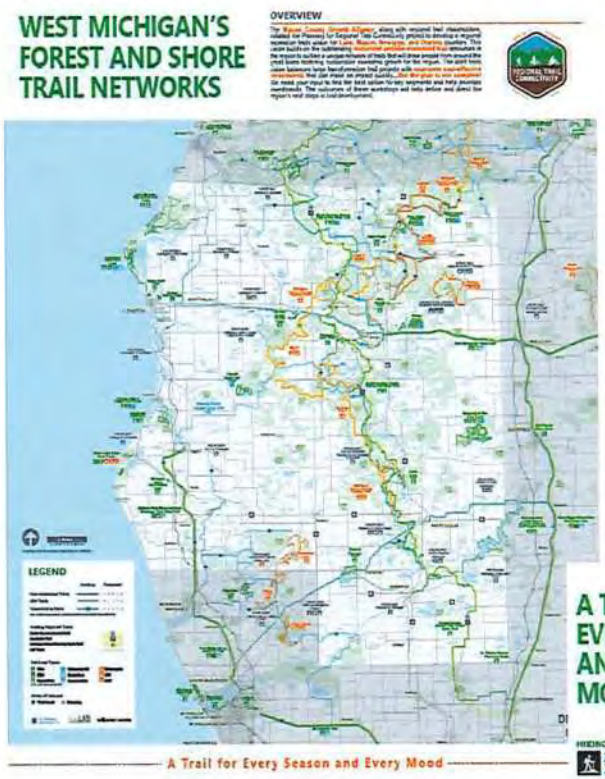
9. Freemont to White Cloud

- ~ 9.6 miles
- Proposed 10’ wide paved trail
- Railway partially abandoned
- Most of corridor intact and in CSX ownership
- Condition of former railbed is unknown
- Former rail bridge appears to be missing
- Necessary to acquire easements where corridor has been sold
- $9,731,000



Next Steps

- Integrate some of the economic benefit materials?
- Compile this into a summary report and promote for review
- Finalize report





Online Maps

Biking: https://arcg.is/va9Pi

Hiking: https://arcg.is/Wfarj

ORVing: https://arcg.is/0a0Ly0

Snowmobiling: https://arcg.is/uiPCz

City of Hart

Memo

To: Mayor and City Council

From: Lynne Ladner

cc:

Date: 9/6/19

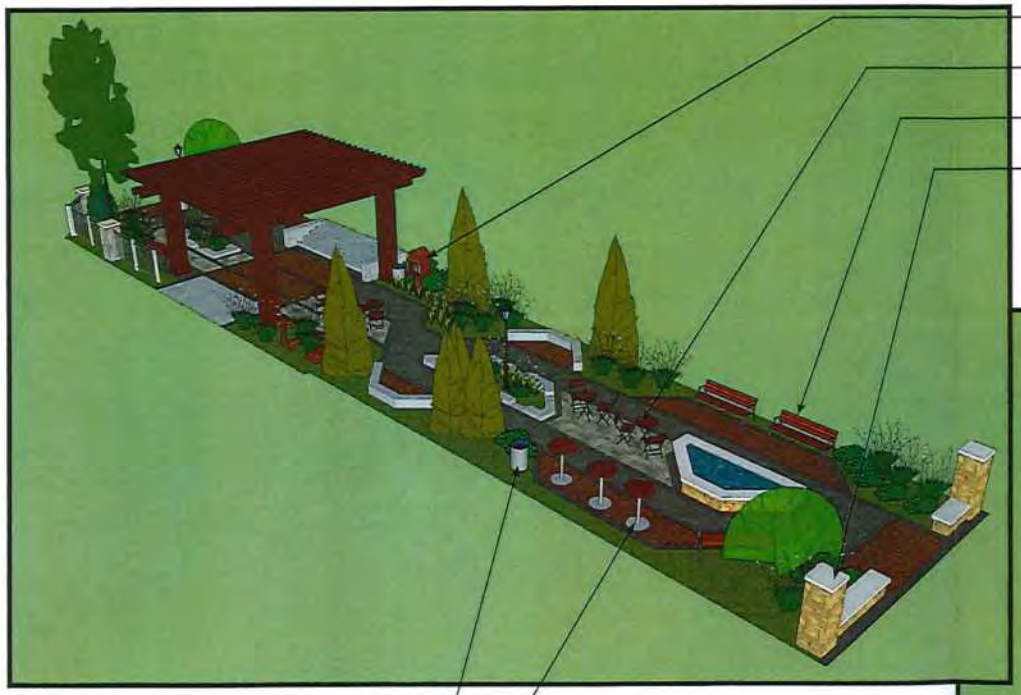
Re: Updated Pocket Park Drawings

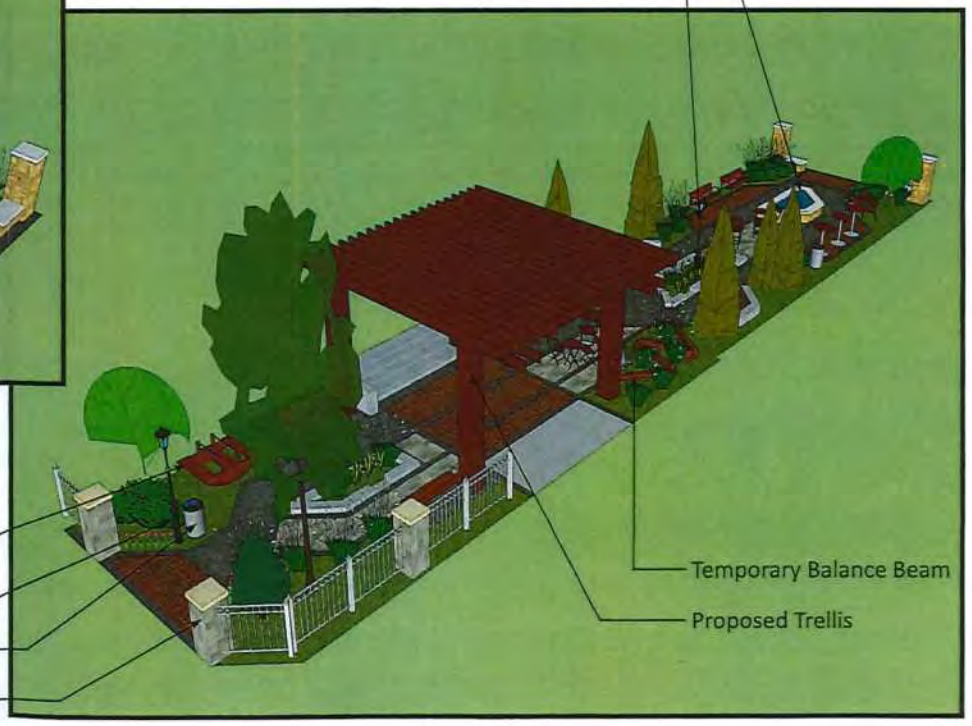
Following the review of the Pocket Park plans and renderings by the State Historic Preservation Office members of the Main Street Board, MEDC, MiSHDA and SHPO held a conference call to go over their concerns that SHPO had with the plans for the park. The result which meets the goals of the City to beautify the currently vacant lot and create a welcoming park in the downtown area while understanding and complying with the limitations placed by SHPO.

The proposed rendering are provided for review and approval to move forward obtain an updated cost estimate and move forward with the project.

Lynne

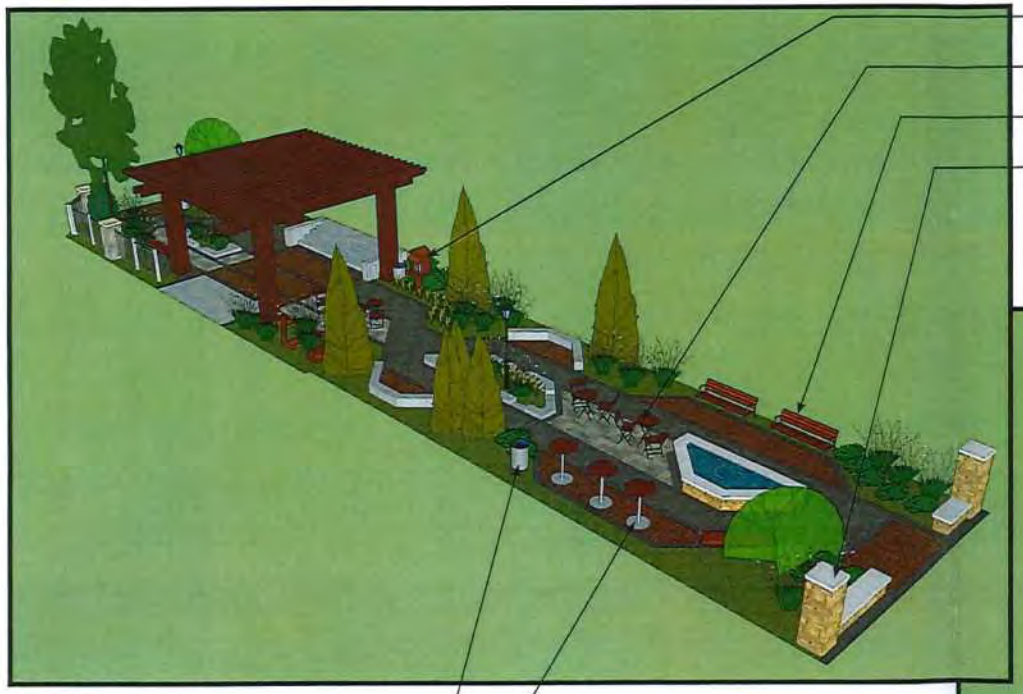
Pocket Park
City of Hart
8/29/2019

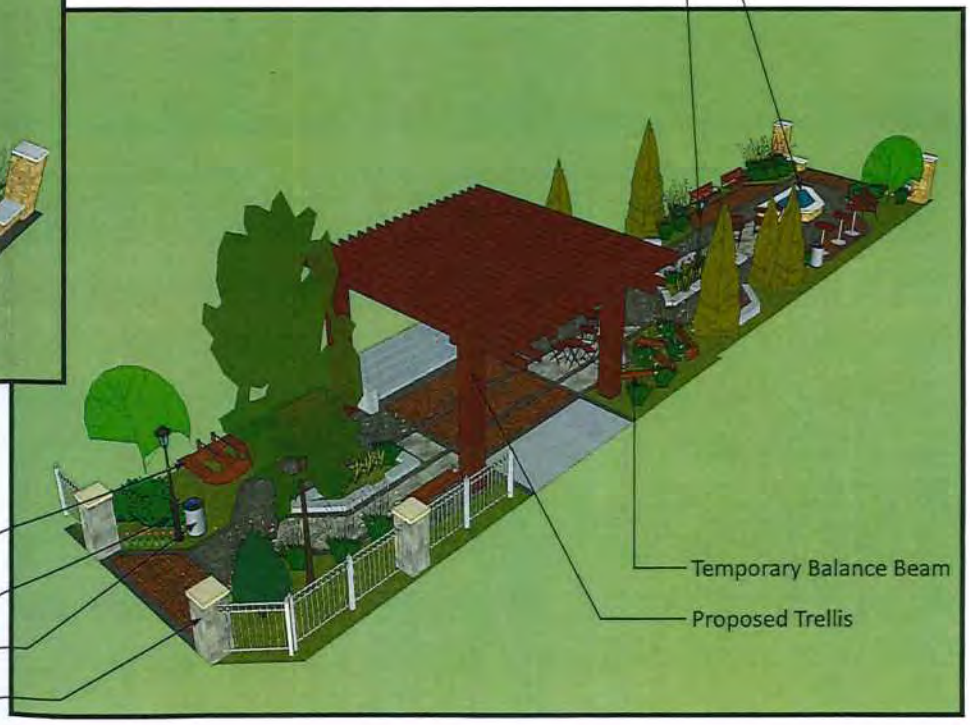




Prein&Newhof

Pocket Park
City of Hart
8/29/2019





Prein&Newhof