

PENINSULA TOWNSHIP

13235 Center Road, Traverse City MI 49686

www.peninsulatownship.com

Township Board Regular Meeting

March 14, 2023, 7:00 p.m.

Township Hall

Agenda

1. **Call to Order**
2. **Pledge**
3. **Roll Call**
4. **Brief Citizen Comments (for agenda items only)**
5. **Approve Agenda**
6. **Conflict of Interest**
7. **Consent Agenda:**
 1. Invoices (recommend approval)
 2. Reports
 - A. Cash Summary by Fund
 - B. Peninsula Township Fire Department
 - C. Ordinance Enforcement Officer
 3. Minutes from February 14, 2023, Township Board Regular Meeting
 4. Peninsula Township Fire Department request to donate surplus gear
 5. Peninsula Township request to sell plotter and related supplies as surplus equipment
 6. Correspondence
 - A. David Shambaugh
 - B. Kent E. Gerberding
 - C. Betsy Coffia
 - D. Ronessa Butler
 - E. Dave Murphy
8. **Business:**
 1. Public hearing on Ordinance 53, Amendment 1, Addressing Floodplain Management Provisions of the State Construction Code (Cram)
 2. Public hearings on Bayshore Marathon, Festival of Races, and Traverse City Triathlon
 3. First public hearing on fire fund millage rate for next fiscal year
 4. First public hearing on police fund millage rate for next fiscal year
 5. Public hearing on Peninsula Township Parks Ordinance 57 (to be tabled until March 28) (Cram and Sanger)
 6. Policy discussion on roadside stands and processing kitchens (Cram)
 7. Update on Kelley Park Boat Launch project (Wunsch)
9. **Citizen Comments**
10. **Board Comments**
11. **Adjournment**

*** If you would like to use a portable hearing device, please ask the recording secretary.**

Consent Agenda

Invoices

PENINSULA TOWNSHIP
INVOICE REGISTER

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DEM

For Invoices Scheduled for Payment on: 3/14/2023 12:

VENDOR INFORMATION

CONSUMERS ENERGY

INVOICE INFORMATION

Amount of Invoice Paid: \$28.81
ELECTRICITY

Distribution:

209-567-921.000

Electricity

28.81

ROBERT WILKINSON

Amount of Invoice Paid: \$1,673.25
BLDGS/GROUNDS MAINTENANCE - 1 TIME

Distribution:

209-567-818.000

Contractual Services-Mowing

1,673.25

Total Amount Disbursed: \$1,702.06

PENINSULA TOWNSHIP INVOICE REGISTER

For Invoices Scheduled for Payment on: 3/14/2023 12:

VENDOR INFORMATION**INVOICE INFORMATION****AFFINITY**

Amount of Invoice Paid: \$4,952.33
NEW SERVER, OPERATING SYSTEM,RACK/

Distribution:

101-261-970.000

Capital Outlay/MiscExpenditures

4,952.33

AFLAC

Amount of Invoice Paid: \$1,104.70
SUPPLEMENTAL INSURANCE - JAN 2023

Distribution:

704-000-227.050

Supplemental Insurance - Due to Aflac

1,104.70

BLUE CARE NETWORK

Amount of Invoice Paid: \$8,119.10
HEALTH INSURANCE - MAR 2023

Distribution:

101-253-712.000

Medical/Life Insurance

1,232.17

101-253-712.000

Medical/Life Insurance

897.99

101-702-712.000

Medical/Life Insurance

411.72

101-257-712.000

Medical/Life Insurance

1,075.85

101-215-712.000

Medical/Life Insurance

689.40

101-261-712.000

Medical/Life Insurance

624.09

101-701-712.000

Medical/Life Insurance

463.35

704-000-227.020

Medical Insurance Withholding

2,724.53

CAPITAL ONE COMMERCIAL

Amount of Invoice Paid: \$21.80
OFFICE SUPPLIES

Distribution:

101-261-726.000

Supplies

21.80

CHRISTINA DEEREN

Amount of Invoice Paid: \$219.81
MILEAGE ZBA JULY - FEB 2023

Distribution:

101-704-870.000

Mileage

219.81

CHRISTINA DEEREN

Amount of Invoice Paid: \$8.13
CERTIFIED MAILING

Distribution:

101-702-905.000

POSTAGE

8.13

CHRISTINA DEEREN

Amount of Invoice Paid: \$8.13
CERTIFIED MAILINGS

Distribution:

101-702-905.000

POSTAGE

8.13

PENINSULA TOWNSHIP INVOICE REGISTER

For Invoices Scheduled for Payment on: 3/14/2023 12:

VENDOR INFORMATION**CHRISTINA DEEREN****INVOICE INFORMATION**

Amount of Invoice Paid: \$14.28
CERTIFIED MAILINGS

Distribution:

<i>101-702-905.000</i>	<i>POSTAGE</i>	<i>14.28</i>
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CHRISTINA DEEREN

Amount of Invoice Paid: \$8.37
CERTIFIED MAILINGS

Distribution:

<i>101-702-905.000</i>	<i>POSTAGE</i>	<i>8.37</i>
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CHRISTINA DEEREN

Amount of Invoice Paid: \$1,059.75
MILEAGE

Distribution:

<i>101-702-870.000</i>	<i>Mileage</i>	<i>395.63</i>
<i>101-702-870.000</i>	<i>Mileage</i>	<i>341.06</i>
<i>101-702-870.000</i>	<i>Mileage</i>	<i>323.06</i>

CONSUMERS ENERGY

Amount of Invoice Paid: \$1,028.02
ELECTRICITY

Distribution:

<i>101-265-921.000</i>	<i>Electricity</i>	<i>410.69</i>
<i>101-265-926.000</i>	<i>Street Lighting</i>	<i>37.88</i>
<i>101-265-921.BJN</i>	<i>ELECTRICITY-BIG JOHNS</i>	<i>164.06</i>
<i>208-751-926.000</i>	<i>Street Lighting</i>	<i>60.07</i>
<i>208-751-921.000</i>	<i>Electricity</i>	<i>88.93</i>
<i>208-753-921.000</i>	<i>Electricity</i>	<i>31.14</i>
<i>216-804-921.000</i>	<i>Electricity</i>	<i>235.25</i>

DTE ENERGY

Amount of Invoice Paid: \$242.80
TWP HALL HEAT - FEB 2023

Distribution:

<i>101-265-745.GAS</i>	<i>DTE Gas</i>	<i>242.80</i>
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DTE ENERGY

Amount of Invoice Paid: \$145.00
DOUGHERTY HOUSE HEAT - FEB 2023

Distribution:

<i>216-804-745.000</i>	<i>Dougherty-DTE Heating</i>	<i>145.00</i>
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DTE ENERGY

Amount of Invoice Paid: \$239.87
TWP OFFICE HEAT - FEB 2023

Distribution:

<i>101-265-745.GAS</i>	<i>DTE Gas</i>	<i>239.87</i>
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PENINSULA TOWNSHIP INVOICE REGISTER

For Invoices Scheduled for Payment on: 3/14/2023 12:

VENDOR INFORMATION**INVOICE INFORMATION****DTE ENERGY**

Amount of Invoice Paid: \$503.95
BIG JON HEAT - FEB 2023

Distribution:

101-265-745.BJH

DTE - Big John Heat

503.95

FAHEY SCHULTZ BURZYCH RHODES

Amount of Invoice Paid: \$418.00
FOIA

Distribution:

101-101-801.FOA

LEGAL FEES-FOIAs

418.00

FAHEY SCHULTZ BURZYCH RHODES

Amount of Invoice Paid: \$312.00
PARKS ORDINANCE

Distribution:

208-751-801.000

Legal Fees

312.00

FAHEY SCHULTZ BURZYCH RHODES

Amount of Invoice Paid: \$144.00
LDA 342 (ALFONSO)

Distribution:

101-257-801.000

Legal Fees

144.00

FAHEY SCHULTZ BURZYCH RHODES

Amount of Invoice Paid: \$56.00
LDA 340 CROFT LLC

Distribution:

101-257-801.000

Legal Fees

56.00

FAHEY SCHULTZ BURZYCH RHODES

Amount of Invoice Paid: \$27,594.50
WINERY LITIGATION

Distribution:

101-101-801.WMP

WOMP Lawsuit Legal Fees & Costs

27,594.50

FAHEY SCHULTZ BURZYCH RHODES

Amount of Invoice Paid: \$4,887.50
KOKKALES APPEAL

Distribution:

101-704-801.000

Legal Fees

4,887.50

FAHEY SCHULTZ BURZYCH RHODES

Amount of Invoice Paid: \$528.00
DANIELSON ENFORCEMENT

Distribution:

101-702-801.000

Legal Fees

528.00

PENINSULA TOWNSHIP INVOICE REGISTER

For Invoices Scheduled for Payment on: 3/14/2023 12:

VENDOR INFORMATION**INVOICE INFORMATION****MCCARDEL CULLIGAN WATER**

Amount of Invoice Paid: \$14.00
DRINKING WATER

Distribution:

<i>101-261-818.WTR</i>	<i>Water Cooler</i>	<i>14.00</i>
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MUTUAL OF OMAHA

Amount of Invoice Paid: \$123.68
LIFE INSURANCE - MAR 2023

Distribution:

<i>101-253-712.000</i>	<i>Medical/Life Insurance</i>	<i>7.28</i>
<i>101-215-712.000</i>	<i>Medical/Life Insurance</i>	<i>29.10</i>
<i>101-702-712.000</i>	<i>Medical/Life Insurance</i>	<i>14.55</i>
<i>101-171-712.000</i>	<i>Medical/Life Insurance</i>	<i>14.55</i>
<i>101-261-712.000</i>	<i>Medical/Life Insurance</i>	<i>14.55</i>
<i>101-257-712.000</i>	<i>Medical/Life Insurance</i>	<i>14.55</i>
<i>101-701-712.000</i>	<i>Medical/Life Insurance</i>	<i>14.55</i>
<i>101-253-712.000</i>	<i>Medical/Life Insurance</i>	<i>14.55</i>

PROFILE

Amount of Invoice Paid: \$90.00
SHREDDING

Distribution:

<i>101-215-820.000</i>	<i>Shredding</i>	<i>90.00</i>
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PURE WATER WORKS

Amount of Invoice Paid: \$48.60
WATER TREATMENT - SALT

Distribution:

<i>101-265-726.000</i>	<i>Supplies</i>	<i>48.60</i>
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REBECCA CHOWN

Amount of Invoice Paid: \$17.95
MILEAGE - CLERK'S MEETING

Distribution:

<i>101-215-870.000</i>	<i>Mileage</i>	<i>17.95</i>
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RLI SURETY

Amount of Invoice Paid: \$298.00
PUBLIC OFFICIAL POSITION SCHED BOND

Distribution:

<i>101-215-710.BND</i>	<i>Bonding</i>	<i>119.20</i>
<i>101-253-710.BND</i>	<i>Bonding</i>	<i>119.20</i>
<i>101-171-710.BND</i>	<i>Bonding</i>	<i>59.60</i>

ROBERT WILKINSON

Amount of Invoice Paid: \$3,678.00
TOILET CLEANING/MAINTENANCE

Distribution:

<i>101-265-818.000</i>	<i>Contractual Services</i>	<i>3,678.00</i>
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PENINSULA TOWNSHIP INVOICE REGISTER

For Invoices Scheduled for Payment on: 3/14/2023 12:

VENDOR INFORMATION**ROBERT WILKINSON****INVOICE INFORMATION**

Amount of Invoice Paid: \$868.00
TWP OFFICE/HALL CLEANING

Distribution:

101-265-818.000	Contractual Services	868.00
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ROBERT WILKINSON

Amount of Invoice Paid: \$5,019.75
BLDGS/GROUNDS MAINTENANCE - 1 TIME

Distribution:

101-265-818.000	Contractual Services	509.25
208-751-818.000	Contractual Services-Mowing/Maintenance	4,074.00
596-528-818.000	Contractual Services	218.25
208-751-930.000	Repairs and Maintenance	218.25

TRAVERSE CITY LIGHT & POWER

Amount of Invoice Paid: \$10.61
ST LIGHT

Distribution:

101-265-926.000	Street Lighting	10.61
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VP DEMAND CREATION

Amount of Invoice Paid: \$3,332.06
WINTER NEWSLETTER 2023

Distribution:

101-101-881.400	Community Activity/Newsletter	3,332.06
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Total Amount Disbursed: \$65,116.69

PENINSULA TOWNSHIP
INVOICE REGISTER

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FIRE

For Invoices Scheduled for Payment on: 3/14/2023 12:

VENDOR INFORMATION

INVOICE INFORMATION

ACROSS THE STREET PRODUCTIONS

Amount of Invoice Paid: \$531.25
BLUE CARD COMMAND TRNG RENEWAL

Distribution:
206-336-960.000 Education & Training 531.25

AIRGAS USA

Amount of Invoice Paid: \$422.86
CO MONITORING/STAFF EMS CALLS

Distribution:
206-336-932.000 Ambulance Supplies 422.86

ALFIE

Amount of Invoice Paid: \$216.00
VAR. EMBROIDERY/POLO SHIRTS

Distribution:
206-336-935.000 Uniforms 216.00

ARTS AUTO & TRUCK PARTS, INC.

Amount of Invoice Paid: \$298.08
RESCUE 7 EXHAUST REPAIR

Distribution:
206-336-939.000 Vehicle Maintenance 298.08

ARTS AUTO & TRUCK PARTS, INC.

Amount of Invoice Paid: \$151.70
WIPER BLADES, DEF FLUID, OIL DRY

Distribution:
206-336-939.000 Vehicle Maintenance 151.70

BLUE CARE NETWORK

Amount of Invoice Paid: \$8,913.47
HEALTH INSURANCE - MAR 2023

Distribution:
206-336-712.000 Medical/Life Insurance 8,913.47

BOUND TREE MEDICAL

Amount of Invoice Paid: \$320.97
EMS SUPPLIES

Distribution:
206-336-932.000 Ambulance Supplies 320.97

CHARTER COMMUNICATIONS

Amount of Invoice Paid: \$184.98
INTERNET - FEB 2023

Distribution:
206-336-850.CHC Internet Services 184.98

PENINSULA TOWNSHIP INVOICE REGISTER

For Invoices Scheduled for Payment on: 3/14/2023 12:

VENDOR INFORMATION**COBEY TAYLOR****INVOICE INFORMATION**

Amount of Invoice Paid: \$95.00
REIMBRSE WORK BOOT REPAIR

Distribution:

206-336-935.000

Uniforms

95.00

CONSUMERS ENERGY

Amount of Invoice Paid: \$1,009.70
ELECTRICITY

Distribution:

206-336-926.000

Street Lighting

18.92

206-336-921.000

Electricity

990.78

CRYSTAL FLASH PETROLEUM

Amount of Invoice Paid: \$1,247.29
DIESELFUEL

Distribution:

206-336-751.000

Vehicle-Gas & Oil

1,247.29

DEWEESE HARDWARE

Amount of Invoice Paid: \$38.59
BOLTS FOR ENG 1

Distribution:

206-336-939.000

Vehicle Maintenance

38.59

DEWEESE HARDWARE

Amount of Invoice Paid: \$4.14
SCREWS FOR ENG 1

Distribution:

206-336-939.000

Vehicle Maintenance

4.14

DEWEESE HARDWARE

Amount of Invoice Paid: \$98.23
PARTS REPAIR STN EXHAUST

Distribution:

206-336-930.000

Stations Repairs and Maintenance

98.23

DEWEESE HARDWARE

Amount of Invoice Paid: \$19.98
ELECTRIC CORD END - CHRNG IN STN

Distribution:

206-336-930.000

Stations Repairs and Maintenance

19.98

DINGES FIRE COMPANY

Amount of Invoice Paid: \$2,712.63
NEW HOSE NOZZLES & TIPS (DONATED FU

Distribution:

206-336-970.000

Capital Outlay

2,712.63

PENINSULA TOWNSHIP INVOICE REGISTER

For Invoices Scheduled for Payment on: 3/14/2023 12:

VENDOR INFORMATION**INVOICE INFORMATION****DINGES FIRE COMPANY**

Amount of Invoice Paid: \$2,473.57
2 LG DIAMETER HOSE APPLIANCES (DONAT

Distribution:

206-336-970.000

Capital Outlay

2,473.57

DINGES FIRE COMPANY

Amount of Invoice Paid: \$1,277.84
FIREFGHTNG NOZZLE TIPS (DONATION \$\$)

Distribution:

206-336-970.000

Capital Outlay

1,277.84

DTE ENERGY

Amount of Invoice Paid: \$656.25
STN 1 HEAT - FEB 2023

Distribution:

206-336-745.000

DTE-Heating Fuel

656.25

DTE ENERGY

Amount of Invoice Paid: \$497.56
STN 2 HEAT - FEB/MAR 2023

Distribution:

206-336-745.000

DTE-Heating Fuel

497.56

EDUTAINMENT C/O ROBERT PAGE

Amount of Invoice Paid: \$1,500.00
EMS CAPNOGRAPHY CLASS

Distribution:

206-336-960.000

Education & Training

1,500.00

EMERGENCY VEHICLES PLUS

Amount of Invoice Paid: \$945.02
2016 AMBULANCE ELETRCL ISSUE

Distribution:

206-336-939.000

Vehicle Maintenance

945.02

FAHEY SCHULTZ BURZYCH RHODES

Amount of Invoice Paid: \$196.00
PERSONNEL MATTERS

Distribution:

206-336-801.000

Legal Fees

196.00

FIRE RECOVERY EMS

Amount of Invoice Paid: \$609.44
EMS BILLING JAN 2023

Distribution:

206-336-818.000

Contractual Services

609.44

PENINSULA TOWNSHIP INVOICE REGISTER

For Invoices Scheduled for Payment on: 3/14/2023 12:

VENDOR INFORMATION**FITNESS SUPERSTORE, INC.****INVOICE INFORMATION**

Amount of Invoice Paid: \$3,098.00
LEG EXCERCISE MACHINE (DONATION \$\$)

Distribution:

206-336-970.000

Capital Outlay

3,098.00

IDENTISYS

Amount of Invoice Paid: \$9.21
ACCOUNTABILITY TAGS

Distribution:

206-336-935.000

Uniforms

9.21

IMPERIAL DADE

Amount of Invoice Paid: \$190.20
LAUNDRY DETERGENT

Distribution:

206-336-726.000

Supplies

190.20

INTERSTATE SIGN PRODUCTS, INC

Amount of Invoice Paid: \$47.50
GREEN SIGN #'S

Distribution:

206-336-726.SIN

Green Resident Sign Supplies

47.50

MUNSON MEDICAL CENTER

Amount of Invoice Paid: \$498.00
WORKMAN DRUG TEST

Distribution:

206-336-828.000

Health & Safety

498.00

MUTUAL OF OMAHA

Amount of Invoice Paid: \$203.70
LIFE INSURANCE

Distribution:

206-336-712.000

Medical/Life Insurance

203.70

NICK HAINES

Amount of Invoice Paid: \$25.00
REIMBRSE: EMT LICENSE RENWAL

Distribution:

206-336-960.000

Education & Training

25.00

NW MICHIGAN EMERGENCY PHYS

Amount of Invoice Paid: \$247.00
WORKMAN DRUG TEST - DOCTOR FEE

Distribution:

206-336-828.000

Health & Safety

247.00

PENINSULA TOWNSHIP INVOICE REGISTER

For Invoices Scheduled for Payment on: 3/14/2023 12:

VENDOR INFORMATION**ROSSMAN ENTERPRISES INC****INVOICE INFORMATION**

Amount of Invoice Paid: \$548.12
RESC 7 EXHAUST REPAIR ADAPTER KIT - ST

Distribution:

206-336-939.000

Vehicle Maintenance

548.12

STAR TRUCK RENTALS

Amount of Invoice Paid: \$296.40
ENG 3 BLOWER MOTOR REPLACEMENT

Distribution:

206-336-939.000

Vehicle Maintenance

296.40

STRYKER SALES CORPORATION

Amount of Invoice Paid: \$499.98
ECG CORDS FOR HEART MONITOR

Distribution:

206-336-932.000

Ambulance Supplies

499.98

THE LEELANAU COFFEE ROASTING CO.

Amount of Invoice Paid: \$80.90
STN COFFEE

Distribution:

206-336-726.000

Supplies

80.90

Total Amount Disbursed: \$30,164.56

PENINSULA TOWNSHIP INVOICE REGISTER

For Invoices Scheduled for Payment on: 3/14/2023 12:

VENDOR INFORMATION**BLUE CARE NETWORK****INVOICE INFORMATION**

Amount of Invoice Paid: \$1,130.90
HEALTH INSURANCE - MAR 2023

Distribution:

508-804-712.000	Medical/Life Insurance	565.45
509-804-712.000	Medical/Life Insurance	565.45

CONSUMERS ENERGY

Amount of Invoice Paid: \$102.27
ELECTRICITY

Distribution:

508-804-921.000	Electricity	102.27
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DEWEESE HARDWARE

Amount of Invoice Paid: \$50.95
SUPPLIES

Distribution:

508-804-726.000	Supplies	50.95
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ENDEAVOR AG & ENERGY

Amount of Invoice Paid: \$607.09
PROPANE FUEL - JAN 2023

Distribution:

508-804-745.000	Heating Fuel	607.09
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GINGER SCHULTZ

Amount of Invoice Paid: \$69.88
MILEAGE

Distribution:

508-804-870.000	Mileage	69.88
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GINGER SCHULTZ

Amount of Invoice Paid: \$20.00
MILEAGE

Distribution:

508-804-870.000	Mileage	20.00
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GINGER SCHULTZ

Amount of Invoice Paid: \$76.26
MILEAGE

Distribution:

508-804-870.000	Mileage	76.26
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MUTUAL OF OMAHA

Amount of Invoice Paid: \$14.55
LIFE INSURANCE - MAR 2023

Distribution:

508-804-712.000	Medical/Life Insurance	7.28
509-804-712.000	Medical/Life Insurance	7.27

**PENINSULA TOWNSHIP
INVOICE REGISTER****For Invoices Scheduled for Payment on: 3/14/2023 12:****VENDOR INFORMATION****ROBERT WILKINSON****INVOICE INFORMATION****Amount of Invoice Paid: \$582.00**
BLDG/GROUNDS MAINTENANCE - 1 TIME P*Distribution:**508-804-818.000**Contractual Services**582.00***Total Amount Disbursed: \$2,653.90**

**PENINSULA TOWNSHIP
INVOICE REGISTER****For Invoices Scheduled for Payment on: 3/14/2023 12:****VENDOR INFORMATION****FAHEY SCHULTZ BURZYCH RHODES****INVOICE INFORMATION****Amount of Invoice Paid: \$264.00
PDR MONITORING CONTRACT***Distribution:**397-220-801.000**PDR-Legal-Monitoring**264.00***FAHEY SCHULTZ BURZYCH RHODES****Amount of Invoice Paid: \$3,555.50
DUNN PDR VIOLATION***Distribution:**397-230-801.DUN**PDR-Legal Fees-Dunn**3,555.50***Total Amount Disbursed: \$3,819.50**

Reports

PENINSULA TOWNSHIP

13235 Center Road Traverse City, MI 49686

Ph:231-223-7322 Fax:231-223-7117

www.peninsulatownship.com

CASH SUMMARY BY FUND FOR PENINSULA TOWNSHIP

FROM 02/28/2023 TO 02/28/2023

Fund	Description	Ending Balance 02/28/2023
101	GENERAL FUND	1,356,864.14
204	Roads Fund	9,848.80
206	Fire Fund	2,650,514.74
207	Police Fund	493,416.36
208	Parks Fund	15,420.09
209	Cemetery Fund	68,083.51
213	Hessler Log Home Fund	5,655.81
214	Pelizzari Natural Area Fund	296,684.12
216	Dougherty House/Replica Log Church Fund	7,064.98
252	Building Fund	2,725.48
298	Cable Council Fund	747,052.13
299	Spec Assesmt-2017-Landing Account	395,247.26
397	Purchase of Development Rights	3,031,760.43
502	Tower Fund	842,223.54
508	Lighthouse Fund	80,408.62
509	Lighthouse Gift Shop Fund	95,060.11
590	Sewer Fund	259,804.81
591	Water Fund	209,831.05
596	Compactor Station Fund	6,478.94
701	Trust and Agency Fund	53,964.37
703	Tax Collection	2,967,879.58
704	IMPREST PAYROLL FUND	45,586.02
708	Library Trust and Agency Fund	464,412.65
853	Spec Assessmt-Braemar Drainage District	9,772.33
854	Spec Assessmt-Logan-MapleTerrace Drain	39,394.29
861	Spec Assessmt-Braemar Road Improvement	5,823.45
863	Spec Assessmt-Logan Hills Road Improvemt	17,339.49
864	Spec Assesmt-MapleTerrace Road Improvemt	24,388.84
865	Spec Asses-Old Mission Estate Rd Improve	13,793.07
866	Spec Assessmt-West Winds Road Improvemt	10,624.77
867	Spec Assessmt-Maple Terrace Water System	24,229.51
	TOTAL - ALL FUNDS	14,251,353.29



Peninsula Township Fire Department
14247 Center Rd.
Traverse City, Michigan 49686
PH: 231-223-4443
fire@peninsulatownship.com



FEBRUARY 2023 FIRE DEPARTMENT REPORT

RUNS:

Incident Type Details

Click Row for Breakdown	2023	Total
300 - EMS	30	30
500 - Service Call	1	1
600 - Series	2	2
700 - False Alarm	3	3
800 - Natural Disaster	1	1
Total	37	37

Mutual Aid Summary

Aid Given Or Received	2023	Total
Automatic aid given	2	2
Automatic aid received	2	2
Mutual aid given	1	1
Mutual aid received	2	2
None	31	31
Total	38	38

Mutual Aid for Structure Fires

Aid Given Or Received	Total
Total	

Level of Service	2023	Total
Basic Life Support	10	10
Advanced Life Support	23	23
Total	33	33

Disposition	911 Response	Public Assistance/Other Not Listed	Total
Patient Refused Evaluation/Care (Without Transport)	3	1	4
Transported No Lights/Siren	18		18
Patient Treated, Released (per protocol)	1		1
Patient Evaluated, No Treatment/Transport Required	1	1	2
Patient Treated, Released (AMA)	3		3



Peninsula Township Fire Department
14247 Center Rd.
Traverse City, Michigan 49686
PH: 231-223-4443
fire@peninsulatownship.com



<u>Disposition</u>	911 Response	Public Assistance/Other Not Listed	Total
Patient Treated, Transferred Care to Another EMS Professional/Unit	1		1
Patient Dead on Scene - No Resuscitation Attempted (Without Transport)	2		2
Assist, Public	1	1	2
Total	30	3	33

TRAINING: For the month February 2023, department members participated in ice rescue training, EMS continuing education dealing with airways, pump operations, air pack usage, physical fitness and performance management. Four members continue their firefighter 1 and 2 training at the Regional training center. Three members worked on pre-class requirements for paramedic class that starts in April 2023. All members are working on reviewing new department policies and procedures.

OTHER ACTIVITY: Chief completed 2023/2024 Budget and will go to Town Board on March 14th, 2023. Department has formed committees for Engine 2 replacement and Station 1 replacement. Department started 2023 business fire safety inspections. Chief attended monthly Chief's meeting, Fire investigator meeting and Medical Control meeting. Station 1 had an entrance door replaced due to inability to secure. Multiple vehicles had repairs done, with biggest issue being the brakes on Rescue 7. Department assisted First Congregational Church with in-servicing 3 new Automatic External Defibrillators and will be working with their staff to teach hands only CPR and Stop the Bleed.

2023 through February

[illegible]

Minutes

PENINSULA TOWNSHIP

13235 Center Road, Traverse City

MI 49686

www.peninsulatownship.com

Township Board Regular Meeting

February 14, 2023, 7:00 p.m.

Township Hall

Minutes

1. **Call to Order** by Wunsch at 7:01 p.m.

2. **Pledge**

Moment of silence observed for the Michigan State shooting

3. **Roll Call**

Present: Wunsch, Achorn, Wahl, Rudolph, Shanafelt, Chown

Absent: Sanger

4. **Citizen Comments**

Carrie Baic, 866 Carver Street: my parents have lived at 9617 Peninsula Drive for more than 50 years. I'm calling to talk about the road commission report on Bluff Road. I'm on the board of Cherry Capital Cycling Club. It's a cycling haven out here and we support keeping one lane open for cyclists and pedestrians. Thank you.

Jill Byron, 2249 Twin Eagles Drive: I want to thank the fire department. They've been to my house twice this year to take care of me and did an excellent job. Thank you.

Curt Peterson, 1356 Buchan: I'm also a member of the Cherry Capital Cycling Club and a resident. We have a treasure here. The peninsula loop is Bicycling magazine's Best Road Ride in Michigan. We need to save that route. Whatever happens, we at least need the cyclists, pedestrians, runners, strollers, and walkers able to continue to use Bluff Road. As a resident, I feel for the people who live on Bluff. They need our attention. If they want the road fully reopened, we need to consider how we can do that. Thank you very much.

Jim Raphael, 14826 Mallard Drive: I submitted a fairly long letter to you about interactions with the road commission. I want to go over a couple of the points in that letter, hopefully adding material you can discuss with the commission. The township gives a lot more millage money to the road commission than we ever see in return. This is not a temporary phenomenon and is not going to balance out over time. If you look at the materials supplied tonight by the road commission on projects for 2023, we are going to put in more than \$800,000 and in return a small section of Peninsula Drive is going to be seal coated. Since the millage was first passed in 2013, this township has contributed approximately six million dollars to the road millage. Over that time, maybe five of our roads have seen extensive work. Meantime, you see all the road projects going on in Garfield Township, Paradise Township, East [Bay] Township. Our return pales in significance, particularly when you consider that Traverse City gets one million dollars off the top from that road millage. I hope during the discussions tonight you can bring up these issues.

The big issue is Bluff Road. In light of the disappearance of our millage money over the last few years, it's particularly galling that members of the road commission disingenuously claim they would like to do something about the damaged road but do not know where to find the money. We would like to know where our road millage money has gone.

The road commission has never made a serious attempt to find a funding solution. Going back to 2020, we got a letter from road commission manager Brad Kluczynski, who is here tonight. At that time, he said his strong preference was to close the damaged section of the road, put turnarounds in each end, and walk away. I'm here tonight to let you know that this may become a possibility in the future.

Last fall, the road commission entertained a proposal to decertify Bluff Road in the area that's damaged. If that resolution passes, it is not going to serve the interests of the township or the local residents. Decertification will eliminate the opportunity for the road commission to get any further funding for that section of Bluff. It will strongly impact the township and local stakeholders' ability to get outside grants. It is a major step towards abandonment. You don't want that to happen. Please consider what's happening and take appropriate action with your attorney to make sure that road at least stays viable for future repairs. Thank you.

TJ Andrews, 619 Webster Street: I am the Grand Traverse County Commissioner for District Seven, which includes Peninsula Township and the northeastern part of Traverse City. I'm here to comment on agenda item 8.2, Grand Traverse County Road Commission updates. In anticipation of your questions and the presentation from the road commission, I would like to make two points. First, Bluff Road. I understand from a report by the road manager at the December 7 county commission meeting that the road commission is planning to take up decertification of part of that road in March. I've asked for information about that. I haven't found a discussion of what that process looks like and what its consequences are. I'm hoping we will hear that tonight in terms of what the public notice requirements are, what the obligation may be to host a public hearing, what standard must be applied to make that decision, what the practical consequences of that decision are to affected landowners, the public, safety, and other related issues, and other questions related to how to undo that.

I've also heard a lot of discussion and done some research regarding a variety of costs and proposals but I have a murky understanding about the scope of alternatives that are available. For example, I don't believe we've heard much about a single lane that's accessible for emergency vehicles, landowners, pedestrians, and non-motorized vehicles. We also have wide-ranging cost options. I would encourage as much understanding as we can have regarding what the direct costs are going to be to the road commission as far as acquiring land and installing cul-de-sacs, drainage, restoring the shoreline, and preventing further erosion into East Bay. These are obligations, I believe, that will continue even if that road is decertified. Those drainage issues are going to continue, impacting adjoining landowners. What are the costs to the landowners in terms of lost access, becoming landlocked parcels, being unable to be reached in emergencies? What is the cost to the community in terms of both taxable value and longer trips for first responders and a declining tax base? There are people in this community who made investments in their

lands on the basis that that road will continue to exist. Ensuring a full public transparent process regarding that would be appreciated. I want to encourage more information, more options, rather than fewer options and fewer resources. Thank you.

Mike Skurksi, 14696 Mallard Drive: will read a short letter drafted by my wife Rose to Becky [Chown] a couple days ago. "Dear members of Peninsula Township Board, regarding the closure of Bluff Road. What is the rationale for the road commission to decertify the road? Why is the road commission manager Mr. Kluczynski eager to decertify the road as quickly as possible? It appears the main purpose and outcome will be to prevent Bluff Road reconstruction by preventing qualification for federal, state, or other funding and grants. Why would the road commission want to prevent outside funding and grants for a project the township township supervisor supports? We tried to get straight answers to these questions from the road commission representatives. So far, there has been a lack of transparency for their motives."

I also have a letter addressed to Isaiah [Wunsch] by Josephine Roik, who is the owner of the largest parcel of the closed portion, approximately 560 feet of frontage on Bluff Road. Five acres. That property is now for sale, listing for three and a half million dollars. I'd like to highlight a couple of points from the letter. Bluff Road has been in existence since the early 1900s. It has had constant traffic, contrary to what the road commission wants us to believe. You've quoted several times that, "It doesn't get enough traffic to warrant the expense to fix it." We should also consider the walkers, runners, and bicyclists. She also owns another home north of the closure that she cannot get to, or other properties, which includes a vineyard in Mission Hills, without traveling 10 miles instead of one. She was also a developer of the Mission Hills subdivision. She quotes significant discussion on the state plat laws that would have a significant impact on the closure of the road because it's a combination of a platted subdivision and an un-platted subdivision. Approximately seven landowners would be affected by the closure.

I would also like to look at something that was mentioned as a unique solution that has been discussed by the non-motorized group at the township: a single-lane, multi-use path that could be used for any kind of bikers, transportation emergencies, etc.

One last item is a sinkhole north of the closure that was contracted out by the road commission for 240 feet of reconstruction along that shoreline, including a drainage system. That was done for \$125,000. It was also upside the right of way. You look at the cost for the remaining 900 feet, and about half of it has been worked on already by owners. Any repairs would be significantly below the estimates we've been hearing. In the original GEI estimate on the road repair, it's a quarter of a million dollars to repair the road and \$120,000 to put in surface drainage. The numbers are not nearly what we've been hearing such as the three-million-dollar price tag.

Paulette Kloes, 15115 Bluff Road: I live north of the road closure. We all have concerns about Bluff Road. I have a multitude of health issues. I need to be within four hours of University of Michigan for surgery and I am at that limit exactly. If they open the road, it gives me another 15 minutes to get there. We're also concerned about safety for fire and ambulances. We'd like to know what the county's plan is going forward. They keep saying they will remediate the road but they don't have a plan for what they're going to do. I'm

hoping to hear some of that information this evening. We monitor the road for cave ins. Six sinkholes have opened up and been repaired, which the county did a great job on, but there continues to be an issue. The fire trucks don't want to come down the street; they have no place to turn around. We repeatedly have trash and snowplows turning around in our driveways because there's not enough space for them to make the turn. I'd like to know what the plan for how they're going to remediate turnarounds. Thank you.

Jan Lewin, 15163 Bluff Road: I have similar concerns. I also think it's important to talk about people who live on this road and pay taxes. I'm brand new to this area. [We are] paying taxes for a road that should be either accessible, open, or at least have a way to turn around. I'm watching the trucks that deliver garbage. They can't turn around. They're backing up and pulling onto my lawn. I've already replaced my sprinklers twice. Consider all of this as you think about what to do with Bluff Road. Thanks.

Chown read two letters: the first letter is from Bill Danly and Rick Vetter from the board of directors of Cherry Capital Cycling Club: "The Cherry Capital Cycling Club would like to go on record as being in favor of keeping the Bluff Road right of way open to non-motorized traffic, pedestrians, and cyclists, in case this right of way gets permanently closed to motorized traffic. Since Bluff Road is the only continuous right of way on the east side of the township, it is an important thruway for slower non-motorized traffic. A 12-foot-wide trail within the road right of way would suffice."

From Stuart J. Williams: "In the last 10 years, how many taxpayer dollars went to the road commission from Peninsula Township citizens? In the last 10 years, how many taxpayer dollars from these township citizens were spent by the road commission on projects to sustain roads on the peninsula? Is there a quotation being provided? Or has there been a quotation provided by an outside contractor to the road commission to design and fabricate two cul-de-sacs and bike and hike pathways between the cul-de-sacs, and if so, what is that dollar amount? Is there a quote being provided by an outside contractor to the road commission to design and fabricate repair of Bluff Road where it has caved into the east arm of Grand Traverse Bay?"

5. Approve Agenda

Achorn: I have an addition to the agenda, a movement of funds into the roads fund because we have run out of operating capital.

Wunsch: we will add that as business item number eight.

Achorn moved to amend the agenda with a second by Wahl. Approved by consensus

Wahl moved to approve the agenda as amended with a second by Rudolph. Approved by consensus

6. Conflict of interest: none

7. Consent Agenda:

1. Invoices (recommend approval)
2. Reports
 - A. Cash Summary by Fund
 - B. Peninsula Township Fire Department
 - C. Peninsula Community Library
3. Minutes from January 10, 2023, Township Board Regular Meeting and Joint Township

Board and Parks Committee Special Meeting and January 24, 2023, Joint Township
Board and Parks Committee Special Meeting

4. Signage requests for 2023 from Old Mission Peninsula United Methodist Church
5. Board of Review appointment
6. Article titled "Costs Exceed Returns for Michigan Tart Cherry Growers" from Fruit Growers News

Shanafelt: the sign request by the church, is that typical of what's been done in the past?

Wunsch: yes. We allow temporary sign requests. We've talked about making tweaks to the ordinance to make it smoother. That will be on a future agenda.

Rudolph moved to approve the consent agenda as presented with a second by Wahl.

Motion passed by consensus

8. Business

1. Peninsula Township Fire Department awards for 2022

Chief Gilstorff: thank you for allowing us to present our fire department awards tonight. Thank you to the town board and the residents of Peninsula Township for wholeheartedly supporting the fire department, giving us everything we need. And thank you to the fire fighters. They come in every day and give 110% to the job. We have some of the finest firefighters around. We're still growing and learning but we're getting very good at our job. It really showed in 2022. We had three significant fires that year. When you drove by the house after we put the fire out, you could not tell it had a fire. This shows that the training, knowledge, and skill of our firefighters is getting better. We've had a lot of people step up day in and day out to do a lot of different things. Those are the folks who are going to get the awards tonight. But I applaud each and every member of the fire department for the dedication and service they give us every year.

Lieutenant Kyle Sarber: in recognition of hard work and dedication to the fire department. Kyle's leadership and willingness to improve the department shows every day. He is always available to help with any department issue. Kyle has become a certified EMS instructor coordinator. Every three years we have to get a set amount of hours in EMS continuing education, and now Kyle is able to instruct that in-house. That was a well-done task. Kyle works hard to continue his own education and takes multiple classes to improve his knowledge for his position as lieutenant. His willingness to train department members has helped to build a great skilled and educated team. Kyle's actions are deeply appreciated by the Peninsula Township Fire Department [Applause].

Cobey Taylor: in recognition of hard work and dedication to the fire department team. Cobey works hard to produce public education classes for the community. In 2020, he instructed classes at the school, including fire safety and "Stop the Bleeding" for the teachers. That's a very important topic that we train all the teachers on, and we were able to get them tourniquets to put in school. Colby is also a great asset when it comes to the department members' mental health. He is trained in peer support and leads the Northwest Peer Support Group. He is always available to help those who are dealing with mental issues from the job or personal issues. Colby also completed the paramedic education program through Munson Education. The fire department greatly appreciates all the skills he brings to the department [Applause].

Joe Sicoli: in recognition of hard work and dedication to the fire department team. Joe teaches basic life support classes for the Peninsula Township staff and provides CPR instructions to not only staff but also residents of the peninsula. Joe has taught many CPR classes to local businesses and at the school, preparing individuals to help others who suffer a cardiac issue. Joe's knowledge as a paramedic is evident during quality control of department EMS run reviews. His actions are deeply appreciated by the Peninsula Township Fire Department [Applause].

Kalep Adams: in recognition of hard work and dedication to the fire department team. In 2022, Kalep completed his paramedic education through Munson EMS Education and passed his national registry testing to become a state-licensed paramedic. Many dedicated hours were put in to achieve this accomplishment. Kalep has become a great asset to the fire department with his skill set and positive attitude. Kalep works hard to better his knowledge and skill. Peninsula Township fire department appreciates all his hard work and dedication [Applause].

Ethan Passalacqua: in recognition of hard work and dedication to the fire department team. Ethan's work to provide high quality training to the department members is an asset to the fire department. Ethan works hard to prepare yearly schedules and produce training outlines that benefit department members to increase their skill and knowledge. Ethan is always available to deal with any training issue and spends numerous hours training others and increasing his own education. The fire department is better prepared due to Ethan's efforts and dedication [Applause].

Cory Reamer: [is receiving] a service award in recognition of 32 years of service to the Peninsula Township Fire Department and the residents of Peninsula Township. The fire department thanks you for all your hard work and dedication to the Peninsula Township community. To provide service for more than 30 years is an outstanding accomplishment and deeply appreciated [Applause].

The next awards are for the house fire that happened on April 16, 2022.

Lieutenant Brent Strom: in recognition of hard work and dedication to the fire department team. On April 16, 2022, the department responded to a house fire on Center Road. Your actions that day along with other department members allowed us to bring the situation under control quickly. Your leadership and skill helped prevent any further damage to the property and protected your crew. The fire department appreciates your dedication to protecting residents of Peninsula Township and commends you for the actions you took that day. Also recognized for their response to that fire are **Cobey Taylor, Joe Sicoli, Lieutenant Nick Haines, Fred Danielson, Grant Blackmer, and Kalep Adams** [Applause].

The next award is for a house fire on May 29, 2022, the same day the tornado went through Gaylord. This fire started from lightning strike. We were able to quickly contain it to the basement. These folks did a great job.

Lieutenant Kyle Sarber: in recognition of hard work and dedication to the fire department. Your actions that day along with the other department members allowed the fire department to bring the situation under control quickly. Your leadership and command presence made for quick knockdown of the fire and prevented further extension. The fire department appreciates your dedication and service to protecting the residents of

Peninsula Township. We commend you for your actions that day. Also on that fire: **Corey Reamer, Kyle Johnson, Fred Danielson, Joe Cleminson, Grant Blackmer, Kalep Adams** [Applause].

For the Gaylord tornado, we sent a truck with two people to assist with search and rescue and check for victims.

Paul Lipke: in recognition of hard work and dedication to the fire department. On May 29, 2022, Paul and another department member responded to a utility box alarm system request involving a tornado in Gaylord, Michigan. Paul worked with a team of firefighters from the Grand Traverse area to search heavily damaged buildings for victims. Through hard work and teamwork, members were able to complete their task and offer help. Peninsula Township Fire Department appreciates all of Paul's efforts during this event [Applause]. With Paul on that response was **Griffin Dunn** [Applause].

On July 22, 2022, we responded to a field fire on Peninsula Drive of about two acres. It was windy that day and burning pretty good. It was also very hot and an incredibly exhausting job. Just after putting it out we received a call for a structure fire on Center Road. We were able to get there quickly and put that fire out quickly as well. These awards are for the people who took action that day.

Lieutenant Kyle Sarber: in recognition of hard work and dedication to the fire department team. On July 22, 2022, the fire department responded to a wildland fire and then a house fire. Your actions along with other department members allowed us to bring each under control quickly. The fire department appreciates your dedication and service to protecting the residents of Peninsula Township. Also on that fire: **Cory Reamer, Ethan Passalacqua, Griffin Dunn, Dan Drew, Fred Danielson, Joe Cleminson, Kalep Adams** [Applause].

The last award is the Richard VanderMay Firefighter of the Year award. I want to recognize Rich's wife, Pam. She is so dedicated to us and helps us so much. We love having her around. She feeds and takes care of the guys on a regular basis, and we appreciate it. The 2022 Chief Richard VanderMay Memorial Firefighter of the Year award goes to **Fred Danielson**. Fred has been a member of the Peninsula Township Fire Department since January 26, 2021. He came to us with no prior training. He was hired to full-time status on November 15, 2021. He made short work of that training. Fred has worked hard to gain all the required certifications to become a full-time firefighter. Fred has great drive and passion to learn everything it takes to be a very skilled firefighter and emergency medical technician. Being a great team member is a trait Fred shows every day, and it is recognized by his coworkers. Fred is trusted in the department as a go-to person for any reason. He will put an all-out effort to solve problems and be the best he can be. Fred's biggest attribute is his attitude and willingness to do whatever is asked of him and to do it very well. For all his efforts, the Peninsula Township Fire Department is pleased to announce Firefighter Fred Danielson as the 2022 Firefighter of the year [Applause].

2. Grand Traverse County Road Commission update from Alan Leman and Brad Kluczynski
Brad Kluczynski: I will first give an update on what's been happening with the road commission. Your packet shows where we are going to be this year. We are doing a lot of projects throughout the entire county. There are a lot of projects coming for the township that we'll be dealing with over the next few years.

The way our projects are selected is by using an asset management program. We now have that available on our GIS system. The township at one point attended one of our meetings to learn how to use that asset management program on our computers. We are more than willing to bring in anybody else from the township for additional training sessions so you can see where we stand. The Asset Management Council of Michigan was formed more than 20 years ago. That is how we are required to deal with road resurfacing projects, by following a regulated and formal asset management plan.

The Grand Traverse County Road Commission submitted its most recent plan last year and it was approved as of January 5, 2023. That plan says our first goal is all your primary roads have to be between 85% and 90% "good" and "fair." As of this year, we are going to be at that point where 85% or better of all our primary roads will be in "good" or "fair" condition. That allows us to start focusing on the non-primaries as part of our mission to maintain as many roads as we can. We have taken the top 120 miles of roads from the local network and moved those into the Grand Traverse County's responsibility for 100% cost. Anything in that 120 miles of local roads are functioning very similar to how our primary network is. They are the higher volume roads throughout the country. That's available for you on that program. You can zoom into areas within your township to see where your roads are. It gives you your pacer rating on everything within the entire township. On our website, we have the pacer ratings for the entire county.

Below those 120 miles, we have what we consider our standard local roads. These are non-subdivision roads. We have a program where we allocate our monies to each of the townships. Each township gets a certain amount based on the fact that it is a township. Every one of the 13 townships gets half of that money split; everybody gets the same. Above that you get a final factor that is calculated based on population and miles of road within your township. This is how the state of Michigan allocates our Mode of Transportation funds to us. We're using the same function to disperse some of this money to the townships. As a township, you can accrue up to three years, plus the current, into a bank that can then be used to match up to 50% of a project on local roads because state law requires us to have other funds for rebuilding roads. If there is a maintenance project, we can do that. But when we start talking about reconstructing and rebuilding roads, the maximum we are allowed to spend out of MDF funds is 50%; that is in the state statute. This 50% allows you to select roads and help us develop an asset management plan for your entire township. This money can be spent on paved roads or gravel roads. It can be applied to the non-subdivision and non-seasonal road network. Anything in a subdivision is typically done through a special assessment district. The townships deal with the actual special assessment because we have no authority to do that, but we provide 100% of the soft costs. We will do the design, bidding, contract management, inspection, testing, and documentation of that road. You then have an assertion from us that it was done properly. If anything fails on that first five years, we are going to make good and repair it. Because of the seasonal road laws, we are not able to spend any money other than routine grading maintenance. It's typically limited to about two gradings per year on a seasonal road. If anybody wants to upgrade a seasonal road, it has to come from funds outside of anything we have available. It would have to be either the homeowners, the township, or some

other funding source. If you decide you want to resurface a local road, we will then take care of 100% of maintenance. Then you have all the maintenance from the cracked sealing to the chipped sealing to that first structural overlay that will be borne by the road commission. We can stretch that road out from a 20-25-year lifespan to a 30-35-year lifespan. That is done based on the asset management principles that have been discovered and evaluated throughout the U.S.

With your GIS system, there is a new citizen request portal on our website. If you are on your phone and have GPS on, it will zoom to your location and give you the ability to request anything. You can input photos and request service. If you have a deer in the road, a pothole, a tree branch down, or just a rough area, you can put these requests in and the system will get it to our supervisors automatically. They will evaluate or approve it and then it will be dealt with in a much more timely fashion. If you put in your email address, it will also notify you when we are working on the area. If it's something quick, it will notify you it has been done. If it is something more involved, you will receive an email that says we have evaluated it and have it scheduled. When the work is actually complete, we will send you another email that says it is complete. If there is still something outstanding on any request, you can note what still needs addressing.

The last thing in our GIS we are actively working on is a road-system-wide tracking of where our snowplows are. Right now, about half our trucks are set up with a GPS system that relays to us if the blade is down, if the wing is out, if they are spreading material or not. That will show on a map exactly where every plow truck is in the county. This tracking system isn't out for this year but will be next winter. If somebody wants to go online, they'll be able to see where the plow trucks are and their progress. The road will show as green after a plow and then based on current conditions will change into yellow and then red, to indicate it needs another plow. That should hopefully help citizens make an educated decision as to whether or not they want to head out in extreme weather.

The other big news is that we were recognized as a metropolitan planning organization for this year. That means there will be more federal dollars available to us for federally fundable roads. This metropolitan planning organization is the urbanized area of the county considered the actual area of influence. The study area will include the entire county as well as Elmwood and the next township north in Leelanau County. We will be starting to look at how traffic is flowing and where additional road widening could be needed or other needs. This is going to be a very large change in how to do things as we start looking at growth patterns and how we deal with roads throughout the county.

The last update is the bridge. We are actively looking to move into the National Environmental Protection Act phase. It is the locally preferred option to go from Hammond across to Hartman in a high bridge. The intent is that it would be a roughly 2,200-foot span. There would be about four pillars that actually touch down to support this bridge across the entire stretch. That is very low impact. Less than an acre of wetland will be impacted. We will have four lanes of traffic, two each way, a bicycle lane, and a pedestrian walkway. We are looking at a roundabout at Hammond and a roundabout at Hartman and Cass where they both come together. It's still undetermined where it would come out onto 31 but we know it would have to be south of the current Hartman. It has about a one-year

timeframe to go through the NEPA process. Then we would be moving into the design and right-of-way acquisition phase to be able to build the bridge. The day the bridge opens, we anticipate it would handle about 22,000 cars per day. We estimate a 37% reduction on Airport Road all the way up to the parkway, which would have about a 2% reduction in traffic. Those are my updates. We can move into anything specific you want talked about.

Wunsch: I've gone to some some of your meetings where Bluff Road has been on the agenda, but I'm sure the rest of the board would like an update on where the road commission sits with that project.

Kluczynski: a committee was meeting that included citizens, the township, and the road commission. As of the last meeting, it was decided we were going to be unable to fund it. It is in the three-million-dollar range. We had our consultant go out. The township hired an engineer to go out and do the same evaluation. The difference between costs between the two engineering firms was less than a couple of \$100,000. Both exceeded three million for the project to be completed. It was left by the committee that the township and the road commission would look for funding.

As of now, we've applied for a couple of grants but haven't heard back on anything. We are considering the possibility of decertification. Let me explain what a decertification allows us to do and what it does not allow us to do. It does not mean we are vacating the right of way. But it does take it off the ACT 51 maps. We would no longer be collecting funds for it. That allows us to potentially put in some bike path, some alternative transportation pathway. We would still have to make sure it's done safely, but it's not something then that we would be building into a road construction need. The traffic count done out there, granted it's been several years, was sub 200 cars a day.

Wahl: you got pretty excited about the percentages on this new bridge. You understand that we have three total roads that come north and south here. Now there's a new residential site that just opened up. So it would be significantly more people coming out on Bluff Road now than your survey back then says. I think there's two more developments and a proposal for a winery, so it has to be near the 30%. You're very excited about that bridge moving 30% of traffic away but not very excited about it here.

Kluczynski: the difference is you are talking about 22,000 cars per day and we don't have that between all the roads coming up into the peninsula. It is a local road. Even rebuilt it is still just a local road. Based on ACT 51 certifications, you're not going to convince the state of Michigan to give you a third primary coming up into the peninsula. It will never meet the standards of a primary road. Even if the board of commissioners decides it wants to do it, we have a 50% threshold of where the MFT funds can go.

Wunsch: isn't the 50% after it's already broken? You said you uphold the roads as their function with maintenance?

Kluczynski: you're talking about a three-million-dollar project.

Wunsch: but we brought this to your attention before it collapsed.

Rudolph: the problem for the citizens out here is that this was a county road and it seems like the county abrogated its responsibility for maintaining the road before it collapsed. The citizens feel like Peninsula Township does not exist for you. It is a problem.

Kluczynski: I would disagree with that.

Rudolph: not from where we sit.

Kluczynski: I would say your primaries are in great shape. We are looking at doing some additional local work to maintain roads. The problem is, you have many roads that we just cannot afford to fund.

Rudolph: our primary road is a state highway. The road commission was trying to get that road from the state –

Kluczynski: the state wanted to give it to us.

Rudolph: that would not have been good for us, because would you not have maintained that road?

Kluczynski: no, we would have maintained it as a primary. And if we had redone it, we would have done more than the state did. Our plan was to widen out and have better bike lanes for the entire length if it were our road.

Rudolph: I don't think that was clear to the citizens out here at all.

Kluczynski: it was explained to the former supervisor very clearly what the intention was, but the people didn't want the state to turn it over.

Rudolph: do you understand why the people out here did not want the state to turn the highway over to the county? The people out here do not trust the county road commission. I think that is a problem for you. It's a problem for us. You didn't address Peninsula Township at all when you came in here. I don't really care about the bridge going above the Boardman River. That's not my problem. My problem is the roads out here on the peninsula, which I have seen deteriorating over the last 30 years.

Kluczynski: again, I would say your primaries –

Shanafelt: that is not the point. We can agree the primaries are okay.

Wahl: I don't know if I would agree with that. Peninsula gets stone chipped rather than re-paved. It's Band-aids all the time.

Shanafelt: the point is there are a lot more roads that are not primaries that are not being taken care of. If I look at the expenditure on the peninsula, it is nominal to the point made earlier about how much of our tax dollars are going to the road commission. If you want to regain trust, which would be highly useful, can you show us proportionately how our dollars are being used for Peninsula Township?

Kluczynski: we don't break down by township –

Shanafelt: you spent \$33,000 last year on the township. We gave you \$800,000. Tell me, what happened to what should have been \$765,000 going to repair some of our roads?

Kluczynski: that is not how the millage it used. It is used for the entire county.

Shanafelt: I understand that. But as a consequence, you are ignoring needs on the peninsula. [The end result of] the asset management program is that we are not getting our fair share of work. What solutions do you have that address that specific problem?

Kluczynski: we have added additional higher volume locals that we are going to be addressing in your township. But there's never been enough money to maintain every road and there never will be.

Shanafelt: the problem is the appearance that very little work is being done, compared to the amount of millage that is going to the road commission. I understand that the asset management is causing that, but there has to be a way to address it.

Kluczynski: we do address it based on those new 120 miles. Your portion of those miles will be put into our asset management plan, and we will be addressing those.

Chown: what percentage is Peninsula Township's portion of those 120?

Kluczynski: I don't have that exact amount. The asset management, the tool we gave your township to use, that would be where you'd need it –

Wahl: I'm assuming Bluff Road is not going to be on that [120] miles.

Achorn: why did you not maintain the road before you let it be destroyed by your inactivity and ignoring the problem? You left a problem that was perhaps \$250,000 grow into a [three]-million-dollar major catastrophe. What is your reason for that?

Kluczynski: when I was informed, it was already much more significant.

Achorn: perhaps someone else was responsible for not informing you. But the Grand Traverse County Road Commission was notified timely, many times, by many different people. And you did nothing.

Chown: there has been no mitigation action to date to control the erosion problems.

Wahl: the only people who have done any work are the local owners.

Alan Leman: I am a couple years on the road commission; I am now your representative. I can take your concerns to the county board. I have been on the working committee to address the Bluff Road situation. I was not there the day Bluff Road sloughed off. The geologists and engineers we've hired have identified three contributing factors: high water, groundwater in a difficult area, and surface water from the subdivision. We hired the best technical people we could find and they said you've got these three contributors. They said you can keep throwing money at fixing it but it might not work; here is our engineered solution that will work.

Achorn: that was long after the fact that you could have repaired it by several truck loads of rock like you did further down Bluff Road.

Leman: I do not know that; I was not here.

Achorn: perhaps you need to research it to find out what the county should have done and did not do. Now you are letting us hang in the wind because of your negligence.

Leman: I think the road commission has used pretty good care. I know we are out here all the time. We have reinforced the shoreline all up and down as the water got higher –

Chown: that is demonstrably false. You have not.

Board agreement

Rudolph: we appreciate you being here. But it appears to me what has happened over the last 30 maybe 40 years is you have lost track of the reason we have the road commission, and that is to maintain the roads. It sounds like you have become a bureaucracy.

Leman: I'm sorry to hear that. I've been a self-employed small businessman all my life. The road commission politics are new to me but I represent anyone who wants to speak to me about a problem. There are a lot of processes the road commission must do in order to function. I heard the question about what do we do exactly with the money. I cannot tell you but maybe you could look into it. Most of the people on the township board and the audience drive on a lot more roads in the counties than what are here in the township. You all drive on the county roads. And the five of us on the road commission decide what roads, based on some engineering standards, on how to spend the money. I think we

spend it as carefully as we can. In Michigan, roads are severely underfunded. When I looked at the budget as a small business guy who is used to saying, "I had this much money; I am going to make this work," there is just not enough money. Things are too costly. We have too many roads. The road commission has to make choices. We try to find the best solutions for all the money.

Wunsch: the issue I see in this conflict is that you guys are in the business of building roads, and we are in the business of land use planning. Peninsula Township has tried to be conservative with growth. We try to minimize the traffic on the roadway [through thoughtful planning]. So what we have succeeded in doing is growing a very strong tax base, which you guys see in your millage receipts. But it feels like we are being penalized because, through good planning, we have driven a lot of tax value relative to trips. I think we are going to need to work on a rationale that maintains roads we've historically had in Peninsula Township. I do not hear any of my residents asking to receive a dollar back in exchange for every dollar they put in with the millage, but they want to see that they are receiving their fair share on a per capita basis. To the extent that the road commission can articulate that to our residents would be helpful. I was not aware that you had applied for grants to work on Bluff. Could you tell us more about those grants and the timeline?

Kluczynski: the first one was a high water mitigation grant that we are working on; still trying to see where it stands. We also have applied for a grant for some of the issues that exist with the groundwater infiltration. Neither is enough to pay for what we are talking about, but it is a start. We definitely are going to need grants. When the road commission was informed of this problem back in 2019, the massive tree had already fallen, and significant slough off the north end of that closure had already taken place. We have 1,200 and some odd miles of roads. We do not drive every single mile every single day or even every month to see what is happening. When we were informed of the problem, it was already beyond safe travel. The first estimate we had was over two million dollars for what was there the day we were notified.

Chown: you mentioned a second engineering study to assess the cost and said the difference was negligible. My understanding was that our engineer of record did an estimate and it was significantly lower than yours.

Kluczynski: I believe they were within a couple hundred thousand. They were both more than three million.

Chown: I do not believe that is accurate. And if I am right, we need to sit down and figure out where the difference in cost is coming from. We have been led to believe your estimates are extremely inflated. We need to know if that is accurate. I would like to pursue that with you. I would like your commitment that you will agree to address that with us. The other thing is, if you decertify Bluff Road, don't you lose your ability to apply for federal grants?

Kluczynski: these are not federal grants. There are no federal grants eligible for this section of this road because it is not a federally fundable road.

Chown: state grants?

Kluczynski: it would not prohibit us from applying for the grants. The reason we would do it is to allow us to leave it open for pedestrian and or bicycle traffic.

Chown: so you are saying it has to be decertified in order to leave it open for those uses?

Kluczynski: yes, because we have an engineer on record saying it is unsafe for vehicles and traffic. As soon as we close it, it has to be closed to everybody. If it is decertified, it is no longer a public road, and we can start working on a solution for pedestrian and bicycles.

Chown: long before we get to the March meeting where you discuss decertifying the road, we need to figure out the money. We need to know your estimates are not grossly inflated. At this point we do not trust you.

Kluczynski: my engineers were at 3.4 million-ish, and what I saw from your engineers came in at 3.15 to do the same stabilization. We are not able to build it to a 50%. It has to be built so that an engineer will stamp off on this. No engineer is going to stamp off on something that is at 50%. They are going to be looking at something that is a permanent fix or in that 50-year fix.

Chown: if you decertify the road, what does that mean to the property owners?

Kluczynski: relatively similar. It just means we can put in an opening for pedestrians and bicycles. That was a concern for the committee, how to allow people to walk and bike through. That was the entire intent. Right now, because it is a certified road, if we open it back up, it has to be open to everybody. If we close it, it is closed to everybody, and we cannot allow people going in and out of there. We have done a couple of things to allow the neighborhood association to sneak in on the west edge to get up to the north where their parking lot is. We are already leery of how it is done because of the liability.

Cram: so then the neighbors have to drive around.

Kluczynski: if you are north of the closure, you have to come in through the north.

Cram: what about the accrual process?

Kluczynski: that is something that would be applied to those local roads, not necessarily to a Bluff Road issue. If you wanted a local road that does not fit in that 120-mile scope, you could then use up to three years plus the current, and that could be applied to another local road resurfacing project. I do not think the board of commissioners is talking about forcing you to use that pot of money necessarily for Bluff Road. It is for a resurfacing-type project, not for this scope of a project. The maximum we could ever spend out of ACT 51 funds is 50%. We cannot justify spending that much money out of millage funds for a section of road that is 1,000 feet long when we have so many other needs.

Wahl: I get that it's 1,000 feet long, but we are concerned about the volume on our two main roads. We only have three roads, and now we only have two roads that all traffic has to go on. You are taking a road from our system. I understand it is a small amount to you but it is a massive amount to us.

Kluczynski: unless we can start looking at some trip generation for what is up there, you are talking about what was prior 200 cars per day. Granted some addition work and subdivisions have been added so we can do some additional looking. We can do some trip generations based on traffic engineers to see what that would be.

Wunsch: I think if you were to look at cost per vehicle per day, and were able to do those traffic studies, you are not far off from between the Bluff Road fix and the Hartman Hammond bridge. What is your budget for the bridge?

Kluczynski: somewhere in the \$100 million range.

Wahl: if we are at 600 vehicles per day, it really is similar.

Shanafelt: 2.7 million would be the equivalent.

Wahl: if you live on Bluff north of the road closure, and you come up Smokey Hollow, which is a massively steep hill that never gets attention from the road commission...In the winter you cannot go up Smoky Hollow, so where do you go? We used to go around Bluff. Now we have to go to the end of the peninsula in snowy conditions on roads that are also mismanaged by the road commission.

Applause from audience

Wunsch: we have had a lot of development at the bottom of Smokey Hollow. You have two steep hills to get out of Smokey Hollow, so with the closure, people get stuck at the bottom if there is inclement weather.

Wahl: on a daily basis.

Kluczynski: I can make a note of that and get with our field ops folks to make sure it gets addressed for better winter maintenance.

Shanafelt: it strikes me that there has been negligence in not taking care of Bluff Road that has led to the current situation. How do we solve the problem? Decertification feels like it is being rushed and is unclear. Can we slow roll that? I am hearing there is a safety issue with Bluff being closed. If there is an emergency and these hills are preventing access, that is a real issue. It is imperative we figure out how we pay for what we need to do, but this is a safety issue.

Kluczynski: I cannot spend that amount of money on that section of road.

Rudolph: we need your help to figure out what to do.

Kluczynski: we need an outside funding source.

Shanafelt: I would love to work in a cooperative manner. It does not feel like we are.

Kluczynski: we had the committee meetings with the township, the residents, and the road commission. We all agreed it would be ideal to repair it. We need to find funds.

Leman: we discussed other solutions within the working group. We had to consider if we did not fix Bluff what other things would we do. The federal or state sources would rather us make a different path than fix that exact stretch of failed road. We went through the motions and there was no interest within the group to close Bluff Road. The long-term goal was to open up Bluff Road. Do it right, and find the money.

From the audience: the safety issue?

Leman: can we suggest we reconvene and review this?

Shanafelt: this is a very difficult task, but we have to find a solution that works.

Chown: the working group recommended incremental steps that were not taken.

Kluczynski: the only reason this is an urgent matter is, if we want to do anything this summer, that March deadline for the board to certify or decertify is the only time we have until next year. If we want to do anything to open up the road this summer, it needs to be decertified at our meeting.

Shanafelt: can it be re-certified?

Kluczynski: at any time we get it done we can get it re-certified the following March.

Cram: can we get that in writing?

Kluczynski: I can give you the actual statute that says how it works.

Cram: it would be nice to know exactly what it means.

Wahl: is it decertified? Because it is already being used for pedestrian and bicycle traffic. I do not think anyone has been discouraged from walking or biking that path.

Kluczynski: if they are in there in the enclosure, there is no liability for the people because they have disobeyed a traffic –

Wahl: what is the liability if it collapses?

Kluczynski: if they get too close to the edge and fall in, yes, potentially. There is no liability for it. They are disobeying a road closed sign.

Cram: with the decertification to open for pedestrians and bicycles in the summer, would there then be some solution to make it safe?

Kluczynski: we would move the fences out farther so they would only allow a seven-foot-wide path that would keep them away from the edge.

Cram: we need all the facts around this and assurances that with de-certification we will still look at solutions to open it.

Kluczynski: our board has committed to still looking. If anyone find funds, we will apply for grants if anyone sees anything. We will keep going.

Achorn: doesn't the state have emergency funds for situations like this?

Kluczynski: if you can decrease your average income and property values, it is available. But we are not an impoverished area.

Achorn: have you tried? Not for grants, for specific state money to address a safety issue?

Kluczynski: \$600,000 is the most you can get for a safety issue.

Wahl: we have great taxable value but because we don't have the population, we can't get more roads worked on?

Kluczynski: how the states programs are set up is, prior to COVID, they had money set aside that they were planning on approving in March to give to the high-water damage. We had our name on the list to have that fixed at two and a half million at the time. COVID came; they never passed the bill. That money disappeared. Shy of being able to potentially get an earmark in a budget and talking to representatives and saying, "This needs to be funded," we have nothing available right now. We are looking continuously, but there just isn't anything available for non-federally funded.

Achorn: then we need earmarked funding.

Kluczynski: you have more ability to do that [than we do]. I would start with your local representative, Betsy Coffia. She would be the one who could push this for the state to say, "This needs to be addressed." They don't really listen to us. It's the elected officials they listen to within townships. If we had the money, we would fix it. We are ready to go now if we have the money. If anybody finds a grant, we will definitely apply. We would love to have it open and built back the way it is supposed to be. The one grant that we did not apply for wanted to extend Mallard onto Bluff Road or Boursaw. They suggested continuing on the right of way of Mallard because they felt that would be sustainable. The problem is a lot of these grants are not going to be willing to offer us anything on Bluff Road because it is not a sustainable fix. It is still against the shoreline. You are going to have the DEQ [EGLE] permits and the Army Corps of Engineers wanting to review anything we do if we start going out into the water. There are all these issues, but we are willing to

do whatever we can as soon as there is money available. We are set. We have project engineers lined up with GEI that would jump in right away and go.

Wunsch: we could go back and forth all night. We should reconvene the working group if you are willing, Alan [Leman]. We have a few board members and an active resident group interested in this issue. To the extent that you are applying for grants, please relay what action the road commission is taking. Until this evening I did not know you had applied for grants. If we know when you are putting in grants, we can push on that legislatively.

Kluczynski: I have staff ready to go and intimately familiar with the problem who would be willing to sit on it. We have the space in our boardroom. You can send as many as you want. If there is another location you want to meet, we are interested in sitting down and going through all these things with you.

Cram: it would be helpful to improve public education to have a brainstorming session on how we can problem solve this. We need and appreciate your help.

Kluczynski: you can set this up with the whole board. I can bring the staff in and we can do a working session to hash out the details. The first step would be reconvene with the original committee if we can.

Chown: if you decertify and open for non-motorized this summer, it sounds like you would be placing fences. The fences there now are in shambles. They have not been kept up.

Kluczynski: we will be back out in spring to at least put them back to where they were.

Chown: is your plan with decertification to leave the fences as the permanent solution?

Kluczynski: depends where we come with the working group, looking at our options. If we can come up with a better solution, we would be supportive. We need the group back together to address the issue.

Chown: how soon can we do that?

Kluczynski: I will put my clerk on it in the morning. Just tell me who the email goes to.

Chown: I will take it.

Kluczynski: she will set it up with you to coordinate.

Chown: can we set it up for more citizen involvement?

Kluczynski: absolutely. Last time we had a couple of citizens there. We do not have an issue with that. We can get to a bigger space if we need.

Rudolph: thank you for being here. This has been very upsetting for the citizens.

Leman: as your representative, I can come every month. Normally it would be once a quarter, but I can come more.

Kluczynski: I will be here in three months to give you another general road commission update. If you have talking points you want me to address, send me your questions so I can make sure I have answers. We can do more training sessions for the board on our GIS-based account so you can understand how we deal with the local roads. You can log in and put in your priorities to see how they are addressed.

Wunsch: with the quarterly update, we will always want to hear about Bluff. I also want to hear about the brining work. There is a road that's not in your system that residents are interested in brining.

Kluczynski: we are receiving the bids for brining on Thursday; we can relay those to you. Brining is something you can actively track on the online portal as well. You can see where

they are and in real time notify them that they missed one.

Chown: where is the link for the citizen request portal?

Kluczynski: front page of our website. You can see all our projects there.

Shanafelt: for clarification, in order to do something more formal regarding non-motorized use on Bluff Road, you will have to decertify this March?

Kluczynski: if we want it physically open for pedestrian and bicycle traffic, we have to decertify. Decide by April 10; it will happen at our meeting in March on the fourth Thursday. We still have the ability to apply for road monies, still have the ability to start work if we get the funds.

From audience: major utility lines are still under Bluff Road. How will the companies be able to access them for repair work?

Kluczynski: that's up to to the companies to determine and request permits from us.

Shanafelt: can you stay around for citizen comments?

Wunsch: any board members interested in serving on a Bluff Road committee?

Chown: should all of us convene?

Wunsch: we would do a noticed board member meeting at the road commission office with the entire board but only have a few on the working group committee.

Board discussion

Chown: I have a lot to learn. I would be interested.

Rudolph: I would put my hand in.

Cram: can we make a motion to allow public comment on the road commission now?

Wunsch moved to take citizen comments addressing the road commission with a second by Shanafelt.

Motion approved by consensus

Dan Olson, 14795 Mallard Drive: I served as the chairperson for the working group and am very familiar with the things discussed tonight. Facts matter. The road count that is being used is from 2003 on a single day. It was before 50% of the existing houses were built in the area, before Brys estates opened and 2 Lads. In 2016 there were two other single-day traffic counts done on Blue Water. The traffic count in October of 2016 was 770 cars and to the north of Blue Water, roughly a quarter mile from where the other traffic count was done, north of Mallard, the traffic count was 463 vehicles in a day. There has been a dramatic increase in travel there and it has not been captured since 2016.

The township invested in this by getting estimates from Gourdie-Fraser for a total solution to that entire stretch of Bluff Road, far south of the barricades, and extending north of the closed section almost all the way up to Boursaw road. They were accounting for doing shoreline work for that entire stretch, dealing with drainage issues and immediate area closure. That was a scalable project. They did not account for any of the private work that had been done because it just gets too complicated when talking top-level numbers. But those numbers are scalable.

I put together a comparison of what it would cost to do 1,800 linear feet of road reconstruction, which is what would need to be done right now. Gourdie-Fraser estimated 2,000 feet of drainage improvement, which would extend beyond the barricaded area. Their estimate comes to \$401,000. Gourdie-Fraser proposed not a deep trenching project for millions of dollars to guarantee the road for 100 years. They proposed drainage

beneath the road and cross drains at regular intervals to the shoreline. That is what the road commission did to the north section of Bluff Road when it had several sinkholes develop. They did two lateral drains in the shoreline and called it a day. The cost of armoring has also been thrown out and is an exorbitant cost. There is 650 linear feet of shoreline left to do within the closed section. The private property owners have done 500 feet, so 650 remain. I took the comparison between the Gourdie-Fraser estimate, which is high, and compared it to what the road commission contracted to do to the north of the barricade when they did 240 feet of shoreline last year and a reputable contractor that gave us a quote for the same stretch of closed portion of the road.

If you compare those three and include the \$401,000 to deal with the road issues, and then the cost of doing shoreline work, the Gourdie-Fraser figure comes out at \$813,000. The other contractor's figure was \$694,000. If you use the road commission numbers for the contractor per linear foot, it comes to \$716,000. Compare that to the cost of doing the roundabout with the turnarounds. They were going to cost in excess of \$650,000!

I tried to bring up that the work done on the north was comparable. When it was approved by the road commission, it was represented that the shoreline work being performed by AJ's Excavating north of the closure mirrored the same recommendations that GEI recommended for the closed section.

We were given four recommendations: 1. Allow our engineering department to partially stabilize the closed section of shoreline to keep the options open to fully repair the road. 2. Remove this section of roadway from our certified road millage, keeping our right of way available for future work. 3. Construct turnarounds minimally acceptable to our engineering department, cost to be covered by local road policies. 4. Upgrade the fencing and barricades to a more substantial permanent cyclone fencing to protect the general public as determined by internal staff.

The rationale behind all these things was, we know we are going to have to do the shoreline work. We ask, why spend \$650,000 plus to do permanent turnarounds when we want to preserve the ability to go back and fix the road? Those are the two primary concerns that were born out of that working group.

Road commission staff want this decertification. That is the only thing they have been interested in. At the last meeting of the working group in September, Gourdie-Fraser's engineer shared that the township was going to apply for ARPA funding to cover the cost of this entire project. She requested letters on behalf of the road commission, the drain commissioner, and local residents to support that application. That was communicated to the two commissioners and two road commission staff members who were there. She followed up with an email to both of those commissioner members, both staff, the clerk of the road commission, and Mr. Kluczynski himself. No letter ever came. At the October meeting the day before the ARPA funding request deadline, Mr. Wunsch and Commissioner Leman both inquired of the road manager, "What's the deal with that letter?" Mr. Kluczynski said, "I didn't know about that." A week later, I asked the township and Gourdie-Fraser if the letter ever came. It had not. I reached out to the road commission: "Did you send a letter directly to to the county?" The response was, "I didn't know what needed to be in the letter."

This is their road. This is their project. This is their problem, and they don't know what to put in the letter to support the township's request for ARPA funding? It's preposterous. This was a great opportunity to get funding for this project. To the extent that they were unaware of the deadline, Mr. Kluczynski himself authored two other ARPA requests for the county road commission. He knew the deadline.

There is a lackluster effort to secure the funding. The Ticker article that came out before the county signed off on all the ARPA funding requests was anything but a sell job for the Bluff Road project. It again quoted an almost 20-year-old traffic count, saying, "You really can't justify spending that kind of money for that few cars." How do you think the county board, when they were reviewing this township's ARPA request, looked at that when the road commission never submitted a letter to the county to support the request and then made public comments that are just wholly irresponsible?

What the local road asset management plan does is set forth what their priorities are going to be for the next three years. Their asset management plan says they're going to start devoting more money towards local roads from \$500,000 annually to a million dollars. The fine print says they are only going to address a very narrow portion of what they call "Major Local Roads." Their asset management plan maps out for the next three years what is going to happen to those roads. If you look at that technical data, by the year 2023, instead of improving, 62% of these Major Local Roads will be rated "poor" and by 2025, 68% will be rated "poor."

The other implication of the road commission cost-sharing policy is the roads that are left untouched. If it is a subdivision road, local residents are on the hook 100%. If it is a non-major local road, this matching thing comes into play. When you don't address any of the less than major local roads and none of the subdivision roads and let them deteriorate to a pacer rating of two, that requires road reconstruction. When they throw out this Act 51 restriction, what they are saying is, "We let the roads go down to a pacer level of two where it requires reconstruction and then Act 51 requires a 50% match for that road rebuilding." If at year 10 they'd done some resurfacing, they would have extended the life of the road.

It has been hard to sit back and listen to this. The only grant I'm aware of was proposed at the meeting late last year, where they said they had an EGLE grant that would require the road to be relocated. Commissioner Gillman questioned that and said, "Could they shift the road over within the right of way?" That may be a possibility. But what was being represented was, if we go through this EGLE grant, it is required to go through Mallard, which has already been deemed a non-starter by everyone who considered those options on the road commission.

If you are going to reinstitute this working group, you need to take a hard look at what the road commission has done to the north of Bluff Road. They did not hire GEI to come out and do boring samples. They did not propose to do deepwater trenching. They found a cost-effective solution to deal with the absolute road failures that occurred there. One of their trucks fell into one of the sinkholes. The working group never tackled the cost-effective solution. It was always a 100-year gold standard solution, which is completely different from what the road commission has done on other open portions of the road. It

is important to have accurate facts, and I don't feel an accurate picture has been painted tonight.

Carol Raphael, 14826 Mallard Drive: first, Bluff Road is a major pathway for the Bayshore Marathon. Second, our former developer has property for sale inside the closure. If she gets a buyer, how will they ever build a house with the road closed?

Wunsch: thank you, road commission and residents for speaking tonight.

3. Proposal for IT services

Wunsch: Affinity has presented us with a comprehensive bid to take over our IT services. Over the last five or six months, Affinity has been subcontracting through Crane Communications, our current IT provider. IT issues have been one of the main issues our staff has with being productive and able to do their jobs. We are trying to make a 20-year-old system function. The proposal included in your packet would be the the baseline bid from Affinity for taking over management of the IT infrastructure and getting our server in order. We may purchase some new hardware, but that would fall below the board discretionary amount. We need to approve Affinity as our new vendor to budget about \$4,900 for server costs and about \$400 a month for maintenance costs.

Shanafelt: the backup will be cloud based?

Wunsch: yes. We looked at moving the server off site onto the cloud; that was a significantly more expensive option.

Board discussion

Chown: Our office manager, Susan, worked extremely hard to get these reports. She also worked with Affinity to bring the costs down.

Shanafelt moved to approve moving to Affinity for IT and a \$10,000 budget for server and cloud backup with a second by Chown.

Roll call vote: yes - Achorn, Wahl, Rudolph, Shanafelt, Chown, Wunsch Passed unan

4. Proposal for Flock Safety Cameras

Wunsch: we have a proposal for six Flock cameras around Peninsula Township. They are not speed cameras but take a photo of every license plate that goes by. They would help with outstanding warrants or a car we need to track or an Amber Alert. In the summer with a high local population, our sheriff's department is stretched thin. These cameras will allow remote tracking of unusual license plates, cars, or traffic patterns. This is a force multiplier for our two deputies. The cost is high relative to our annual budget; \$15,000 to \$20,000 is what we have left over after funding the deputies. The annual cost of the cameras is \$17,000. This is being recommended by the department.

Chown: how do these cameras look and work?

Wunsch: they only point in one direction. They are on a post, not particularly visible. They are solar powered if there is no electricity available.

Wahl: I support blue, but what is the function for adding this? How often will it be utilized?

Wunsch: it will help us be able to keep track of chronic problems, not just warrants.

Wahl: we just expanded the police department.

Wunsch: they don't know where a vehicle is at a given moment, even if it is a chronic problem.

Wahl: it is a slippery slope.

Chown: what about the cameras we have now?

Wunsch: they are speed signs, not cameras.

Chown: so the flock cameras do not assess speed?

Wahl: they just find the problematic areas to better assist the deputies. So we get reports every week; we know the time, the vehicles, the license. What other benefit is there?

Mike Shea, Grand Traverse County Undersheriff: I am also a resident of Peninsula Township. These cameras are the latest and greatest. They are not just license plate readers; they are vehicle identifiers. They can be used as true traffic counters. I'll give an example. When I was a detective, there was a three-year case in Grand Traverse County that was also victimizing Peninsula Township. They could not catch these people. I was able to identify and convict them from a case that happened out here. Had we had Flock cameras, it would have been shut down much earlier. We can look at a timeframe when we're having an activity that causes us to want to identify the vehicles that are coming and going. We can isolate and identify the vehicles, then make contact with the owners. If we have an Amber Alert, we can put in a vehicle description to trigger identifying our suspect vehicle. If we have a homicide suspect and don't have a plate but know it is a pickup truck that has a unique marking, we can put a "hot alert" into the system and any Flock camera in the state can look for that vehicle.

We signed an MOU with Flock Safety, which granted us access to all their cameras. We've already used it to solve crimes, and they've used it in conjunction with our tech bureau to solve crimes downstate. My wife is involved with the Facebook page out here. I know a lot of issues that take place. And I know a lot of the blame that we take because we're not doing anything. This will give us another tool to identify these people and make contact with them. If there is a citable offense, we can deal with it.

One business in town has invested in five of these cameras on their property alone.

Garfield Township just approved more than two times this amount and they are inquiring into a longer than one-year contract to solidify the cost. There is anticipation the price may go up. My proposal is, you should look at this very strongly. Use it as a data collecting tool, and if you are not satisfied with your results, you get out of it in a year. That being said, if you like the results, there could be an added cost because the price is going to go up.

Michigan State Police just signed a contract with Flock for a large number down in Detroit. From an investigative standpoint and a public safety standpoint, it's huge. Let's go back to the tragic incident at the Cherry Festival years ago that has yet to be solved. If these cameras were up, I don't think it would be an unsolved case. I agree when you say it's a little pricey. However, the \$2,500 is for everything. They maintain it, fix it, install it. I mentioned to the road commission in a phone call that we were discussing this and they said they could look at a few of these for traffic counting. I agree, it's a little pricey, but so is public safety. You guys are more than generous with our department with your community police officers. I appreciate that.

Wahl: the actual cost is really not much of a concern to me. You are talking about basically profiling vehicles. For instance, there are two tan color Chevy Tahoes out here, both of them missing the front emblem. If something happens where the vehicle is the tan Chevy Tahoe missing the front emblem, you're gonna be looking for that and pulling over both

those vehicles. One of them is the correct person. That's the probable cause you are using to pull over the other vehicle when there is no actual problem. It's profiling the vehicle.

Shame: probable cause is another element and reasonable suspicion is what we need to pull a car over. That's an investigatory stop. Would you not prefer that we stop you and find out that you're not the one we are looking for if you are the victim of the crime?

Wahl: a lot of time traffic stops are being used to overextend searches. It's a slippery slope, another avenue to pull people over, to get from reasonable cause to probable cause to search their entire vehicle.

Shea: I appreciate your perspective. They took this to the ALCU because they knew there would be concerns. They had seven; they addressed all of them.

Achorn: what about access to the traffic count reports?

Shea: that would come from Flock safety. We don't maintain a database of the photos. The request would be made through us because we have the agreement through you, but we can request it for you. I don't think it would be an additional cost. I already verified we can do traffic studies with it.

Chown: budget wise?

Achorn: we have the money already there.

Shanafelt: we could try the one-year trial.

Wunsch: as supervisor I get a lot of public concern about traffic problems. They remind me that we only have one person out here at a time. I am interested in seeing if this buys us essentially two staff people for a fraction of the cost.

Rudolph: I would be willing to try it for a year. I do have issues with cameras. I am libertarian that way.

Wahl moved to accept the proposal of Flock Safety Cameras with a second by Chown.

Roll call vote: yes- Wahl, Rudolph, Shanafelt, Chown, Wunsch, Achorn **Approved unan**
5. PDR updates and RFP for administration.

Cram: in your packet is a request for proposals to look at future administration of the PDR program. With the passing of the PDR ordinance updates in July and the PDR millage in August, this is going to be a robust program for three to four years. It would help to look at the program holistically. In the past we've had separate contracts. The Grand Traverse Regional Land Conservancy has helped us with some things and then we had a separate contract for monitoring. We need to step up public education and public outreach and grow the relationships with the property owners who enter into these easements. To have support from a partner to look at the program holistically would be helpful. It will also help with staff resources because, as your director of planning, I'm also the program coordinator. There would not be any cost coming out of the general fund. The PDR ordinance set up the accounting from the PDR millage. There are specific accounts for closing, monitoring, enforcement, and so on. I'd love your feedback on the request for proposals. There is one change to the request, to remove Becky Chown as the program coordinator. It would just be me working with our partner.

Wunsch: we kept this fairly vague and high level. We want applicants to define their own scope of work. The township has essentially been in the business of running a conservation program for 10 years and there are a number of local organizations that have been active

in that space. It would be better for us to leave the RFP vague and let applicants describe what they're going to do.

Shanafelt: that will help us understand what we need to do internally to support that.

Cram: our application needs to be updated, as does the conservation easement template. The monitoring program needs to evolve. We're working on our enforcement plan. The organizations that exist out there have the expertise to support us.

Wunsch: I have worked on state and federal policies relative to these programs. Internally, we are behind in best practices and need a renewal.

Wahl: it's very important to stay up on the laws so we don't have loopholes.

Shanafelt: it's incumbent on us to do the best we can.

Rudolph: whoever we go with can also work with the title companies in town to make sure that when a conservation easement is made, it ends up reflected on the deed.

Cram: yes, we are working internally to address that. It should be a simple fix.

Wunsch: the monitoring contract has not been going out for bid. We extended the internal contract we had with staff this year but felt it was important to include that in the request for proposals to see what other options are available.

Shanafelt: properties will need continuing monitoring.

Wunsch: historically, it takes a couple of years to stand them up after the millage is approved. Then the program will actively purchase conservation easements for a relatively short period of time, five to seven years. Then it is dormant for the remainder of the millage period. But the monitoring responsibility is perpetual. We are endowing the monitoring function with the current millage.

Cram: with improved administration, hopefully we'll see fewer violations overall. Again, we want to build relations with the conservation easement holders. That's been missing with the current monitoring program and the way we handle enforcement. It needs to be handled very different from zoning administration. It's a voluntary program; we want people to participate. As we move forward with the enforcement plan for 2022, we need to handle PDR violations differently than zoning violations.

Achorn: we recently worked on setting up accounts with the PDR committee. Monitoring is for all purchases over the years. That duty is going to grow.

Cram: because it's in perpetuity.

Achorn: they have set up an endowment plan for after everything is done. There will still be money for the monitoring.

Chown: it's a good RFP. Send it out.

Cram: the first meeting of the selection committee is scheduled for Wednesday, February 22. We will meet every two weeks, so also March 8, March 22, April 5, and April 19. April 19, we are proposing a town hall meeting to let the community know new applications will open April 26. There will be a 30-day response period. The application period will close May 24, and in June the selection committee will start prioritizing eligible lands. It's an aggressive schedule. We want to get this RFP out as soon as possible.

Board agreement

6. Update on zoning ordinance rewrite

Cram: we have been working for many years on the zoning ordinance rewrite. In 2015, the

township entered into a contract with McKenna Associates. Their task was to reorganize the existing zoning ordinance so that it was easier to read and to bring it up to current standards with the Michigan Zoning Enabling Act. They worked with the planning commission and passed off a document. A planning commission subcommittee was formed to look at it, and it went through many changes, some of which there are concerns about. On my first day at Peninsula Township on January 3, 2022, adopting the rewrite was on the township board's agenda. There was a lot of concern from citizens, so they opted to pause. Then our legal counsel conducted a comparison of the existing zoning ordinance adopted in 1972 to the rewrite. That comparison highlighted the new things that had been incorporated into the rewrite, and we went back to some of the original things. Then in November of this year, the chair of the zoning board of appeals told me he was concerned about some things that were left out. I am also very concerned, particularly in regard to non-conforming uses and structures. I asked for permission to continue to pause the adoption of the zoning ordinance rewrite so that I could work with the study group to look into these things. Between September and January of this year, we discovered there have been a lot of changes, 71 new definitions, and multiple things left out.

I am currently reviewing an application before the planning commission and getting pushback from the applicants on providing a lighting plan with a photometric survey superimposed on the site plan. This is for a commercial use that could be open until 2:00 a.m. Having appropriate lighting that does not disturb the neighbors is important. What I discovered in going through this process is that the requirement to have that photometric plan superimposed on the site plan had been left out of the zoning ordinance rewrite. As your director of planning, I cannot support adopting the zoning ordinance rewrite. There would be unintended consequences with future applications. I would like your permission to put out another request for proposals so that we can understand the true cost and timeframe to completely update the zoning ordinance, which is 50 years old. Our lighting, signage, and parking standards are all outdated. Our zoning ordinance is not current with the Michigan Zoning Enabling Act. It is imperative to have an updated zoning ordinance. I embarked on this same task with Larimer County. It took us two years to update and was only 10 years outdated. This will be a heavy lift.

Chown: I completely support your recommendation. We need to get an RFP out and find out what it's going to cost to do this right with controls in place.

Cram: I encourage you to look at Acme Township's zoning ordinance. They worked with Beckett&Raeder. We will see who replies. I will be working with you on specific questions and what this RFP entails. Our contract needs to include appropriate public engagement. The consultant will be managed by me with guidance from you. One of the things I love about Acme Township's zoning ordinance is their intent statement. How do we want A1 to look, what is the intent of all the zone districts? When you look at the allowed uses in each district, they have their table set up so it lists all the uses and what zone district is allowed and what the approval process is.

We will have a document that includes all 200 amendments with tables and things on the website soon. We will continue to work with our existing zoning ordinance, and I will prioritize strategic amendments we need to make to continue to allow us to move forward

to address some of the issues we're having and so we continue to be legally defensible.

Rudolph: where do we stand with the master plan?

Cram: minor revisions need to be made. We need to make sure we have the most current maps. I have worked with an outside graphic designer who can make the changes. I hope to have the master plan across the finish line by May. Usually you update your master plan every five years and then the zoning ordinance follows.

Shanafelt: the farm processing update you did is fine?

Cram: yes, it will move forward into the new update.

Shanafelt: will updating the whole thing effect the work you were going to do?

Cram: no. We can talk about roadside stands tonight.

Wunsch: we are probably going to have to go through another lengthy process to get the zoning ordinance rewrite across the finish line. Jenn will continue to work on the priorities. We're going to be able to hold onto the things we like. A tremendous amount of volunteer work went into the rewrite, but it was impacted by a very turbulent environment with 100% town board and planning department turnover. We are better positioned to do this now. We have a relatively cohesive board and full-time staff.

Cram: I feel confident I can get the support I need to accomplish this.

7. Policy discussion on roadside stands

Wunsch: do we want to talk about roadside stands?

Shanafelt: how urgent is it?

Cram: I made a promise to the agriculture committee to keep moving things forward.

However, I think we will have a more productive conversation if we have fresh eyes on it. I am very close to finishing the work on processing kitchens as well so we could address both at our next meeting.

Chown: we could have a special town board meeting February 28 where we do both.

Wahl and Shanafelt will be absent February 28.

Cram: can meet with Shanafelt or Wahl to get comments before. We did vet this with Ryan Coffey Hoag, Right to Farm, and GAAMPS. I have received comments from residents; those are being incorporated. We should be able to move quickly on farm stands and processing kitchens. Both amendments allow farmers to move forward with value-added agriculture.

Shanafelt: is there no longer a size restriction on farm stands? How is that managed?

Cram: if a farmer is following GAAMPS, that preempts local zoning. We can talk about whether we want to set size restrictions for those not following GAAMPS.

Wahl: based on our agriculture retail provisions in the township, GAAMPS set the minimum standard. To the extent that a farm stand is associated with a legitimate agricultural enterprise, it is protected under the Right to Farm Act. You have to be growing the product you sell. Because of how permissive the state GAAMPS are for a farmer selling product at the roadside, we essentially only allow farm stands that are following GAAMPS.

Achorn: do we have to have a joint meeting with the planning commission?

Cram: I will be taking it to the planning commission February 27 to receive their input. I hope to schedule a joint public hearing with the planning commission in March to get these two amendments across the finish line.

Board agrees to move discussion on roadside stands to the following meeting.

8. Road Fund

Achorn moved to transfer \$10,000 from the tower fund as an appropriation to the road fund to cover ongoing operating expenses with a second by Wahl.

Roll call vote: yes – Rudolph, Shanafelt, Chown, Wunsch, Achorn, Wahl

9. Citizen Comments:

Monnie Peters, 1425 Neahtawanta Road: I am quite supportive of what Jenn [Cram] has proposed. This time she has the old code and the McKenna re-write, which has some good areas and some real holes. I will help. The one thing I want to keep pushing is, she has so much work on her hands that to get this done you need to support her.

Cram: I would like to get this done with this board. I think it is doable.

Peters: I think it could be done in two years. The pressure needs to stay on.

Mike Skurski, 14696 Mallard Drive: four million dollars in millage money that's left goes directly to the road commission. Their decision to give funds to the remaining, I think 13, townships is basically a thought process. I would like to see the township supervisors get together. Since we are having issues with trying to direct work in our township, I'm sure the same thing has happened in the others. Rather than getting your share of \$31,000 a year, why not have it proportionately something else, maybe tax base, and instead of giving out the whole \$400,000, have them give out two million? Have the township have the capability of directing some significant funds for roads with your input and your money being this matching that needs to be done with the MTF funds. Start getting better local control to manage the road system in the townships. I think that would help with a lot of these problems that you saw tonight. The way you control it is with money. You can't put it in escrow waiting for them to do something because that's not legal. Get the five commissioners' votes, get a bigger share of the money, control your own destiny.

Nancy R. Heller, 301 Blue Water Road: I am a believer in communication and education. In this community, there is a sense of limited communication. I am going to reference the invoice list and the tremendous amount of legal fees. This board should communicate with the community besides just listing invoices. I have no wonderful fix. Looking at the tremendous expense, I wonder if any of it is covered under insurance? What is our track record when we go to court? There are a lot of positives this board is creating. I'm assuming it is enforcement, because all I see is a list with the number and a name. I don't think the community is aware of a lot of the positives that are coming out of this expense. Back in the olden days, the supervisor would summarize. It would create a lot of goodwill. Communicate, educate. I use the one example of the legal.

TJ Andrews, County Commissioner District 7: I now have three meetings under my belt. I appreciate the discussion regarding the road commission and look forward to being a participant on the working group. I want to raise three issues we have been working on at the county commission. One is a mental health and wellness center. We do not have this in our community. We're looking at a crisis stabilization center combined with a crisis residential center. My understanding is this would be primarily for adults because residential crisis is an emerging field and the states still do not have rules around what that can look like. There were at one point, I think, more than 100 groups with various perspectives involved. This is a regional issue. It's now narrowed down to six groups, and

I'm pleased to say our county is part of the leadership team to move that forward. We do have five million dollars in ARPA funds earmarked for mental health crisis infrastructure. A parallel citizen advisory committee has been developed. If there are people in Peninsula Township, whether you are a provider or beneficiary or have family who are beneficiaries of mental health services, who want to be part of that, United Way is leading it. There's an email and I'm happy to share it.

The second issue we are moving forward is a facilities' master plan. This is an overarching process. We're going to take a look at our infrastructure facilities. There is some hope towards consolidation. I am optimistic and hopeful that process will also move the ball a little bit down the field on our jail and juvenile justice systems, both of which are antiquated. We don't have a juvenile justice system. We currently transport kids who are a danger to themselves or their families either downstate or out of the state as far away as Arizona. I'm not convinced our contract is going to be as comprehensive as it needs to be, but maybe we can at least highlight the issues on the facilities' master plan.

The third thing I want to raise for your awareness is that our opioid settlement dollars have come. We have three million dollars. We hope to go through a process that will be different than the ARPA process where we really try to attack some of the stigma associated with substance use disorder, ensuring that we have Narcan everywhere we possibly can to keep people alive and have choices. That is a process with proposals and funding for substance use disorder and opioids in particular. Hope to see some progress on those and hope to answer your questions going forward. It's never boring, right?

10. Board Comments

Chown: Happy Valentines Day!

Wunsch: one update: the township newsletter has gone out. I've been asked to remind the public that the Pelizzari expansion is being funded by the residual balance from the original Pelizzari millage, not from new tax dollars or the general budget.

Achorn: today was the last day to pay taxes without paying interest.

11. Adjournment

Wahl moved to adjourn with a second by Chown.

Motion approved by consensus

Adjourned at 10:43 p.m.

February 14, 2023

Peninsula Township Board of Trustees
Old Mission Peninsula, Michigan

Dear Trustees:

With representatives of the GTC Road Commission in attendance at tonight's Township Board meeting, I thought this would be an opportune moment to have a frank discussion about the relationship between the Road Commission (RC) and the taxpayers of Peninsula Township.

Senior RC management seems to regard Peninsula Township as little more than a cash cow to be milked for tax dollars, mostly for use elsewhere in the county, not here. We hand over more taxes to the county, including road millage funds, than any other township, except Garfield. Peninsula Township contributed almost 20 percent of the \$4.4 million the RC received in millage taxes in 2021. We have gotten little in return. The county map and list of 2023 road projects provided to you this evening pretty much says it all. Once again, township taxpayers will be providing the RC with over \$800,000 this year in road millage, and in return, a short stretch of Peninsula Drive that was repaired a few years ago will be chip sealed.

It is a pattern we have seen repeated over the past years. By my calculation, since the road millage first passed in 2013, the Township has handed over app. \$6 million to the RC. In return we can count on one hand the number of roads on OMP that have been reworked over those ten years, mostly in the form of chip sealing projects, as we see again in 2023. Compared to what is routinely spent on roads in Paradise, East Bay, and Garfield Townships and elsewhere, plus the \$1 million in millage monies annually handed over to TC, it's a joke.

Equally troubling, there is a widening gap between RC priorities and local road funding needs. One principal justification for the original millage was to help fill the state funding shortfall for the repair and maintenance of local roads and streets. This has been abandoned as the RC has focused its attention almost exclusively on primary roads and roundabouts. What's worse, if you Trustees want local road work done on the Peninsula, current RC policy is to require townships to put up a 3:1 funding match. And as of last fall, the RC no longer provides 25-40% of the funding to repave county roads serving subdivisions, as it traditionally has. Local Special Assessment Districts are now required to absorb full costs. The RC's legal obligation to maintain the county local road system is being foisted upon neighborhoods and township government.

Let me conclude with several comments about the big gorilla in the closet: Bluff Road. I find it particularly galling when members of the RC disingenuously claim they'd like to do something about the damaged road, but they don't know where to find the money. They could start by looking at how this Township's sizable millage contributions have been and are being used; that would provide one answer. But the fact is the RC has never tried to find a Bluff Road funding solution. County Road Manager Brad Kluczynski made it clear as far back as the summer of

2020 his strong preference is to permanently close the damaged section; put turn arounds at each barricade; and walk away from the problem. Since then, he has acted accordingly to bring about this outcome.

I am here tonight, along with neighbors and friends, to warn you that Mr. Kluczynski's desired outcome is about to be realized. In case you are unaware of it, a proposal was brought before the Road Commission board last fall to de-certify the closed section of Bluff. If passed, this stretch of road would no longer be eligible for State funding. De-certification would also make it extremely difficult for the township and other stakeholders to get grants or outside funding for Bluff. Looking at the bigger picture, de-certification is a big step towards road abandonment.

I understand the RC plans to go forward with de-certification in the next few weeks. This would not be in the best interests of the Township or local property owners. After refusing for three years to take even elementary steps to keep the situation from worsening, by de-certifying the road, the RC would be dropping into our laps a piece of environmentally degraded property that is a public safety hazard. I hope you make this a part of the discussion that follows this evening.

In closing, please do your due diligence; find out more about the implications of de-certification for the future of Bluff Road; and work with your legal counsel to block it, at least until the RC has put sufficient funding into stabilizing the roadway so it no longer is a public safety hazard.

I also hope you Trustees will hold the RC accountable for how our millage dollars have been spent these past years. No such information is currently available to the public. Taxpayers need assurances these monies are being used for their intended purposes. A good start would be for you to seek audited reports of road millage projects since 2020 as a precondition for transferring future payments to the Road Commission.

Sincerely yours

A handwritten signature in black ink that reads "James H. Raphael". The signature is written in a cursive, flowing style.

James H. Raphael
14826 Mallard Drive
Traverse City, MI 49686

Fire Department Surplus Gear



Peninsula Township Fire Department
14247 Center Rd.
Traverse City, Michigan 49686
PH: 231-223-4443
fire@peninsulatownship.com



Re: Surplus Equipment

February 10, 2023

Dear Town Board,

I am writing to gain permission to deem 8 sets of turn out gear and left over parts of the old station 1 mezzanine that was moved to station 3 when built be deemed surplus. The turnout gear is over 10 years old and per national Fire Protection Standards, can not be used during fire suppression activities. The mezzanine parts have been piled behind station 1 since station 3 opened and the department does not see a need to keep the parts at this time.

I will respectfully ask, that we donate both to the Northwest Regional Fire Training Center (RTC). The turnout gear can be used for training by students except for live fire training. The mezzanine parts would be used to help construct a new live burn training cell that the RTC has been planning to add to the facility for years and are still in the process of seeking donations to complete the project. These donations would greatly help the RTC with providing a high level of training to the many firefighters located in Grand Traverse County. Peninsula Township firefighters use the RTC on multiple occasions to improve our skill. Please honor this request.

Respectfully,

Fire Chief Fred Gilstorff

Sale of Plotter

Rebecca Chown

From: Robin Noval <deputy.clerk@peninsulatownship.com>
Sent: Monday, February 13, 2023 12:55 PM
To: 'Beth Chan'
Cc: 'Becky Chown'; 'Susan Piehl'; 'Jenn Cram'
Subject: RE: HP Plotter Printer
Attachments: Plotter invoice.pdf

Hello Beth,

The Plotter was purchased in October 2018 for \$4,244.54. This was supposedly the "real" cost, according to Matt Crain. See invoice attached.

Let me know if you need anything else.

-Robin

Robin Noval
Peninsula Township Deputy Clerk
13235 Center Road
Traverse City MI 49686
phone - 231-223-7321
deputy.clerk@peninsulatownship.com

From: Beth Chan <clerkpa@peninsulatownship.com>
Sent: Monday, February 13, 2023 9:39 AM
To: Robin Noval <deputy.clerk@peninsulatownship.com>
Cc: Becky Chown <clerk@peninsulatownship.com>; Susan Piehl <officemanager@peninsulatownship.com>; Jenn Cram <planner@peninsulatownship.com>
Subject: HP Plotter Printer

Robin,

Can you find how much the township paid for the HP Plotter Printer (located in the copy room)?

We are starting the process of moving it out of the copy room so that we can put file cabinets in that area. The first step is finding out the original price, and secondly, putting it up for sale which may require township board approval.

Thanks so much,

Beth Chan
Peninsula Township FOIA Coordinator
8:15-Noon Monday-Thursday
13235 Center Road
Traverse City MI 49686
clerkpa@peninsulatownship.com



PO BOX 5257
Traverse City, MI. 49696

Invoice

Due Date	Date	Invoice #
10/25/2018	10/25/2018	8832

Bill To

Peninsula Township
13235 Center Rd.
Traverse City, MI 49686

☐ Please check box if address is incorrect or has changed, and indicate change(s) on reverse side.

New e-mail address? Enter here: _____

Balance Due **\$6,692.15**

Crain Systems Group, Inc.

PO BOX 5257
Traverse City, MI 49696

PLEASE DETACH AND RETURN TOP PORTION WITH YOUR PAYMENT.

		P.O. No.	Terms	Project	Rep
			Immediate		MC
Item	Description	Qty	Rate	Amount	
9999999	HP T930 Plotter for Planner Office <i>Qty 1</i>	1	4,244.54	4,244.54	4,384.87
Shipping	Shipping <i>Return</i>	1	140.33	140.33	
9999999	HP Zbook 15.6" SSD, 16GB, Win 10 Pro Laptop <i>SA Mark Action</i>	2	883.44	1,766.88	896.54
Shipping	(one for Planner, other for BSA/Clerk office use) <i>FILED DOING</i>	2	13.10	26.20	
9999999	Trend Micro AV Renewal for 2018-2019 Year <i>PIR 4 000</i>	1	514.20	514.20	514.20
Shipping	Shipping <i>more</i>	1			
<i>① 101-901-970-460 \$4384.87</i>					
<i>② 101-901-970-173 896.54</i>					
<i>③ 101-901-970-173 896.54</i>					
<i>④ 101-173-818-200 514.20</i>					
				<u>6692.15</u>	

There will be a \$15 charge for all returned checks. 10% interest will be assessed on all unpaid balances after 90 days. For billing inquiries: 231-947-0117.

Total	\$6,692.15
Payments/Credits	\$0.00
Balance Due	\$6,692.15

Correspondence

Rebecca Chown

From: David Shambaugh <shambaug@gwu.edu>
Sent: Monday, February 20, 2023 1:36 PM
To: Rebecca Chown
Subject: O.M. Peninsula Newsletter

Hi Becky:

I recently received--and read cover-to-cover--the Winter Newsletter. I just want you and your colleagues to know that I think this is one of *the very best* expenditures of funds and effort that the Township staff undertakes. For those of us who are not "year rounders" it is a truly superb way to keep up on all the various and sundry things going on up there (I suspect even for those who are in residence year round). It is just packed with useful information, is extremely well written and edited, the photos are great (incredible one of the Northern Lights on p. 9!), and I found the pie charts on pp. 4-5 really informative (although they *do* raise certain questions).

So, my sincere **congratulations** to all those who contribute to putting the Newsletter together! It is **very worthwhile**.

It's just a shame though that it only goes out to taxpayers/property owners--as many others in families (who are not the actual taxpayers) would gain a lot by reading it and it would help to build community among a wider net of peninsula residents. That would have printing and mailing cost implications. Of course it is impossible to find the addresses for various family members--but perhaps if the "five associations" (our Illini Cottagers Assoc., Walker Woods Assn., Mission Acres, Leffingwell, and Neatawanta Assn.) would be willing to share their address lists, that would be a good start.

all best wishes,

David Shambaugh



THE
RUNNING WISE
LAW FIRM

FORD • CONLON • GERBERDING • GRIER

February 28, 2023

Board of Commissioners
Grand Traverse County Road Commission
1881 Lafranier Road
Traverse City, MI 49696

Re: Bluff Road neglect

Ladies and Gentlemen:

I am writing as a Grand Traverse County tax payer, a 20+ year resident of Bluff Road on the Old Mission Peninsula and also as a lawyer who's law firm represented the County Road Commission for many years. I am also writing to follow up on three prior phone calls I have placed to the Road Commission on the same general subject.

I. Factual Background

Our most recent snow event began yesterday (Monday, February 27, 2023) in the early afternoon and continued overnight into the early hours of Tuesday morning. When I arrived home last night (at roughly 5:30 p.m.), there was already a substantial amount of snow on Bluff Road and it was obvious that no County Road Commission ("CRC") plow trucks had yet made a single pass. I understand that the CRC has designated Bluff Road as a secondary road, so it was merely a nuisance at that point. Later in the evening (roughly 8:30 p.m.) I still had not seen a CRC plow truck make its way up or down Bluff Road. Out of curiosity, I hopped in my car and ventured out to see what the status was of other roads. Center Road (M-37), being a state trunk line, was completely clear, including the shoulders. Peninsula Drive was the same. I took note and headed back home.

Over twelve hours later, when I left my house at 8:50 a.m. (and almost 90 minutes after calling the CRC to once again raise concerns), I was astonished to find that STILL, not one pass had been made by a CRC plow truck. At this point, roughly **20 hours** after the snow event had begun, the road was almost impassable.

On my way into town (having navigated my way through incredibly deep snow on Bluff Road), I noted the conditions of other roads. Gray Road was cleared, treated with sand/salt and was largely just wet. Wilson Road, same thing. McKinley Road, same thing. I am sure you get the point.

Kent E. Gerberding
Michael I. Conlon
Catherine D. Jasinski
Thomas A. Grier
Julie A. Gillum
Jeffrey R. Wingfield
Thomas J. Waters

Of Counsel:
Richard W. Ford
John W. Kline

Harry T. Running
(1911 – 1992)

William L. Wise
(1928 – 2014)

Miles C. Gerberding
(1930 – 2015)

Traverse City
1501 Cass Street, Suite D
PO Box 686
Traverse City, MI
49685-0686
Ph. 231.946.2700
Fax. 231.946.0857

II. Concerns

For the reasons that should become obvious, I would ask that this letter be inserted into and maintained as part of the CRC's public record. My concerns are two-fold.

First, and while I would like to believe otherwise, I cannot help but think that Bluff Road and its residents have been singled out for some form of selective neglect when it comes to snow removal, stemming from its residents' widespread objections to the tree removal project several years ago. Again, I would hope that is not the case.

Second, my concern as a tax payer is also one stemming from the potential liability that could attach to (my) County Road Commission in the event that someone could not be reached by an emergency services vehicle, or that someone might be delayed or impeded in trying to make their way to the hospital emergency room in the middle of the night (or as late as 8:50 a.m. this morning). This would not be a liability concern if all secondary roads were being treated similarly, but this is evidently not the case, as was proven once again over the last 24 hours.

I have no idea what is driving the neglectful treatment of Bluff Road and its residents, but I would ask that the subject be addressed internally with the CRC before it potentially poses a larger problem one day.

I thank you in advance for your consideration of my concerns.

Respectfully,



Kent E. Gerberding



103RD DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

BETSY COFFIA
STATE REPRESENTATIVE

PHONE: (517) 373-3817
FAX: (517) 373-5495
BetsyCoffia@house.mi.gov

February 22nd, 2023

Dear Supervisor Isaiah Wunsch,

I'd like to take a moment to extend my hand in gratitude to you and your board for the good work you do for the people of Peninsula Township. Grassroots efforts and local government are at the heart of progress for the 103rd District. Having served two terms as a Grand Traverse County Commissioner, I value and appreciate your work and leadership in local government. As your new State Representative, I want to assure you that I am committed to building partnerships that are good for our region and the people who live here.

It is an honor to represent the 103rd and I know I can't do it alone. I am seeking input from our local municipalities to ensure that the legislative decisions that are ahead are fully informed by the people that call the 103rd MI House District their home. I respectfully request that this letter be submitted as received and file on your next board agenda.

I invite you to please look at your calendar and reach out to Kate Nieman, my constituent services director and scheduler, to set up a time to chat about your township's priorities. She can be reached at 517-373-3817. I look forward to hearing from you about your goals, celebrations, and challenges for the people you serve.

Best,

State Representative Betsy Coffia
Michigan State House District 103

Rebecca Chown

From: Ronessa Butler <ronessa@gmail.com>
Sent: Thursday, March 2, 2023 2:36 PM
To: Rebecca Chown; Dave Murphy; Mary Beth Milliken; Mike Skurski; Pete Dahl; Michele Zebell
Subject: Peninsula Twp Parks in MyNorth's Red Hot Best 2023 Top Ten

Hi all,

I was just looking through MyNorth's Red Hot Best 2023 Top Ten list (and casting my votes) when I saw that PNA & Old Mission State Park are in the top ten for Best Hiking Trail or Area; Haserot for Best Beach; BH Boat Launch for Best Kayak/SUP Location; Dougherty Mission House for Best Historical Landmark; Dougherty & PNA for Best Place to Walk Your Dog; and Old Mission Point for Best Winter Hike.

Kind of nice to see our natural resources appreciated and admired in our community. :)

Here's the link if you want to check it out (and/or vote): <https://mynorth.com/the-red-hot-best-of-northern-michigan/rhb2023/#/gallery?group=440852>

Best,
Nessa

Rebecca Chown

To: Dave Murphy
Subject: RE: Regarding plowing in Peninsula Township.

From: Dave Murphy <davemurphy6943@gmail.com>
Sent: Thursday, March 2, 2023 5:17 PM
To: Rebecca Chown <clerk@peninsulatownship.com>; deputy.clerk@peninsulatownship.com; 'Isaiah S. Wunsch' <Wunschis23@gmail.com>; 'Jenn Cramm' <planner@peninsulatownship.com>
Subject: Regarding plowing in Peninsula Township.

All,

I shared this with Becky and she suggested sharing it with at least this group concerning the road commission's handling of services in Peninsula Township.

Recently, I had an encounter with a major service provider to the township. It's a private sector provider and I'll leave the business' name out of this discussion, but they service the entire region. It was a snowy day and I asked how roads were. The driver for the service said, "Lousy, and I don't know what the county has against you guys on the peninsula, but it's consistently this way – roads plowed elsewhere but conditions terrible out here."

Thank you.

Dave Murphy

Business

Ordinance #53, Amendment #1
Floodplain Management Provisions of the State
Construction Code

ORDINANCE ADDRESSING FLOODPLAIN MANAGEMENT PROVISIONS OF THE STATE CONSTRUCTION CODE

Peninsula Township, Grand Traverse County

Ordinance 53, Amendment 1

An ordinance to affirm an enforcing agency to discharge the responsibility of Peninsula Township located in Grand Traverse County and to designate regulated flood hazard areas under the provisions of the State Construction Code Act, Act No. 230 of the Public Acts of 1972, as amended.

The Township of Peninsula ordains:

Section 1. AGENCY DESIGNATED. Pursuant to the provisions of the state construction code, in accordance with Section 8b(6) of Act 230, of the Public Acts of 1972, as amended, the Grand Traverse County Construction Code Department of Grand Traverse County is hereby designated as the enforcing agency to discharge the responsibility of Grand Traverse County under Act 230, of the Public Acts of 1972, as amended, State of Michigan. The Township of Peninsula assumes responsibility for the administration and enforcement of said Act throughout the corporate limits of the community adopting this ordinance.

Section 2. CODE APPENDIX ENFORCED. Pursuant to the provisions of the state construction code, in accordance with Section 8b(6) of Act 230, of the Public Acts of 1972, as amended, Appendix G of the Michigan Building Code shall be enforced by the enforcing agency within the jurisdiction of the community adopting this ordinance.

Section 3. DESIGNATION OF REGULATED FLOOD PRONE HAZARD AREAS. The Federal Emergency Management Agency (FEMA) Flood Insurance Study (FIS) titled "Flood Insurance Study for Grand Traverse County, All Jurisdictions," effective April 19, 2023, and the Flood Insurance Rate Map(s) (FIRMS) included on index panel 26055CIND0B, effective April 19, 2023, are adopted by reference for the purposes of administration of the Michigan Construction Code and declared to be a part of Section 1612.3 of the Michigan Building Code and to provide the content of the "Flood Hazards" section of Table R301.2(1) of the Michigan Residential Code.

Section 4. MOST RESTRICTIVE STANDARDS. If another ordinance contains standards inconsistent with the provisions of this ordinance, the most restrictive standards shall apply.

Section 5. PUBLICATION.

This ordinance duly adopted on March 14, 2023, at a regular meeting of the Peninsula Township Board and will become effective March 24, 2023, seven days after publication, slated to occur on March 17, 2023.

Signed on _____ by _____ (Rebecca Chown),
Clerk of Peninsula Township, Grand Traverse County.

Attested on _____ by _____ (Isaiah Wunsch),
Supervisor of Peninsula Township, Grand Traverse County.



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF
ENVIRONMENT, GREAT LAKES, AND ENERGY
LANSING



LIESL EICHLER CLARK
DIRECTOR

December 6, 2022

VIA EMAIL

Isaiah Wunsch, Supervisor
Peninsula Township
13235 Center Road
Traverse City, Michigan 49686

Dear Supervisor Wunsch:

SUBJECT: New Flood Insurance Rate Maps (FIRMs) for Grand Traverse County

The Federal Emergency Management Agency (FEMA) has completed new FIRMs for Grand Traverse County. The FIRMs are scheduled to go into effect on April 19, 2023. Your community should have recently received an official FEMA letter of notice that this is the case.

Your community currently participates in the National Flood Insurance Program (NFIP). As a member of the NFIP, your community must adopt the new maps by revising its current floodplain ordinance or adopting a new floodplain ordinance, prior to the effective FIRM date of April 19, 2023.

There is a sample ordinance included in this packet and available online at: www.mi.gov/floodplainmanagement then select "NFIP Map Modernization."

Note that federal NFIP minimum requirements and the Michigan Construction Codes with Appendix G, regulate all development within the floodplain. Development is defined as any man-made change, and includes activities such as filling, grading, septic systems, and agricultural buildings. If your community needs additional information on the requirements or training, please contact me.

The completed ordinance or ordinance amendment documents should be submitted to my attention. After our office has reviewed them, I will send them to FEMA for final approval. If the documents are not effective prior to April 19, 2023, or have not been approved by FEMA prior to the effective date of the FIRM, your community will be suspended from the NFIP. Suspension will result in flood insurance no longer being available in the community. This means for federally backed mortgages in the floodplain, the lenders will require people to seek private insurance (through Lloyds of London for example) at extremely high rates. Some forms of Federal disaster assistance are also not available in suspended communities.

I can review draft documents before they are voted on or approved by community officials to assure they will meet FEMA's requirements. It is preferred that documents are emailed to me at cervellid@Michigan.gov. The following needs to be listed in your ordinance: The Flood Insurance Study for Grand Traverse County, All Jurisdictions, effective April 19, 2023, and the Flood Insurance Rate Map(s) (FIRMS) panel number(s) included on index panel, 26055CIND0B, effective April 19, 2023.

Please allow time for any required publications in your local papers. It is also advised to update any intergovernmental agreement with the county building officials, if applicable, so they are aware of the upcoming changes. Both sample the ordinance and the intergovernmental agreement can be found at the link above.

If you have questions, please contact me at cervellid@Michigan.gov; 517-243-6951, or Environment, Great Lakes, and Energy (EGLE), WRD Hydrologic Studies and Floodplain Management Unit, P.O. Box 30458, Lansing, Michigan 48909-7758

Sincerely,



Donna Cervelli, PE
Floodplain Engineer
Water Resources Division

Enclosure

cc: Christina Deeren, Zoning Administrator, Peninsula Township
Becky Chown, Clerk, Peninsula Township
Brian Killien, FEMA Region V, Chicago
Susan Conradson, EGLE

ORDINANCE ADDRESSING FLOODPLAIN MANAGEMENT PROVISIONS OF THE STATE CONSTRUCTION CODE

Ordinance number 53 (Amended)

An Ordinance to affirm an enforcing agency to discharge the responsibility of the Township of Peninsula located in Grand Traverse County, and to designate regulated flood hazard areas under the provisions of the State Construction Code Act, Act No. 230 of the Public Acts of 1972, as amended.

The Township of Peninsula ordains:

Section 1. AGENCY DESIGNATED. Pursuant to the provisions of the state construction code, in accordance with Section 8b(6) of Act 230, of the Public Acts of 1972, as amended, the Grand Traverse County Construction Code Department is hereby designated as the enforcing agency to discharge the responsibility of Grand Traverse County under Act 230, of the Public Acts of 1972, as amended, State of Michigan. The Township of Peninsula assumes responsibility for the administration and enforcement of said Act through out the corporate limits of the community adopting this ordinance.

Section 2. CODE APPENDIX ENFORCED. Pursuant to the provisions of the state construction code, in accordance with Section 8b(6) of Act 230, of the Public Acts of 1972, as amended, Appendix G of the Michigan Building Code shall be enforced by the enforcing agency within the jurisdiction of the community adopting this ordinance.

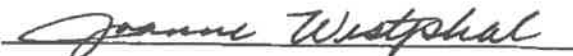
Section 3. DESIGNATION OF REGULATED FLOOD PRONE HAZARD AREAS. The Federal Emergency Management Agency (FEMA) Flood Insurance Study (FIS) Entitled "Grand Traverse County, MI (all Jurisdictions)" and dated 8-28-2018 and the Flood Insurance Rate Map(s) (FIRMS) panel number(s) of 26055CIND0A, 26055C0025C, 26055C0050C, 26055C0112C, 26055C0113C, 26055C0114C, 26055C0125C, 26055C0150C, dated 08/28/2018 are adopted by reference for the purposes of administration of the Michigan Construction Code, and declared to be a part of Section 1612.3 of the Michigan Building Code,

and to provide the content of the "Flood Hazards" section of Table R301.2(1) of the Michigan Residential Code.

Section 4. REPEALS. All ordinances inconsistent with the provisions of this ordinance are hereby repealed.

Section 5. PUBLICATION. This ordinance shall be effective after legal publication and in accordance with the provisions of the Act governing same.

Adopted this 4th day of October, 2018. This ordinance duly adopted on 10-4-18 at a special meeting of the Board of Township Trustees and will become effective 11-4-18.

Signed on October 4, 2018  (Signature),
Joanne Westphal, Clerk of the Township of Peninsula

Attested on October 4, 2018 by  (Signature),
Robert K. Mangold
Supervisor, Township of Peninsula

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RESOLUTION NO. 162-2018

**COUNTY OF GRAND TRAVERSE RESOLUTION TO ADOPT
INTERGOVERNMENTAL AGREEMENT TO MANAGE FLOODPLAIN
DEVELOPMENT FOR THE NATIONAL FLOOD INSURANCE PROGRAM**

At a regularly scheduled meeting of the Board of Commissioners of the County of Grand Traverse, Traverse City, held at 400 Boardman Avenue, Suite 305, Traverse City, Michigan, 49684 on the 17th day of October, 2018, at 5:30 p.m., Eastern Standard Time.

PRESENT: Addison Wheelock, Jr., Tom Mair, Dan Lathrop, Chery Gore Follette,
Ron Clous and Carol Crawford

ABSENT: Bob Johnson

The following resolution was offered by Commissioner Wheelock and supported by Commissioner Mair:

WHEREAS, the Township of Peninsula (the "Township") currently participates in the Federal Emergency Management Agency's ("FEMA") National Flood Insurance Program ("NFIP") by complying with the program's applicable statutory and regulatory requirements for the purposes of significantly reducing flood hazards to persons, reducing property damage, reducing public expenditures, and providing for the availability of flood insurance and federal funds or loans within its community, and

WHEREAS, the Township desires to satisfy its requirements to comply with the FEMA NFIP minimum floodplain management criteria for flood prone areas as detailed in Title 44 of the Code of Federal Regulations (44 CFR), Section 60.3 to assure the Township's compliant participation in NFIP, and

WHEREAS, the Township Board must designate an enforcing agency that shall discharge the responsibilities of the Township to satisfy the minimum floodplain management criteria for flood prone areas, and

WHEREAS, Grand Traverse County, acting through the Grand Traverse County Construction Code Office, has agreed to act as the enforcing agency to discharge the responsibility of the Township to satisfy the minimum floodplain management criteria for flood prone areas, and

NOW THEREFORE, BE IT RESOLVED by the County of Grand Traverse, Traverse City, Michigan as follows:

3. To maintain the Township's eligibility and continued participation in the NFIP, the County understands and agreed that it shall discharge the responsibility of the Township under the NFIP by administering and enforcing the minimum flood management criteria for flood prone areas in accordance with the terms and conditions contained within the attached Agreement, Appendix A titled "Peninsula Township and Grand Traverse County Intergovernmental Agreement to Manage Floodplain Development for the National Flood Insurance Program."
4. All prior resolutions and parts of prior resolutions insofar as they conflict with the provisions of this resolution are hereby rescinded.

Upon roll call vote, the following voted:

YEAS: Addison Wheelock, Jr., Tom Mair, Dan Lathrop, Chery Gore Follette,
Ron Clous and Carol Crawford

NAYS:

EXCUSED: Bob Johnson

RESOLUTION DECLARED ADOPTED.

STATE OF MICHIGAN


)

) ss

COUNTY OF GRAND TRAVERSE

)

I, the undersigned, the duly qualified and acting clerk for County of Grand Traverse, Traverse City, Michigan, DO HEREBY CERTIFY that the foregoing is a true and complete copy of certain proceedings taken by the County Board of Commissioners at a meeting held on the 17th day of October, 2018, and further certify that the above Resolution was adopted at said meeting.


Bonnie Scheele, Grand Traverse County Clerk

RESOLUTION AND INTERGOVERNMENTAL
AGREEMENT TO MANAGE FLOODPLAIN DEVELOPMENT
FOR THE NATIONAL FLOOD INSURANCE PROGRAM

Resolution: 2018-10-04 #1 Agreement: 2018-10-04 #1

At a special meeting of the Township Board for the Township of Peninsula, Grand Traverse County, Michigan, held in the Township Hall on the October 4, 2018, the following resolution was offered by Beckler and supported by Adrian and passed.

WHEREAS, Peninsula Township currently participates in the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program (NFIP) by complying with the program's applicable statutory and regulatory requirements for the purposes of significantly reducing flood hazards to persons, reducing property damage, reducing public expenditures, and providing for the availability of flood insurance and federal funds or loans within its community; and

WHEREAS, the NFIP requires that floodplain management regulations must be present and enforced in participating communities, and utilize the following definitions which also apply for the purposes of this resolution:

1. **Flood or Flooding** means:
 - a. A general and temporary condition of partial or complete inundation of normally dry land areas from: 1) the overflow of inland or tidal waters, 2) the unusual and rapid accumulation or runoff of surface waters from any source, 3) mudflows, and
 - b. The collapse or subsidence of land along the shore of a lake or other body of water as a result of erosion or undermining caused by waves or currents of water exceeding anticipated cyclical levels or suddenly caused by an unusually high water level in a natural body of water, accompanied by a severe storm, or by an unanticipated force of nature, such as flash flood or an abnormal tidal surge, or by some similarly unusual and unforeseeable event which results in flooding, as defined in paragraph (a)(1) of this definition.
2. **Flood Hazard Boundary Map (FHBM)** means an official map of a community, as may have been issued by the FEMA, where the boundaries of the areas of flood, mudslide (i.e., mudflow) related erosion areas having special hazards have been designated as Zone A, M, and/or E.
3. **Floodplain** means any land area susceptible to being inundated by water from any source (see definition of flooding).
4. **Floodplain management** means the operation of an overall program of corrective and preventive measures for reducing flood damage, including but not limited to emergency preparedness plans, flood control works, and floodplain management regulations.
5. **Floodplain management regulations** means zoning ordinances, subdivision regulations, building codes, health regulations, special purpose ordinances (such as a floodplain ordinance, grading ordinance, and erosion control ordinance) and other applications of police power that provide standards for the purpose of flood damage prevention and reduction.
6. **Structure** means a walled and roofed building that is principally above ground, gas or liquid storage facility, as well as a mobile home or manufactured unit.

WHEREAS, the Stille-Derossett-Hale Single State Construction Code Act, Act No. 230 of the Public Acts of 1972, as amended, (construction code act), along with its authorization of the state construction code composed of the Michigan Residential Code and the Michigan Building Code [and its Appendices (specifically Appendix G)] contains floodplain development and management regulations that comply with the FEMA NFIP minimum floodplain management criteria for flood prone areas as detailed in Title 44 of the Code of Federal Regulations (44 CFR), Section 60.3, and

WHEREAS, by the action dates of this document, **Grand Traverse County** affirms/agrees on behalf of **Peninsula Township** to function as the designated enforcing agency to discharge the responsibility of administering, applying, and enforcing the construction code act and the state construction code, specifically the Michigan Residential Code and the Michigan Building Code, and the Michigan Rehabilitation Code for Existing Buildings to all development within **Peninsula Township's** political boundaries, and

WHEREAS, **Peninsula Township** and **Grand Traverse County** enforce floodplain regulations of the construction code act, and **Peninsula Township** wishes to ensure that the administration of that code complies with requirements of the NFIP, and

NOW THEREFORE, to maintain eligibility and continued participation in the NFIP,

1. **Peninsula Township and Grand Traverse County** agree that **Grand Traverse County's** officially designated enforcing agency for the construction code act, **Grand Traverse County Construction Code Division**, be directed to administer, apply, and enforce on **Peninsula Township's** behalf the floodplain management regulations as contained in the state construction code (including Appendix G) and to be consistent with those regulations, by:
 - a. Obtaining, reviewing, and reasonably utilizing flood elevation data available from federal, state, or other sources pending receipt of data from the FEMA to identify the flood hazard area, and areas with potential flooding, and
 - b. Ensuring that all permits necessary for development in floodplain areas have been issued, including a floodplain permit, approval, or letter of no authority from the Michigan Department of Environmental Quality under the floodplain regulatory provisions of Part 31, "Water Resources Protection," of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended, and
 - c. Reviewing all permit applications to determine whether the proposed building sites will be reasonably safe from flooding. Where it is determined that a proposed building will be located in a flood hazard area or special flood hazard area, **Grand Traverse County** shall implement the following applicable codes according to their terms:
 - i) All appropriate portions and specifically the floodplain management regulation portions and referenced codes and standards of the current Michigan Residential Code.
 - ii) All appropriate portions and specifically the floodplain management regulation portions and referenced codes and standards of the current Michigan Building Code.
 - iii) Appendix G of the current Michigan Building Code.
 - iv) All appropriate portions and specifically the floodplain management regulation portions and referenced codes and standards of the current Michigan Rehabilitation Code for Existing Buildings.
 - d. Reviewing all proposed subdivisions to determine whether such proposals are reasonably safe from flooding and to ensure compliance with all applicable floodplain management regulations.
 - e. Assisting in the delineation of flood hazard areas; provide information concerning uses and occupancy of the floodplain or flood-related erosion areas, maintain flood proofing and

lowest floor construction records, and cooperate with other officials, agencies, and persons for floodplain management.

- f. Advising FEMA of any changes in community boundaries, including appropriate maps, and
 - g. Maintaining records of new structures and substantially improved structures concerning any certificates of floodproofing, lowest floor elevation, basements, floodproofing, and elevation to which structures have been floodproofed.
2. **Peninsula Township and Grand Traverse County** assure the Federal Insurance Administrator (Administrator) that they intend to review, on an ongoing basis, all amended and revised FHBMs and Flood Insurance Rate Maps (FIRMs) and related supporting data and revisions thereof and revisions of 44 CFR, Part 60, Criteria for Land Management and Use, and to make such revisions in its floodplain management regulations as may be necessary to assure Peninsula Township's compliant participation in the program.
 3. **Peninsula Township** further assures the Administrator that it will adopt the current effective FEMA Flood Insurance Study (FIS), FHBMs, and/or the FIRMs by reference within its Floodplain Management Map Adoption Ordinance or similarly binding ordinance documentation.

FURTHER BE IT RESOLVED, both communities declare their understanding that, until this resolution is rescinded or Peninsula Township makes other provision to enforce the construction code act:

1. **Grand Traverse County** must administer and enforce the construction code act in accordance with the terms and the conditions contained herein, and
2. For **Peninsula Township** to continue its participation in the NFIP, the construction code act must be administered and enforced according to the conditions contained herein.

Peninsula Township:

Peninsula Township Date Passed: 10-4-2018

Officer Name: Robert Manigold

Title: Supervisor

Signature: 

Date: 10-4-18

Witness Name: Joanne Westphal

Title: Clerk

Signature: 

Date: 10-4-2018

Grand Traverse County

Date Passed: _____

Officer Name: CAROL J. CRAWFORD

Title: CHAIRPERSON

Signature: 

Date: 10-17-18

Witness Name: CHRISTINE J. CRAMER

Title: ADMINISTRATIVE ASST.

Signature: 

Date: 10-17-18

Quick Reference Floodplain Requirements of MI Construction Codes

Michigan Residential Code 2015

R102.7.1 Additions – required to meet criteria of new structures (elevated)

R104.10.1 Variance criteria in flood hazard areas

R105.2 Work exempt from permits. NOTE: Appendix G supersedes these exemptions in NFIP communities. (See Appendix G info below).

R105.3.1.1 Substantial Improvement and Substantial Damage -determined by Building Official

R109.1.3 Elevation Certificates – required after placement of foundation, prior to vertical construction

R110.2 Change in use of an existing structure

R112.2.1 Appeals cannot waive code requirements – only to determine if code was correctly applied.

R113 & 114 Violations & Stop work orders

R202 Definitions

Table 301.2.1 References FIRMs as flood hazard areas (p31). Where there is no FIRM, Part 31 floodplains become the basis for the SFHA.

R309.3 Garages, Carports in Flood hazard areas (p65) – garage floor at or above BFE.

R322 Flood Resistant Construction (p77)

R322.1.4 DFE =BFE

R322.1.6 -Mechanical, electrical protection

R322.1.7 Water supply and septic systems waterproofed or elevated

R322.1.8 Flood resistant materials

R322.1.9 Manufactured Homes

R322.1.10 As-Built Elevation Certificate

R322.2.1 -Elevation requirements – lowest floor, including basement 1 ft above BFE

R322.2.2 Enclosures below DFE -

R322.2.2.1 Flood-vents

R322.3 V Zones & Coastal A Zones – Elevation requirements for both zones are the same and must be in accordance with 322.3.1-322.3.7: lowest horizontal structural member 1 ft above BFE, no structural fill, no basements,

(3) foundations must be pilings or columns

R408.7 Crawlspace Design -sub-floor spaces in FHA must be equipped with flood vents. Crawlspace floor must equal exterior grade, exception references FEMA TB 11-1 standards (p122)

G2404.7 Flood Hazard (appliance, equipment, system installations) (p506)

ASCE 24- Flood Resistant Design and Construction

MRC references in R301.2.4 – Buildings in FP, subject to R322; buildings in floodway are subject to ASCE24. (same language in 322.1).

MBC references ASCE in 1612.4 -Buildings constructed in flood hazard areas, shall meet chap 5 of ASCE 7 and ASCE24. Note 1612.4 is more restrictive than ASCE24.

Table 1-1 Building Types -Flood Design Class (p7)

- 1- Minimal Risk structures (accessory buildings);
- 2- Moderate Risk – Most residential, commercial, industrial buildings
- 3- High Risk - large number of people, athletic facilities, schools, healthcare centers (w/out surgery), etc.
- 4- Essential facilities necessary for emergency response -hospitals, fire, ambulance, police stations and garages, shelters, power stations, public utilities, etc.

2.2 Floodway development -Fill and structures prohibited in FW unless model shows NO increase in BFE. If there is a BFE, but no mapped FW, structures and fill prohibited unless model shows increase less than 1 ft.

Table 2-1 Minimum elevation (flood zones other than V)

1. DFE, 2. And 3. BFE +1, 4. Higher of BFE +2, or 500-yr

Chapter 4 – Coastal High Hazard Areas and Coastal A Zones

Table 4-1 Elevation Standards for V Zones and Coastal A - min elevation of bottom of lowest supporting horizontal structural member of lowest floor.

4.5.4 -Fill prohibited for elevation

4.5.13 Stem walls prohibited in V; in Coastal A, prohibited to enclose areas below DFE. Possibly permitted if supporting a floor system above and backfilled with soil or gravel to support the floor.

Chapter 6 -Dry Floodproofing

Chapter 7 – Utilities and equipment

7.3.4 – Septic systems

2015 Michigan Building Code

104.2.1 Determination of Substantial Improvement/ Damage – determined by the building official

105.2 Work exempt from permits

107.2.5 Site plans shall be to-scale and show flood hazard areas, floodways, and design flood elevations

107.2.5.1 If DFE isn't specified, they shall be established per section 1612.3.1

2015 MBC continued

[A]110.3.3 – Elevation Certificate required upon placement of lowest floor including basement, prior to further vertical construction.

202 Definitions

Basement - portion of building that has its floor subgrade on all 4 sides

Lowest floor

FHA (p24) - the greater area of 1. as shown on the FIRM or 2. Part 31 floodplain.

SFHA (p35) the area as shown on the FIRM.

Substantial Damage (p37) greater than or equal to 50% of structures market value.

1203.4.2(5) -crawlpace ventilation can also be used as flood-vent openings as long as it meets criteria for openings in ASCE 24. (p319)

1603.1.7 Floor design data (p360)

1612 Flood Loads (p386) (applies to FHA)

1612.3.1 Alternate flood hazard provisions -if no FIRM exists, flood hazard areas are determined by the state under Part 31. Section 1612 shall apply to buildings and structures within those areas.

1612.3.2 – riverine FHA's where BFE is provided, but floodway is not delineated – the applicant shall provide a floodway analysis that demonstrates proposed work will not increase BFE by 1 ft.

1612.4 Buildings constructed in flood hazard areas, shall meet chap 5 of ASCE 7 and ASCE24 (p392)

1612.4.1 Minimum requirements for buildings (in addition to ASCE 24)

- (1) Type II buildings "lowest floor" including basement 1 ft above BFE;
- (2) Type III and IV lowest floor 1 ft above 500-year or above elevation in ASCE 24;
- (4) Dry floodproofing shall extend to at least 1 ft above DFE;
 - may only apply to areas used solely for parking, limited storage and building access (see .4.1 above and definition of "lowest floor".
- (6) Underfloor spaces (crawlspaces) shall comply with 1805.1.2.1.

1612.5 Flood Hazard Documentation - Elevation Certificates, flood-proofing certificate,

- (2) -documents required in Coastal V and A zones

1804.5 Grading and Fill in Flood Hazard Areas (FHA) (p426)

1805 Damp-proofing and waterproofing -

1805.1.2.1 – under-floor spaces – crawlspace floor shall be equal to or higher than exterior grade. (exception to this references FEMA tech bulleting 11-1).

3001.1 Elevators in FHA– shall comply with ASCE 24-14 (p579)

Chapter 34, which contained criteria for additions was deleted. The code now references the MI Rehabilitation Code. Sec 402.2 of MI Rehab code states additions less than a substantial improvement are not required to be elevated.

Appendix G -Flood Resistant Construction

(p627) – Appendix G was specifically designed so that the MI Construction Codes meet the minimum NFIP requirements and was approved by FEMA as doing so if adopted. Appendix G is not mandatory unless specifically referenced in the adopting ordinance, which is a condition of participation in the NFIP.

G101.3 Scope - This appendix shall apply to all proposed development in a [flood hazard area](#), including certain work exempt from [permit](#) under [Section 105.2](#)

G102.1 – Appendix G covers subdivision of land, placement and replacement of manufactured homes, placement of recreation vehicles, repairs, rehabilitation, additions, substantial improvements, tank installation, temporary structures, etc.

G103.2 Other Permits - Building official is responsible to ensure that approval of a development shall not be given until necessary permits have been granted by federal or state agencies having jurisdiction.

G103.3 Determination of DFE – building official can obtain DFE from feds, state, or other, OR can determine DFE. However, it must be based on hydraulic engineering techniques by a registered design professional.

G103.5 Floodway Encroachments – including fill and other land-disturbing activities

G103.5.1 FW Revisions – FW encroachments that increase the BFE are authorized if the applicant has applied for a CLOMR and received approval from FEMA.

G103.7 Alterations in Coastal Areas

G103.8 maintain permanent records of all permits issued in flood hazard areas

G105 Variances – by board of appeals & historic structures, no variances in floodway

G201 Development Definition (includes filling and grading) (Also regulated in 1804.5).

G301.2 Subdivisions -FHA, floodway, coastal FHA, DFE shall all be shown on the plat

G401.3 Sewer facilities – septic systems and drain-fields in FP in accordance with ASCE 24 Chapter 7. -minimize or eliminate floodwater infiltration or impairment of system

G501.1 Manufactured homes

G601.1 Recreational vehicles

G801.2 Fences

G801.8 Roads and Watercourse Crossings in Regulated Floodways

G901 Temporary structures & Storage – less than 180 days

G1001.1-G1001.6 Agricultural buildings requirements in the floodplain

Large Event Public Hearings

LE2023-01: National Cherry Festival for the Festival of Races

LE2023-02: Race Day Events for the Traverse City Triathlon

LE2023-03: Traverse City Track Club for the Bayshore Marathon

LE2023-01

National Cherry Festival for the Festival of Races



571 S Union St. Traverse City, MI 49684

p 231 947 4230 | f 231 947 7435 | cherryfestival.org

1/10/2023

Christina Deeren
Peninsula Township
13235 Center Road
Traverse City, MI 49686

Large Event Ordinance, Application for Permit, Festival of Races 2023

Thanks for taking the time to review our application for the 2023 Festival of Races. The National Cherry Festival and its participants have thoroughly enjoyed this event for over 40 years! I have enclosed all of the information per the requirements of the application. Please let me know if you have any questions. I look forward to working with you.

Cheers,

Alexis Bremer
Operations Director
National Cherry Festival
abremer@cherryfestival.org
(231) 947-4230 x 105

Enclosures

2023 Application for Permit

- Meijer Festival of Races presented by Cherry Bay Orchards

1. Sponsor Contact Information

- Alexis Bremer, Operations Director, National Cherry Festival
- 521 S. Union St, Traverse City, MI 49684
- 231-947-4230 x 105

2. Private Property Owners

- Island View Orchards
- Attn: John & Gloria Lyon
- Address: 2211 Island View Rd, Traverse City, Michigan 49686 • Phone: 231-709-0053

- John & Laura Keenan
- Address: 2299 Hawk Ridge Drive, Traverse City, Michigan 49686 • Phone: 231-631-9345

- Dan & Cameron Farley
- Address: 13008 Queen Ann S, Traverse City, Michigan, 49686 • Phone: 231-392-4176

3. Event Date & Hours

- July 8th, 2023 7:00 AM - 10:30 AM

4. Event Description

- The Meijer Festival of Races is a footrace that offers four different race distances: 5K, 10K, 15K, and the Half Marathon. The races are held on the last day of the National Cherry Festival and typically draw around 3,500-4,000 runners total. Festival goers and local Traverse City residents have been enjoying this tradition for over 40 years. The 5K, 10K, and 15K start at NMC and finish on the Front Street just prior to the Cherry Royale Parade. The Half Marathon participants will park at NMC and ride shuttle buses to the start of the race at Chateau Grand Traverse. This will give runners the chance to experience our local agriculture first hand as they run through vineyards and cherry orchards. The half marathon runners will start at 7:00 AM and continue down Peninsula Drive where they eventually meet up with 15K runners and follow everyone to the finish on Front Street in front of thousands of people. The race concludes promptly at 10:30 AM to allow the parade to start.

5. Address or location and written statement from real property owner

- Old Mission Peninsula School
- Address: 2699 Island View Rd, Traverse City, Michigan 49686

- Island View Orchards, Attn: John & Gloria Lyon
- Address: 2211 Island View Rd, Traverse City, Michigan 49686

- Letter: See attached

- John & Laura Keenan
- Address: 2299 Hawk Ridge Drive, Traverse City, Michigan 49686
- Phone: 231-631-9345
- Letter: See attached
- Dan & Cameron Farley
- Address: 13008 Queen Ann S, Traverse City, Michigan, 49686
- Phone: 231-392-4176
- Letter: See Attached

6. Estimate of the maximum number of people

- We estimate at most 300 people will participate in the Half Marathon including volunteers and staff.
- We estimate 300 people will participate in the Festival 15K (volunteers and staff will be placed on the NMC campus).
- In 2022 we had 751 people total participate in these races.

7. Copy of the notice Section 2.7

- Front of Post Card (see attached example below)
- Back of Postcard to be sent at least 15 days prior to the meeting of the Township Board (example) See attached
- Back of Post Card to be sent at least 15 days but not 30 days prior to event (example) See attached

8. Rendering of all signage

- We plan to work with Peninsula Township and MDOT to secure proper signage is placed throughout the course for 2023. Examples of past signage is listed below.
- 2023 MDOT Construction Permit:
- Give em a Brake Signage (per MDOT in 2022): "Race in Progress" signs shall be located 800 yards North and South of Mckinley on M-37. The "Be Prepared to Stop" signs shall be located 400 yards North and South of Mckinley on M-37.
- Additional MDOT signage for 2023 Event Ahead & Be Prepared to Stop (example below) placed at Center Rd and McKinley Road, and Peninsula Drive and McKinley Road.



● Examples of NCF signage (most signs are Chloroplast signs on h-stakes).

Event	Location	Text
FOR	Course Mile Markers	Half Marathon 1-13, 15K 1-9
FOR	OMP School	RUNNERS ONLY
FOR	OMP School	DO NOT ENTER
FOR	OMP School	COURSE MAPS
FOR	Eastern	HALF MARATHON SHUTTLE- STRAIGHT ARROW
FOR	OMP School/Island View Orchards/Course	NO PARKING DAY OF EVENT
FOR	OMP School/Course	RIGHT ARROW
FOR	OMP School/Course	LEFT ARROW
FOR	OMP School/Course	STRAIGHT ARROW
FOR	OMP School/Course	HALF MARATHON BAG DROP OFF
FOR	OMP School/Course	CAUTION RUNNERS!
FOR	Course	Runners stay to the right! This road is not closed use caution and watch for cars.

9. A written statement that indicates how the National Cherry Festival plans to provide for the following:

A & B) The National Cherry Festival will work hand in hand with representatives of Peninsula Township, Peninsula Fire Department and the Grand Traverse County Sheriff's department to finalize a plan that works for all parties and ensures the safety of all participants. This includes police, fire, and medical services and emergency vehicles needed for the event. Sheriff's Department - 2 deputies & canine unit (they both will help with the start of the half, now located at Old Mission Peninsula School and then made their way down to McKinley, dog will inspect all bags). North Flight: 4 Bike Medics. Peninsula Fire: 1 Ambulance. (Additional TCPD support throughout the finish of the race downtown Traverse City).

C & D) The National Cherry Festival plans to work with the township, local residents, and local businesses to secure the location for proper water stations, and porta johns throughout the course. See map below for 2023 locations. All temporary structures will be removed immediately after runners pass. All structures should be cleared by 11:00 AM. We also plan to recruit volunteers that we'll train and place throughout the course to ensure safety of all runners and respect to all Peninsula Township residents. Typically, 5-10 volunteers manage each water station. They are responsible for handing out water to runners, and cleaning up all trash from the runners around their water station and 1 mile north and south of their water station. At the beginning of the race we will have 10-15 volunteers to help manage the crowd and ensure safety of all runners. These volunteers will also assist in tear down and clean-

up at the event start. A smaller group will follow the last runner and clean up any trash on the course route and pick up all signs and materials.

E) In regard to vehicle access and parking, we will continue to offer and promote parking at NMC, Eastern Elementary, and Central High School. Shuttle services will be offered and heavily advertised to half marathon runners. No parking will be allowed at the start of the race except for volunteers and staff. Depending on the amount of parking spaces made available by Old Mission Peninsula School we plan on handing out special "parking permits" in advance so volunteers are aware and can carpool as necessary.

F) We plan to have proper disposal containers available at the start and with each water station. Volunteers are heavily trained and aware that they must look for trash throughout the course and clean up as necessary.

G) There will be no amplified music along the course route. We plan to work with Peninsula Township to ensure proper number of signs are placed throughout the course to eliminate any chance of trespassing. We will also have volunteers placed strategically so they can educate runners on where they are allowed to run and warm up.

H) This race has a road closure on Old Mission Peninsula between Devils Dive Rd. and Front Street. The Sheriff will temporarily close Island View Road (approximately 15-30 minutes) if necessary. The race has applied for a Road Commission ROW permit.

I) We will list all parties as additional insured on our liability policy. All of our vendors are also required to list us as additional insured and all participants are required to accept a waiver of liability in their registration. We can also add additional property owners adjacent to the course to our liability policy if necessary. Below is a list of additional insureds for 2023. Additional parties can be added. All insurance documents have been requested and should be available prior to May.

- Warren Orchards
- Old Mission Peninsula School
- Bill & Monica Hoffman
- Island View Orchards
- Peninsula Township
- John & Laura Keenan
- Grand Traverse County Road Commission
- Daniel & Cameron Farley

J) Per the Peninsula Township the National Cherry Festival is working with the Grand Traverse County to obtain a proper list to use for the mailing of our event notification to Peninsula residents.

10: Site Plan illustrating the following uses as part of the proposed event

- A) Parcel boundaries — see below
- B) Location of event area — See below
- C) Location of parking — See below
- D) Location of sanitary facilities — See below
- E) Location and number of temporary structures — N/A
- F) Location of medical facilities — TBD
- G) Location of waste disposal facilities — See below

H) Course map — route below

I) Location of all signage on site and a long event's course — aid station reminders and mile markers placed at every mile

Parcel Boundaries and Site Map of Event Area — Chateau Grand Traverse (larger map below).

PENINSULA TWP



Parcel Lines REVISED: This is a map from the Grand Traverse County equalization department of the first section of the half marathon.





New start location will be at Old Mission Peninsula School. The race course will then proceed south to Island View Rd. turning West to then run through Island View Orchards. Runners will head North all the way to Devils Dive Rd where they will then head West to connect to Peninsula Dr. following it all the way into town (same course as in years previous down to Traverse City).

Peninsula Township office, —

Please allow the National Cherry Festival to run the race on Old Mission Peninsula in 2023.

This race has gone through our farm for many years. We welcome the runners and they enjoy the views and cherries.

This makes for good relations especially for out of town visitors.

Thanks for your help on this.

Mary Lyon

2211 Island View Rd.

Traverse City, Mi. 4968.

521 S Union St, Traverse City, MI 49684



p. 231.947.4230 | f. 231.947.7435 | cherryfestival.org

Dear John and Laura Keenan,

This letter is in acknowledgement and approval of the Festival of Races course that impacts the property listed below:

John and Laura Keenan

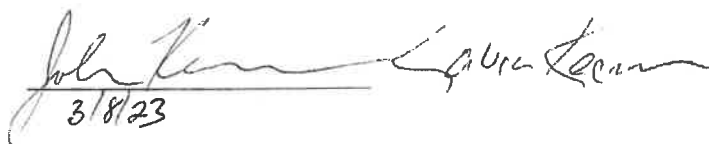
- 2299 Hawk Ridge Drive, Traverse City, Michigan 49686

I am sending this request for your approval for the Festival of Races course to travel within your property lines. The race is set to take place on Saturday July 8th, 2023 beginning at 7am and should finish up around 10:00am which includes the removal of any signage or markings.

By signing below, you approve this request for use of your property for the 2023 Festival of Races course.

Approved:

John and Laura Keenan


3/8/23

Respectfully,

Alexis Bremer

Operations Director

Dear John and Laura Keenan,

This letter is in acknowledgement and approval of the Festival of Races course that impacts the property listed below:—

Dan and Cameron Farley

- 13008 Queen Ann S, Traverse City, Michigan, 49686



I am sending this request for your approval for the Festival of Races course to travel within your property lines. The race is set to take place on Saturday July 8th, 2023 beginning at 7am and should finish up around 10:00am which includes the removal of any signage or markings.

By signing below, you approve this request for use of your property for the 2023 Festival of Races course.

Approved:

Dan and Cameron Farley

Respectfully,

Alexis Bremer
Operations Director

Dear Peninsula Resident:

The 2023 Meijer Festival of Races is proposed to take place on Saturday, July 8th. Racers will be running through your neighborhood between 7:00 A.M. and 10:00 A.M. A public hearing is scheduled for March 14th, 2023 at 7:00 P.M. at the Township Hall located at 13235 Center Rd., Traverse City, MI 49686 where the application will be discussed.

The site plan and application is available for public inspection at the Township offices.
13235 Center Rd.
Traverse City, Michigan 49686.

Presorted
First-Class Mail
U.S. Postage Paid
Traverse City, MI
Permit No. 226

5 4 855

*****SNGLP 496

Musson Kenneth H & Patricia
Or Current Resident
9648 Peninsula Dr
Traverse City, MI 49686



ACORD™

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

1/17/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Haas & Wilkerson Insurance 4300 Shawnee Mission Parkway Fairway, KS 66205 913 432-4400	CONTACT NAME: Kim Carter PHONE (A/C, No, Ext): 913 432-4400 FAX (A/C, No): E-MAIL ADDRESS: kim.carter@hwins.com																					
INSURED The Festival Foundation dba National Cherry Festival 521 S Union St Traverse City, MI 49684	<table border="1"> <tr> <th colspan="2">INSURER(S) AFFORDING COVERAGE</th><th>NAIC #</th></tr> <tr> <td>INSURER A :</td><td>ACE American Insurance Company (CHUBB)</td><td>22667</td></tr> <tr> <td>INSURER B :</td><td>Berkley National Insurance Company</td><td>38911</td></tr> <tr> <td>INSURER C :</td><td></td><td></td></tr> <tr> <td>INSURER D :</td><td></td><td></td></tr> <tr> <td>INSURER E :</td><td></td><td></td></tr> <tr> <td>INSURER F :</td><td></td><td></td></tr> </table>	INSURER(S) AFFORDING COVERAGE		NAIC #	INSURER A :	ACE American Insurance Company (CHUBB)	22667	INSURER B :	Berkley National Insurance Company	38911	INSURER C :			INSURER D :			INSURER E :			INSURER F :		
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INSURER C :																						
INSURER D :																						
INSURER E :																						
INSURER F :																						

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.


INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:		G2497246A	01/15/2023	01/15/2024	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$500,000 MED EXP (Any one person) \$Excluded PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$5,000,000 PRODUCTS - COM/OP AGG \$5,000,000 Liquor \$1,000,000
A	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input checked="" type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY		H08157170	01/15/2023	01/15/2024	COMBINED SINGLE LIMIT (Ea accident) \$1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
A	UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input type="checkbox"/> RETENTION \$		XCPN05005085	01/15/2023	01/15/2024	EACH OCCURRENCE \$4,000,000 AGGREGATE \$4,000,000 \$ PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/> E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? <input type="checkbox"/> Y / N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N/A	MNP1008893	01/15/2023	01/15/2024	\$1,000,000 Deductible \$5,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

The certificate holder is named as Additional Insured on the General Liability policy but only with respect to the liability arising out of the Named Insureds operations or premises owned by or rented to the Named Insured per form CG2026

CERTIFICATE HOLDER

CANCELLATION

Peninsula Township 13235 Center Road Traverse City, MI 49686	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
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LE2023-02

Race Day Events for the Traverse City Triathlon



TRAVERSE CITY TRIATHLON™

Permit Application for the
Traverse City Triathlon
Sunday, August 20, 2023

Produced by:



Event Overview and Timeline

13th Annual Traverse City Triathlon
Sunday, August 20, 2023

Race Day Events
2995 Sub-Zero Parkway
Fitchburg, WI 53719
Race Director: Ryan Griessmeyer
608-444-2261

Event Date(s)

- August 20, 2023

Event Times

- Setup: Saturday, August 19, 2023, starting at 10:00am
- Event Starting Time: Sunday, August 20, 2023, 8:00am
- Last Finisher: Sunday August 20, 2023, 1:00pm
- Event Teardown Completed By: Sunday, August 20, 2023, 4:00pm

Saturday, August 19, 2023

10:00am-6:00pm Race setup at East Bay Park

Sunday, August 20, 2023

5:00-7:00am	Set up, registration and packet pick up at East Bay Park
6:30-7:45am	Transition area open for ALL athletes to setup
7:45am	Race briefing at transition (Sprint, Olympic, Duathlon)
8:00am	Wave 1: Olympic triathlon (men), open water swim (men)
8:05am	Wave 2: Olympic triathlon (women), Olympic relays (all), open water swim (women)
8:15am	Wave 3: Duathlon (all)
8:20am	Wave 4: Sprint triathlon (men), sprint relays (all)
8:30am	Wave 5: Sprint triathlon (women)
9:20am	Swim course closes
10:40am	Sprint/duathlon bike course cutoff (sprint bike course closes)
10:50am (approximate)	Sprint & duathlon awards ceremony at East Bay Park
11:00am	Olympic Bike course cutoff (Olympic bike course closes)
11:15am (approximate)	Transition area opens for bike/gear retrieval
11:20am (approximate)	Olympic awards ceremony at East Bay Park
1:00pm	Final finisher
1:15pm	Teardown begins
4:00pm	Teardown complete

Event Description

- This event is a multisport event consisting of swimming, cycling, and running. It has sub-divisions that will take place concurrently on race day:
 - Sprint Triathlon: 750M Swim, 20KM Bike, 5KM Run
 - Olympic Triathlon: 1.5KM Swim, 40KM Bike, 10KM Run
 - Duathlon: 1.8-mile Run, 20KM Bike, 5KM Run

Event Location

- The event will start at East Bay Park. This area will also serve as the transition area where participants will switch from the swim to the bike, and bike to run. The event will finish at East Bay Park. Please see included maps for start/finish, transition, and course details.

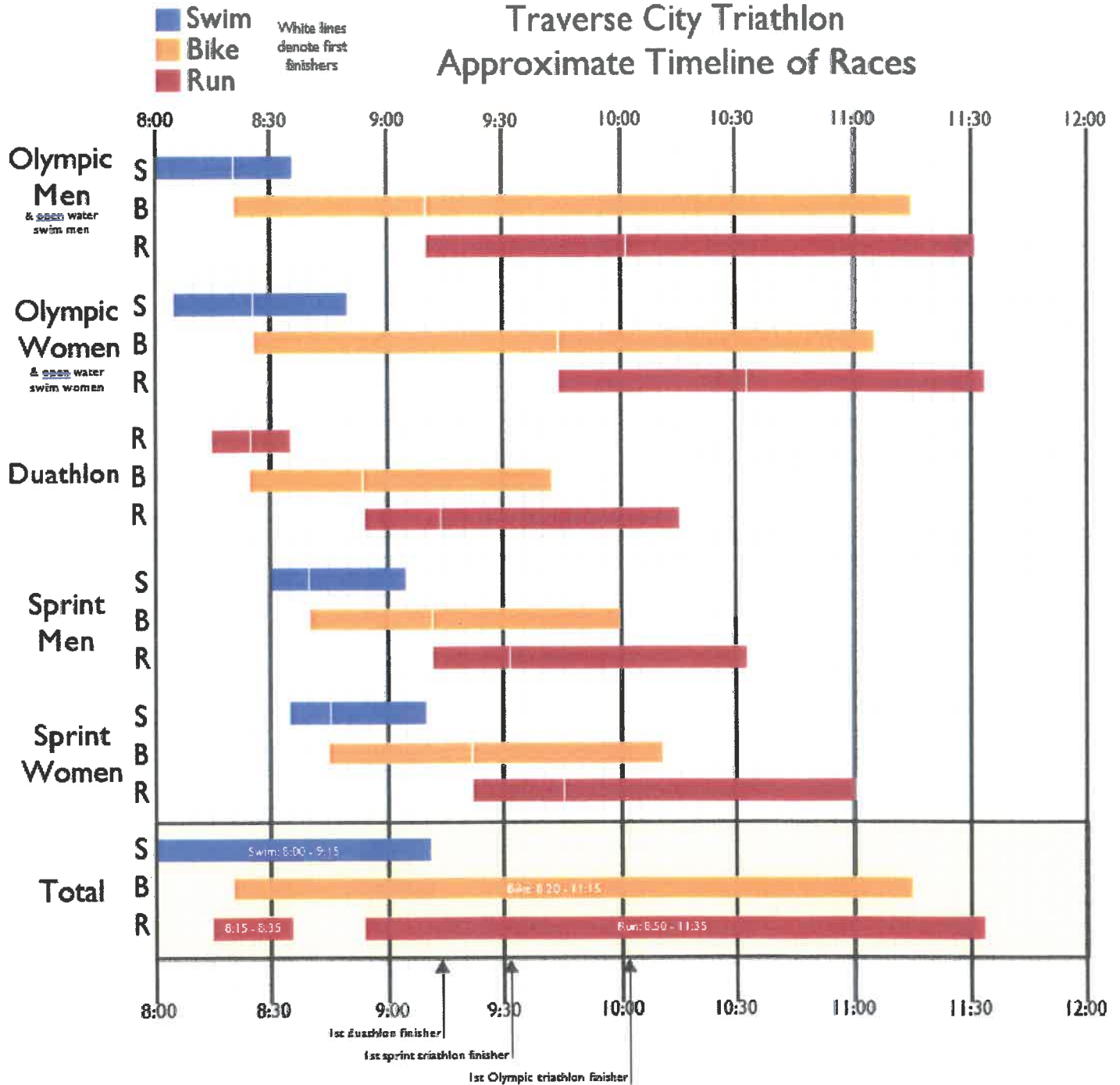
Number of Participants

- The event expects an estimated 500 total participants. Total number of people attending the event, including spectators, is estimated at 800.

Event Pricing

- Participant registration fees: \$79-109 per person. Pricing varies based on event and registration date. Further registration information can be found on the race [website](#).

Traverse City Triathlon Approximate Timeline of Races



Summary Event Information: 13th Annual Traverse City Triathlon – Sunday, August 20, 2023

A Race Day Events Production: Please click [here](#) to see the race website for complete details.

- ❖ The event consists of 2 different length individual triathlon races (participants swim, bike, and run a set distance), a duathlon race (bike, run, bike), and relay versions of triathlon races (a team of people each handle a portion of the race). The triathlon distances are "Sprint" and "Olympic," with the Olympic distance being approximately twice the distance as the Sprint.
- ❖ The event setup for the participants' race equipment is at East Bay Park parking lot - called the "transition" area.
- ❖ The swim course takes place in the waters of East Arm Grand Traverse Bay. Participants enter and exit the water at Traverse City Public Beach, part of East Bay Park.
- ❖ The bike course begins and ends at East Bay Park, proceeding north along various peninsula roads. The roads are not closed; the routes are clearly marked for the participants and motorists. Caution/safety signs are posted, and the routes are monitored by volunteers and deputy sheriff staff. See routes included below.
- ❖ The run course routes begin at East Bay Park. The first Duathlon running route goes north along East Shore Road. The 5K and 10K running routes proceed north and through the Northwestern Michigan College campus and other nearby roads. The roads are not closed; the routes are clearly marked for the participants and public. The race finishes at East Bay Park, where the post-race food and beverages are setup, and the awards ceremony takes place.
- ❖ The start time for the first race is 8:00am, and all participants are typically finished by 12:00pm.
- ❖ All parking for participants, spectators, and volunteers is directed to Northwestern Michigan College campus parking lot(s).
- ❖ Race setup will begin on Saturday, August 19, 2023, at 10:00am, at East Bay Park. This includes equipment in the parking lot for the transition area. And finish line area in the East Bay Park grass area near the playground. Further race setup will begin on Sunday, August 20, 2023, at 5:00am.
- ❖ East Bay Park will be completely cleaned up by mid-afternoon on Sunday. We always make sure to leave the park area even cleaner than when we arrived!
- ❖ All permitting (City of Traverse City, Peninsula Township, DNR, Grand Traverse County Road Commission, etc.) will be in place and route property owners' permissions will be obtained.
- ❖ Emergency personnel are contracted for the event (Fire department, EMS, Deputy patrols).
- ❖ The City of Traverse City is named as additional insured on an event insurance certificate of liability for \$1,000,000.

Large Event Ordinance Information

Police and Fire Protection

- Fire and police protection will be contracted through the City of Traverse City. Fire Department and Sheriff's Department.
- Staffing to include squad cars and deputies stationed along the course as needed at key intersections.

Medical Facilities and Services

- Medical and emergency services will be contracted through Peninsula Township Fire Department
- This will include an ambulance at the East Bay Park area. And an additional vehicle roaming the courses. One rescue boat will be in the water during the swim portion of the event.
- Staffing to include one BLS/ALS rig at East Bay Park, one Fire Department vehicle that roams the course. Additional rigs can be on standby as needed.

Food and Water Supply Facilities

- Food and water will be brought on-site by Race Day Events or participating vendors.

Health and Sanitation Facilities

- Portable toilets will be located at East Bay Park, as well as noted location(s) along the run course.

Vehicle Access and Parking Facilities

- Parking will be at the Northwestern Michigan College's campus parking lots.

Cleanup and Waste Disposal

- Trash will be removed by Race Day Events at the conclusion of the event.

Noise Control and Trespass

- Participants and spectators will be informed to avoid private property while participating in the event. Site plans and maps will be provided to participants, and way finding measures (caution tape, cones, signage) will be in place on race day to remind participants and spectators where they are allowed to travel and spectate. There will be a small PA system at the start and finish area for announcing participant instructions, announcing finisher's names, and playing music as participants finish the event. Volume levels will be kept to those in accordance with the City's Noise Ordinance requirements.

Road Closures

- No roads will be closed for this event.

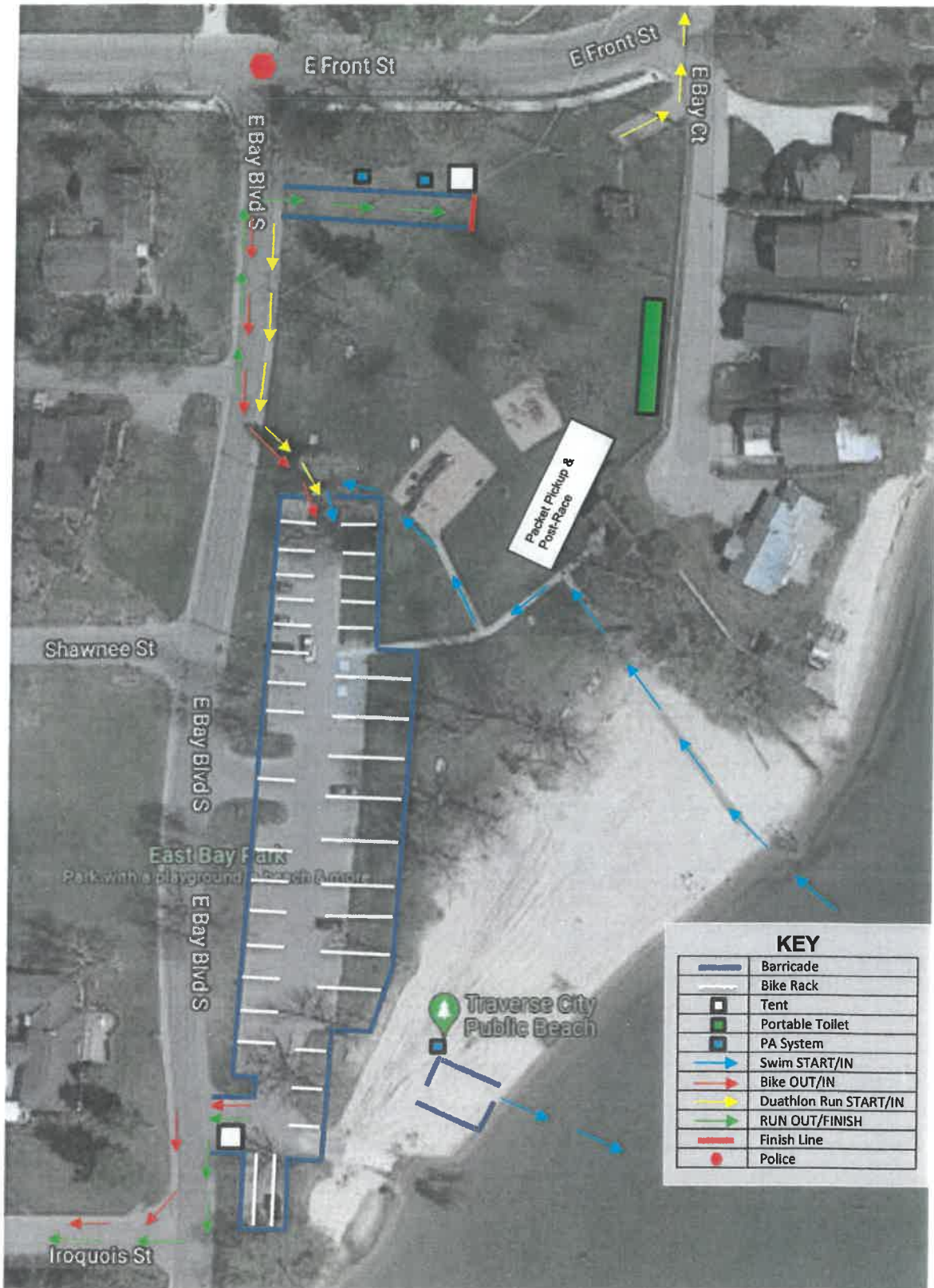
Insurance

- Insurance certificate will be provided through USA Triathlon, the sanctioning body of the event. Actual certificates will be delivered electronically to all required parties prior to the event.

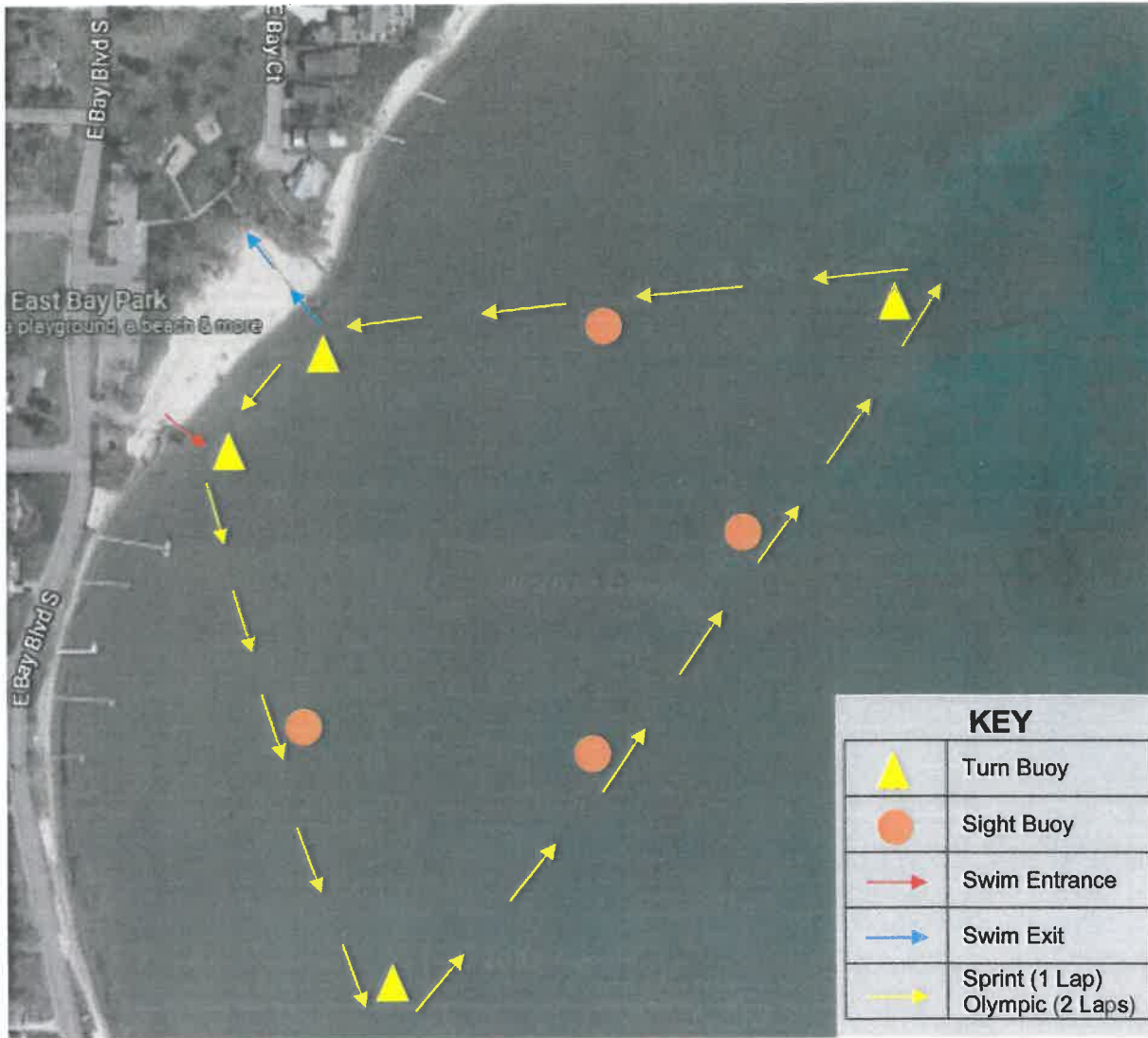
Resident Notification List

- To be provided by the City of Traverse City; postcard to be mailed 3 weeks prior to event.

Site Plan – Overview



Swim Course



Bike Courses

Sprint Bike Course

<https://www.mapmyrun.com/routes/view/5365003942>



Olympic Bike Course

<https://www.mapmyrun.com/routes/view/5365010173>



Running Courses

Duathlon Run #1

<https://www.mapmyrun.com/routes/view/5368450768>



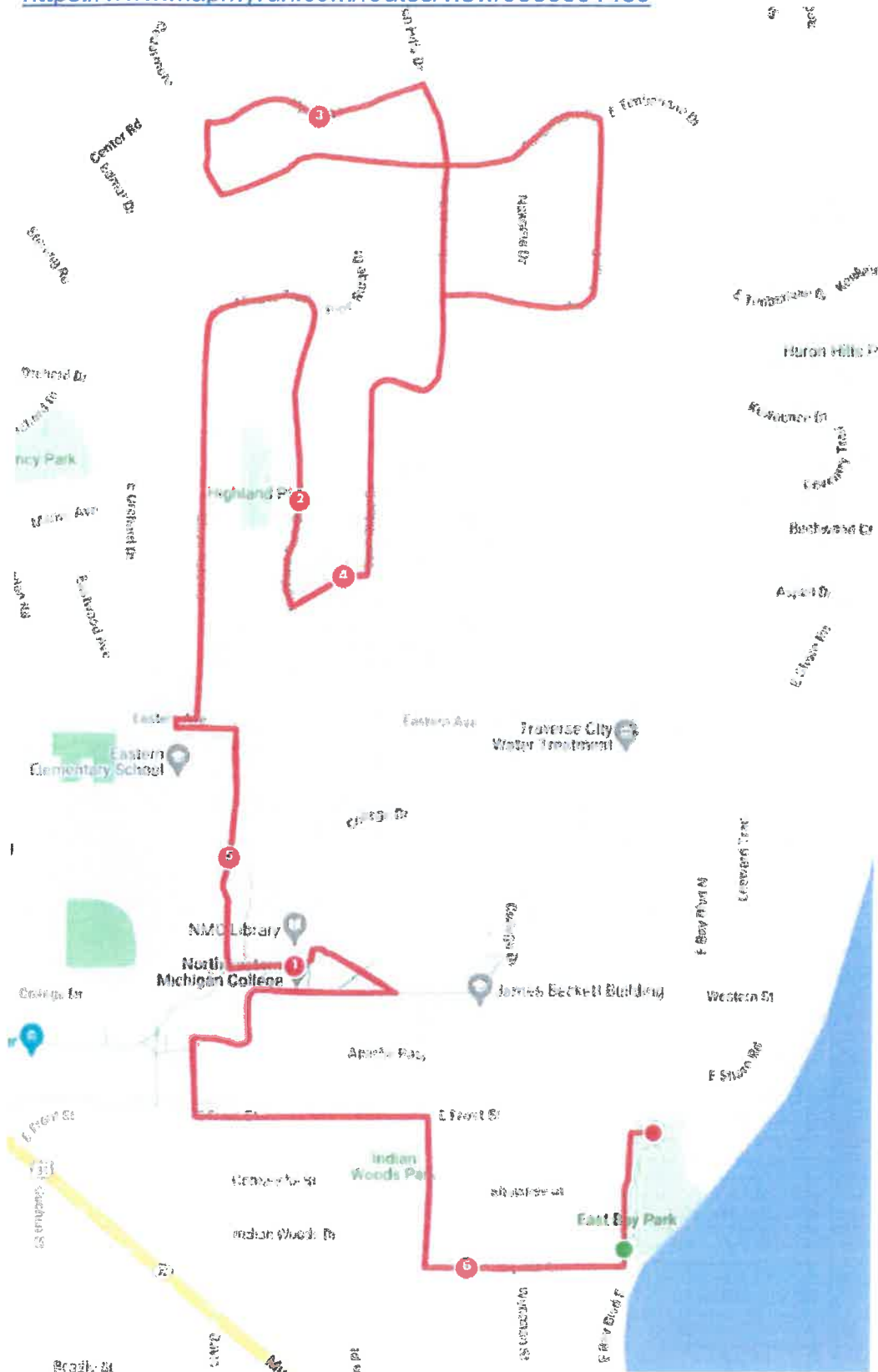
Sprint Run Course

<https://www.mapmyrun.com/routes/view/5365069075>



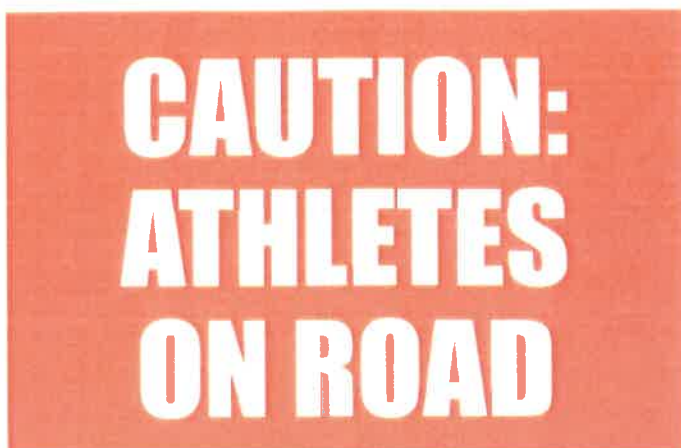
Olympic Run Course

<https://www.mapmyrun.com/routes/view/5365051489>



Event Signage

The following signage will be displayed as needed along the roads utilized by the bike and run courses to inform the public of the event.



Signage and Traffic Control Plan

Visit Google My Maps link to see plan for all routes.

https://www.google.com/maps/d/edit?mid=17LgQiWZTo_fYKwni3kl-HJpq1LXbPGc&usp=sharing



RACEDAY-01

SWILLMERING

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

1/17/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Robertson Ryan - Madison 330 East Kilbourn Avenue, Suite 850 Milwaukee, WI 53202	CONTACT NAME:	
	PHONE (A/C, No, Ext): (800) 258-0277	FAX (A/C, No): (877) 700-0139
INSURED Race Day Events LLC 2995 Sub-Zero Pkwy Fitchburg, WI 53719	E-MAIL ADDRESS:	
	INSURER(S) AFFORDING COVERAGE	
	INSURER A: WEST BEND MUTUAL INSURANCE COMPANY	NAIC # 15350
	INSURER B: SFM MUTUAL INSURANCE COMPANY	11347
	INSURER C:	
	INSURER D:	
	INSURER E:	
INSURER F:		

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSD WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:		1497361	1/2/2023	1/2/2024	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY		1497361	1/2/2023	1/2/2024	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	<input type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$					EACH OCCURRENCE \$ AGGREGATE \$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> Y/N If yes, describe under DESCRIPTION OF OPERATIONS below	N/A	72579.108	2/15/2023	2/15/2024	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 500,000 E.L. DISEASE - EA EMPLOYEE \$ 500,000 E.L. DISEASE - POLICY LIMIT \$ 500,000
A	Liquor Liability		2102252	1/2/2023	1/2/2024	\$ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Traverse City Triathlon - The State of Michigan Commission of Natural Resources Department of Natural Resources is an additional insured in regards to the contract with the above named insured.

CERTIFICATE HOLDER

CANCELLATION

The State of Michigan Commission of Natural Resources
Department of Natural Resources
Interlochen State Park M-137
Interlochen, MI 49643

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

LE2023-03

Traverse City Track Club for the Bayshore Marathon

Peninsula Township Large Event Permit Application

Proposed Event: Traverse City Track Club Bayshore Marathon, Half Marathon, 10K & Kids Marathon

#1 Sponsor of proposed event:

Traverse City Track Club
PO Box 4026
Traverse City, MI 49685

Michelle O'Kelly - Event Manager 517-899-5211 michellephillipich@gmail.com

#2 If event is to be held on private property: name, address, & phone number of owner/lessee.

N/A – event will not be held on any private properties.

We are currently seeking permission to once again use the Peninsula Township land on Devil's Dive road.

#3 Dates and estimated hours of event

May 27, 2023
6:15am to 1:15pm

#4 Description of the kind, character and type of the event proposed

Road Race

#5 Address or location of the site(s) at which the event will be held, including a statement of any property owners with their consent to use their property.

This event is held on public roads. The Half Marathon start will be staged at the property on Devil's Dive Rd., per Peninsula Township request.

-course map attached

#6 Estimate of the maximum amount of people expected to attend the proposed event.

10,000 possible participants between the 3 adult events. Historically there is a 25% no show rate for the 10K and marathon, with a 13% no show rate for the half marathon. There are also have close to 1,200 volunteers or workers. Note that not all these volunteers/workers will be in Peninsula Township. There are a number of volunteers/workers at our finish area and along the first 2 miles of the course, which is outside of the Peninsula Township.

#7 Copy of the notices required to be sent per Section 2.7 of Peninsula Township Ordinance No. 52 of 2014.

Postcard for notice of township board meeting:

The attached course map will appear on this postcard.

The 41st Bayshore Marathon is coming!
Saturday May 27th

For details on the event, please visit:

www.bayshoremarathon.org

Dear Resident,

There will be a Peninsula Township Board meeting, **date TBD**, to discuss the Traverse City Track Club permit application for the 2023 Bayshore Marathon. This is an opportunity for residents to voice their support for this event. The meeting, site plan, and application for the proposed event are all at the Township offices 13235 Center Rd, Traverse City, Michigan 49686.

The TCTC Bayshore Marathon will occur on Saturday May 27th 2023 from 6:15am to 1:15pm. The Bayshore Marathon, Half Marathon, and 10K will be taking place along East Shore Drive, Center Road, and Bluff Road, with the start for the Half Marathon on Devils Dive Road.

For course maps and event details, please visit: www.bayshoremarathon.org

Thank you,
The Traverse City Track Club and Bayshore Race Committee

Postcard for notice of event:

The attached course map will appear on this postcard.

The 41st Annual Bayshore Marathon is coming!
Saturday May 27th

For details on the event, please visit:
www.bayshoremarathon.org

Dear Resident,

We wanted to remind you that the Bayshore Marathon, Half Marathon, and 10K will be taking place along East Shore Drive, Center Road, and Bluff Road on the morning of May 27th between the hours of 6:15am and 1:15pm. Please note that up to 10,000 runners will be on the road and it will be closed to traffic. We encourage you to come out and cheer on the runners as they realize the goals of their hard work. Thank you for your understanding.

The site plan and application for the event is available for public inspection at the Township offices located at 13235 Center Rd., Traverse City, MI 49686. For special transportation needs during our event please email registration@bayshoremarathon.org

For course maps and event details, please visit: www.bayshoremarathon.org

Thank you,
The Traverse City Track Club and Bayshore Race Committee

#8 Rendering of all signage proposed as part of the event:

The signs below will be in place on the side of the road on Friday. Signs will be set up early Saturday morning. As the event passes these signs by, they will be taken down and placed on the side of the road throughout the day on Saturday. All signs will then be picked up by Tuesday.

Signs to be used:



2 Road Closed Ahead 48" x 48"

- On Center Rd between Bluewater and Island View facing North
- On Center Rd before McKinley facing South



2 Detour Ahead 48" x 48"

- On Center Rd between Bluewater and Island View facing North
- On Center Rd before McKinley facing South



2 Road Closed 48" x 30"

- On Center Rd and Island View facing North
- On Center Rd before McKinley facing South



2 Road Closed to Thru Traffic 60" x 30"

- Center Rd and Gray Rd facing East
- Wilson facing East



6 M4-9 Detour Arrow signs 30" x 24"

- Right Arrow on Peninsula Drive and Island View facing South
- Left Arrow on Island View and Peninsula Drive facing East
- Two-sided Straight Arrow before Gray Rd facing South and North
- Two-sided Straight Arrow before Wilson Rd facing South and North
- Left arrow on Peninsula Drive before McKinley facing south
- Right arrow on McKinley before Peninsula Drive facing East

2 M4-10 Detour Arrow signs 48" x 18"

- Left arrow on Center before McKinley sign facing South

-Right arrow on Center before Island View sign facing North

3 Special Signs 48" x 24"-no picture available

- 2 Center Rd Closed between Island View and McKinley 7am to 1pm
 - Sign on Center Rd and Island View facing North
 - Sign on Center Rd before McKinley facing South
- 1 Gray Rd closed to thru traffic 7am-1pm
 - Sign on Craig Rd before Gray Rd facing North



8 Type III barricades 8'

- 2 at McKinley and Center blocking northbound and eastbound traffic
- Wilson and Center blocking Wilson
- Montague and Center blocking Montague
- Gray and Center blocking Gray
- Center and Gray blocking Center
- 2 on Center and Island View totally blocking southbound traffic

Digital sign at the base of the Peninsula placed on Monday prior to event detailing road Closures and times-no picture available

6 Type III barricades 8'

- 2 one on each end of Bluewater
- End of Gray Rd before Peninsula Dr
- End of Wilson Rd before Peninsula Dr
- 2 one on each end of Boursaw



6 Road Closed to Thru Traffic 60" x 30"

- 2 one on each end of Bluewater
- 2 one on each end of Boursaw
- On Gray Rd before Peninsula Dr
- On Wilson Rd before Peninsula Dr

#9 Written statements indicating how sponsor plans to provide:

A: Police & Fire Protection

Traverse City Track Club contracts with both Traverse City and Peninsula police, fire, and emergency departments.

Grand Traverse County Sheriff:

5 Road Patrol Deputies

5 Reserve deputies

Deputy - Center and Kroupa Road from 6:15am to 7:15am to prevent SB Center Rd traffic/re-route down Kroupa to Peninsula Drive; then Bluff Road from 7:15 to 1:30pm to monitor and assist local traffic as necessary.

Deputy - Center and Blue Water Road from 6:15am to 7:15am to prevent SB Center Rd traffic/direct traffic NB to Kroupa Road; then East Shore Road from 8:15am to 1:30pm to monitor and assist local traffic as necessary.

Deputy - Center and Blue Water Road from 6:15am to 8:15am to prevent NB Center Rd traffic/hold traffic or send SB to Island View Rd; then Center Road between Bluff and East Shore from 8:15am to 1:30pm to monitor and assist local traffic as necessary.

Deputy - Center and McKinley Road from 6am to TBD to prevent NB Center Rd traffic/send WB McKinley to Peninsula Dr for NB thru traffic.

Deputy- Center and Gray Road from 6am to TBD to monitor traffic and crowd control.

Reserve Deputy-Seven Hills and Bowers Harbor Rd from 6:15am to 7am, then Center and Island View from 8am to TBD

Reserve Deputy-Devils Dive and Seven Hills Road from 6:15am to 7:15am, then Boursaw and Bluff Road from 7:15am to TBD

Reserve Deputy-Center and East Shore Road from 6am to TBD

Reserve Deputy-Center and Wilson Road from 6am to TBD

Reserve Deputy-McKinley and East Shore Road from 6am to TBD

B: Medical facilities and services; including emergency vehicles and equipment

TCTC contracts with MMR and Peninsula Township Emergency Services. TCTC also works with the Emergency Management Supervisor.

MMR:

One fully staffed & equipped ALS unit

Two bike medics

Two Paramedics at Medical Tent

TCTC Fire Department:

One ALS standby

Two TCFD Paramedics with TCFD Rescue

Peninsula Township Emergency Services

Medical Standby

They are typically located at the end of East Shore, by McKinley or the boat launch at Center and East Shore

There is also a mass casualty unit typically located at Peninsula Fire

C: Food & water supply facilities

TCTC provides water at the Half Marathon start and at aid stations throughout the course. There are a total of 9 aid stations along the course. The aid station locations are at the following mile marks from the marathon/10K start at the college:

1 - East Bay Park

2 - Timberlane Rd

3.6 - At intersection of McKinley Road (across from 7427 E Shore Drive)

4.6 - At dirt pullover area on east side, just before the corner of Shore Drive and Center Road

6.7 - Archie Park just before Bluff Rd

7.9 - By the Eagles Landing gazebo near 10891 Bluff Road (located bay side of Bluff Rd)

9.5 - near 12005 Bluff Road (located bay side)

10.9 - near 13349 Bluff Road (located bay side)

12.3 - Mission Hills – Mallard Drive (on south side of drive)

D: Health and sanitation facilities

There will be 75 porta-johns at the Half Marathon start. As well as 29 strategically placed along the course.

Porta John locations:

Near 805 East Shore

McKinley/East Shore

Center/East Shore

Wilson/Center

Pine Point/Center

Grey/Center Rd

Eagles Landing/Bluff

Bluff Ridge Rd/Bluff

Blue Water Drive/Bluff

Mallard Place/Bluff

Marathon turnaround on Boursaw Rd

E: Vehicle access and parking facilities

- We bus most participants from TCHS and NMC. For 2023, we are allowing up to 300 vehicles to park at the property on Devil's Dive Road.

- We will be allowing limited parking on Gray Road. While this road still will remain closed, we want to try to eliminate the parking that has been taking place at or near the intersection of Peninsula Drive and Gray Road.

F: Clean-up and waste disposal

TCTC contracts with BARC

There are many groups that will help clean up any litter or debris that this event may cause. Our goal, which has been met the past 7 years, is to leave everything cleaner than we found it. First, BARC goes through the course and picks up trash bags and any trash they find. Second, the aid stations are all assigned their surrounding area to clean up any and all trash. Third and Fourth, we have two groups sweeping the course just to find anything at all left behind by BARC and the aid station groups.

G: Noise control & trespass

Noise control: First runners aren't a loud bunch. There will be music playing on the 50 acre plot of land on Devil's Dive Road. However, we will do a sound check to make sure that any houses in the area will not be affected by the music played. This is done simply by standing by the property and seeing if the music can be heard. If it is, we can turn down the volume until it cannot be.

Trespass: Historically Bayshore runners have been a respectful group. This event will be held on public roads and we will have permission for any property we tread on that is not public. If there are areas of concern along the course or staging area we will “rope off” these areas so no trespassing occurs.

H: Road closures

There are signs and volunteers at all road closure intersections, as well as police where they deem necessary. The TCTC pulls a permit to close Gray Road from Peninsula Drive to Center Road from 6am to 1pm. The Peninsula Township pulls a permit to close Center Road (M-37), from McKinley to Island View from 5am to 1pm. On the advice of the Peninsula Township Board and Emergency workers, we have pulled permits to officially close any other roads.

I: Insurance or bonding arrangements

A copy of additional insured liability insurance certificate is provided at time of the event.

J: List of names and addresses of all persons to whom the public notification will be sent

We do a “blanket mailing.” Our goal is to reach not only those along the course route, but those that may be affected by our event that morning as well. The mailing goes out to the residents and businesses with the 5 postal routes listed below. This mailing (according to the USPS website) will reach over 2,300 doors. We use Mitchell Graphics/Progress Printers to do our mailing. We give them postal routes, they obtain the information needed from the USPS (which changes monthly) and we mail to the routes listed below. Attached is a map showing the areas of the 5 postal routes we mail to.

R006 468 residents; 10 businesses
R019 415 residents; 12 businesses
C007 383 residents; 1 business
C022 426 residents; 39 businesses
R026 547 residents; 6 businesses

#10 Site plan illustrating uses as part of proposed event

See course map on event website: www.bayshoremarathon.org

Attached is a proposed layout for the start of the Half Marathon located on Devils Dive Rd (attachment not to scale):

BB – Bay Area Recycling Company (Bins)

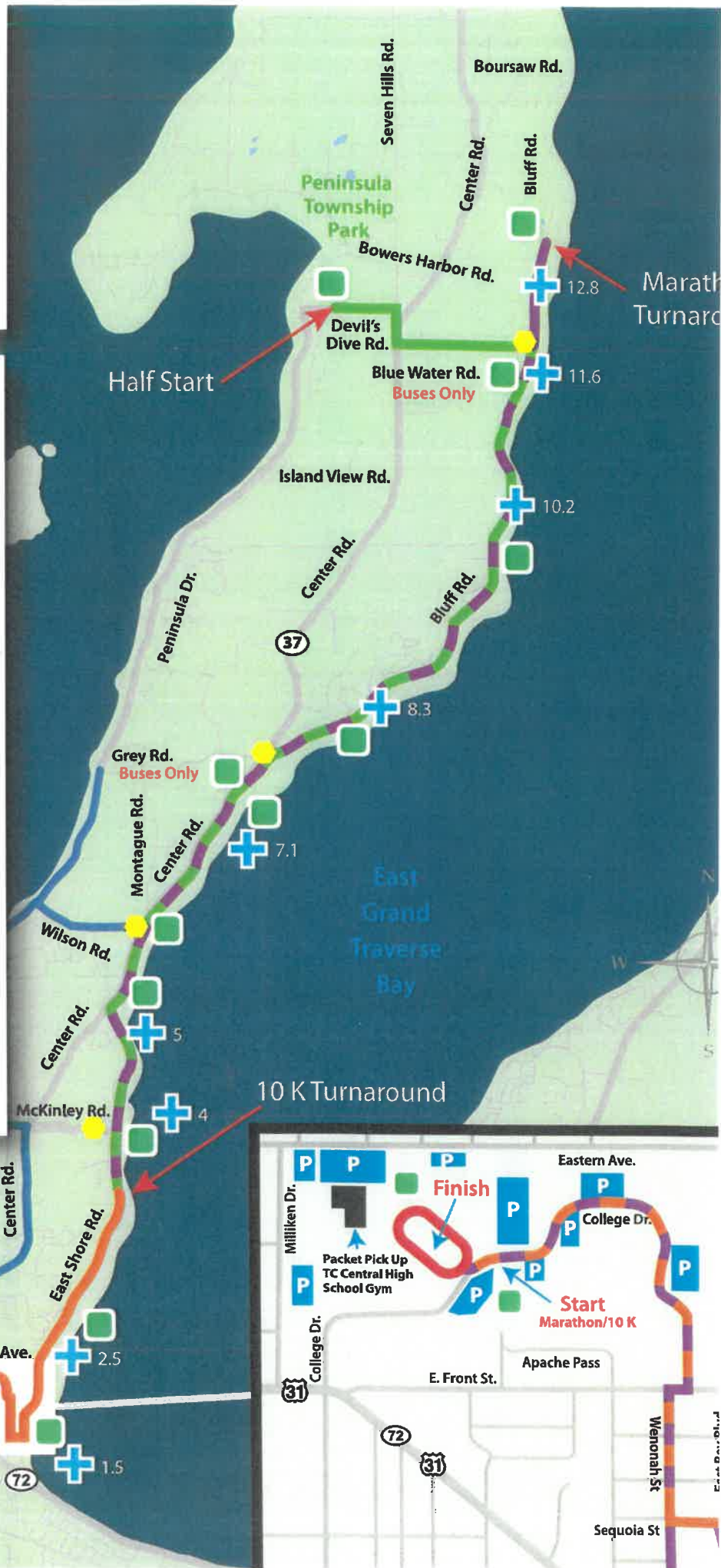


- Full Marathon 
- Half Marathon 
- 10 K 
- Spectator Route 
- Viewing Area 
- Portable Toilets 
- Aid Stations 

- 1.5 - water and sports drink
- 2.5 - water and sports drink
- 4 - water, sports drink, GU
- 5 - water and sports drink
- 7.1 - water, sports drink, and GU
- 8.3 - water and sports drink
- 10.2 - water, sports drink, and GU
- 11.6 - water and sports drink
- 12.8 - water, sports drink, GU

There are nine aid stations on the course, all of which have water and gatorade. Four of the nine stations will also have GU available.

Center Rd will be closed from McKinley to Island View





REGISTRATION IS NOW OPEN!



Course Information

Bayshore Marathon is a flat, out and back course that runs along the shores of Grand Traverse Bay. Throughout the race, you have the crystal blue waters of Lake Michigan on one side and Traverse City's famous cherry trees and orchards on the other. The course begins on the campus of Northwestern Michigan College. On your return trip you return to the Start Line, and then step onto a track for the final 200 meters inside the stadium. The Half Marathon course starts near the turn around point of the Marathon course and follows the same route as the marathon back to the finish line. The 10K course is just like the marathon course except that it turns around at 3 miles instead of 13 miles.

The finish line will close at 1:15PM. Anyone finishing after this time (6 hours for the Marathon) may not receive an official finish time. Center Road reopens at 1:00 PM. Center Road is at roughly mile 18.5 to 21 on the Marathon return.

Please see map below for available parking spaces near the high school and college

A Top Boston Qualifying Race

The Bayshore Marathon (M115020SH) is one of the top Boston Marathon qualifying races according to the [Boston Athletic Association](#). Bayshore is known for its flat, fast, and scenic course. The average high temperature is 69 degrees and average low is 45. For more information about qualifying for the Boston Marathon, please visit the [BAA Qualifying Page](#).



Marathon Course Video

Bayshore Marathon Course Video (Official)



Experience the entire TCTC Bayshore Marathon course in less than 7 minutes! The Bayshore Marathon starts on the grounds of Northwestern Michigan College, then winds through one mile of residential neighborhoods. The majority of the race will follow the waterfront along the East Arm of Grand Traverse Bay

including Birchwood Drive, East Shore Road, Center Road (M-37) and Bluff Road.

* Please note that this video is slightly different than the official 2022 course because of the Bluff Road Erosion.

Course Map*

*2022 Course reflects change for Bluff Erosion.



10K INTERACTIVE MAP

13.1 INTERACTIVE MAP

26.2 INTERACTIVE MAP*

KIDS RUN 1.2 MILE PAGE

Click Picture for a full screen PDF

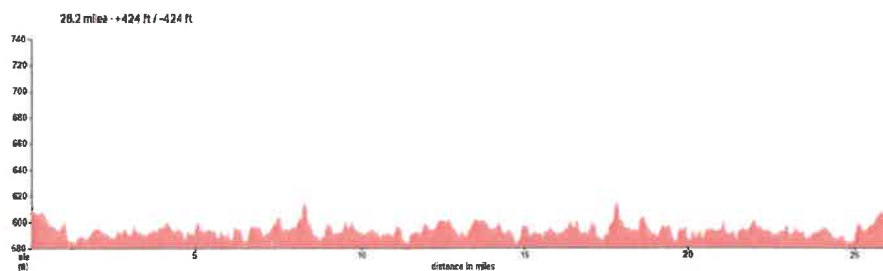


Marathon Only!

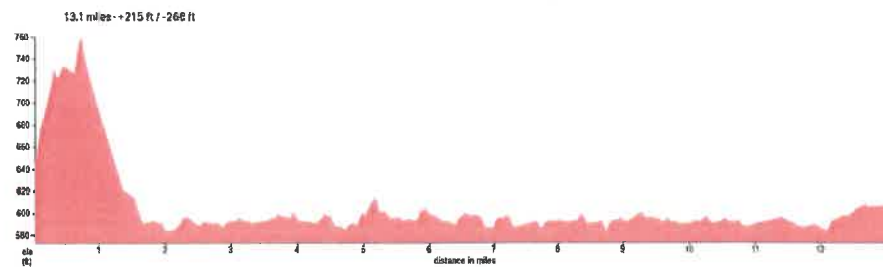
Please note that due to the road erosion on Bluff Road, there is a change for the **Full Marathon** course. At roughly .75 miles, marathoners will **stay straight** at Sequoia St. and continue towards E. 8th St. Marathoners will also **stay straight** at Sequoia St. on the way back (24.8 mile mark) towards E. 8th St.

Elevation Profiles

Full Marathon

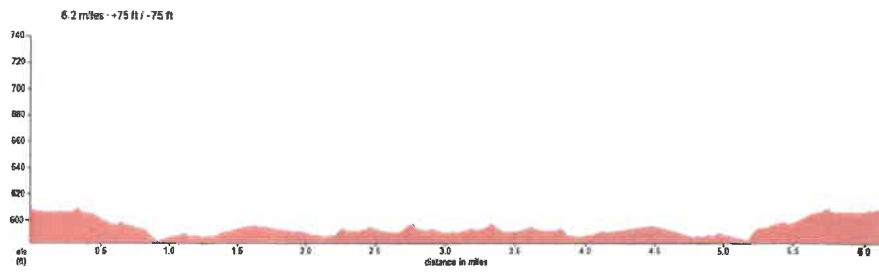


Half Marathon



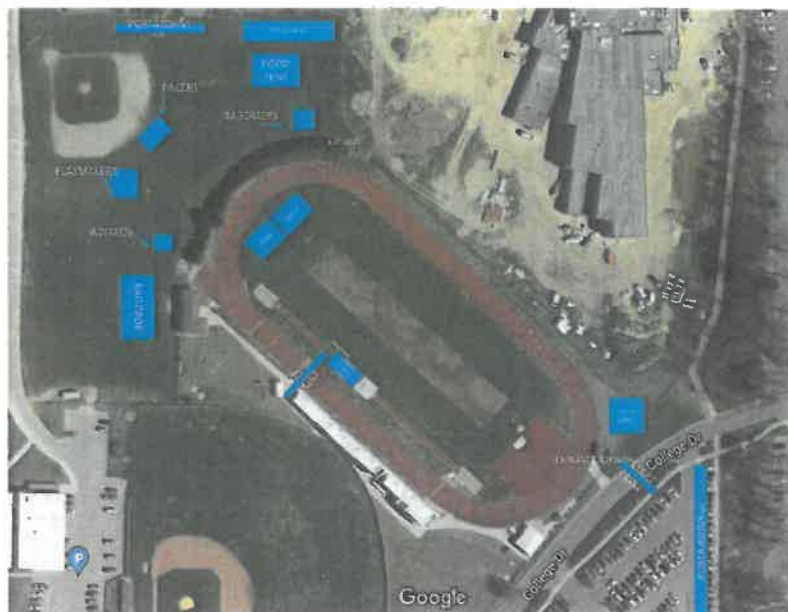
Half Marathon - After the the first hill at the beginning, enjoy a flat & fast course

10K



Finish Area

Start for 10K and Full Marathon



Half Marathon Start Area



Aid Stations

Marathon:

Aid stations are located at **roughly** the following mile markers: 1.5, 2.5, 4, 5, 7.1, 8.3, 10.1, 11.6, 12.8, 13.3, 14.5, 16, 17.8, 19, 21.1, 22.1, 23.7, and 24.7. All aid stations will have water and Gatorade Endurance (**Orange flavor for 2023**). Aid stations at mile 7.1, 10.1, 12.8, 13.3, 16, 19 and 22.1 will have Gu (**Vanilla Bean for 2023**).

Half Marathon:

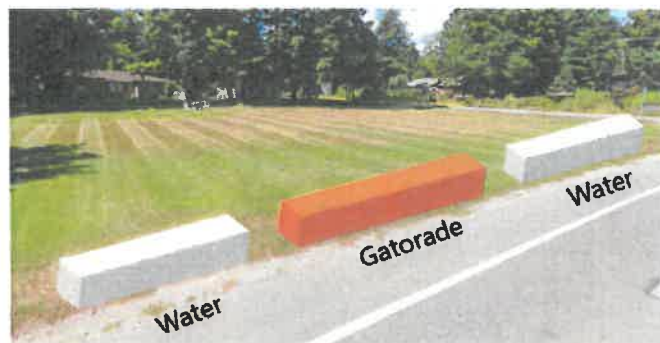
Aid stations are located at **roughly** the following mile markers: 1.8, 3.3, 5.1, 6.2, 8.4, 9.4, 10.9, and 11.9. All aid stations will have water and Gatorade Endurance (**Orange flavor for 2023**). Aid stations at mile 3.3, 6.2, and 9.4 will have Gu (**Vanilla Bean for 2023**).

10K:

Aid stations are located at **roughly** the following mile markers: 1, 2, 4, and 5.1. All aid stations will have water and Gatorade Endurance (**Orange Flavor for 2023**). There are no GU stations for the 10k event.



The first 75' at each aid station will offer Water, the second zone of approximately 100' will offer Gatorade Endurance, the final zone of approximately 75' will again offer Water.



Spectators

Traverse City is a small town so we don't make any claims to being a Chicago or Boston in terms of crowds. You can expect great support at key points along the course, and from residents offering their own water, music, etc.

Friends and family CANNOT ride or run along with you. We need to limit all possible traffic on the course and ask you to provide your friends and family with the spectator maps available at registration. With Center Road being closed, spectators should refer to the map above to determine where they will have access to the course. Course marshals are given the authority to disqualify you if they determine if you are associated with a bike, unregistered runner, or car on the course.

All of the Bayshore races will finish on the Traverse City Central High School track. Only registered runners will be allowed inside the fence around the track. All family members and spectators must meet runners outside of the fence. There will be limited handicapped parking for vehicles with the appropriate hang tag or license plate available off of Milliken Dr. Volunteers will assist you. We do have a handicapped accessible bus available up to Gray Rd. Please let Bayshore know ahead of time if possible if this service is needed.

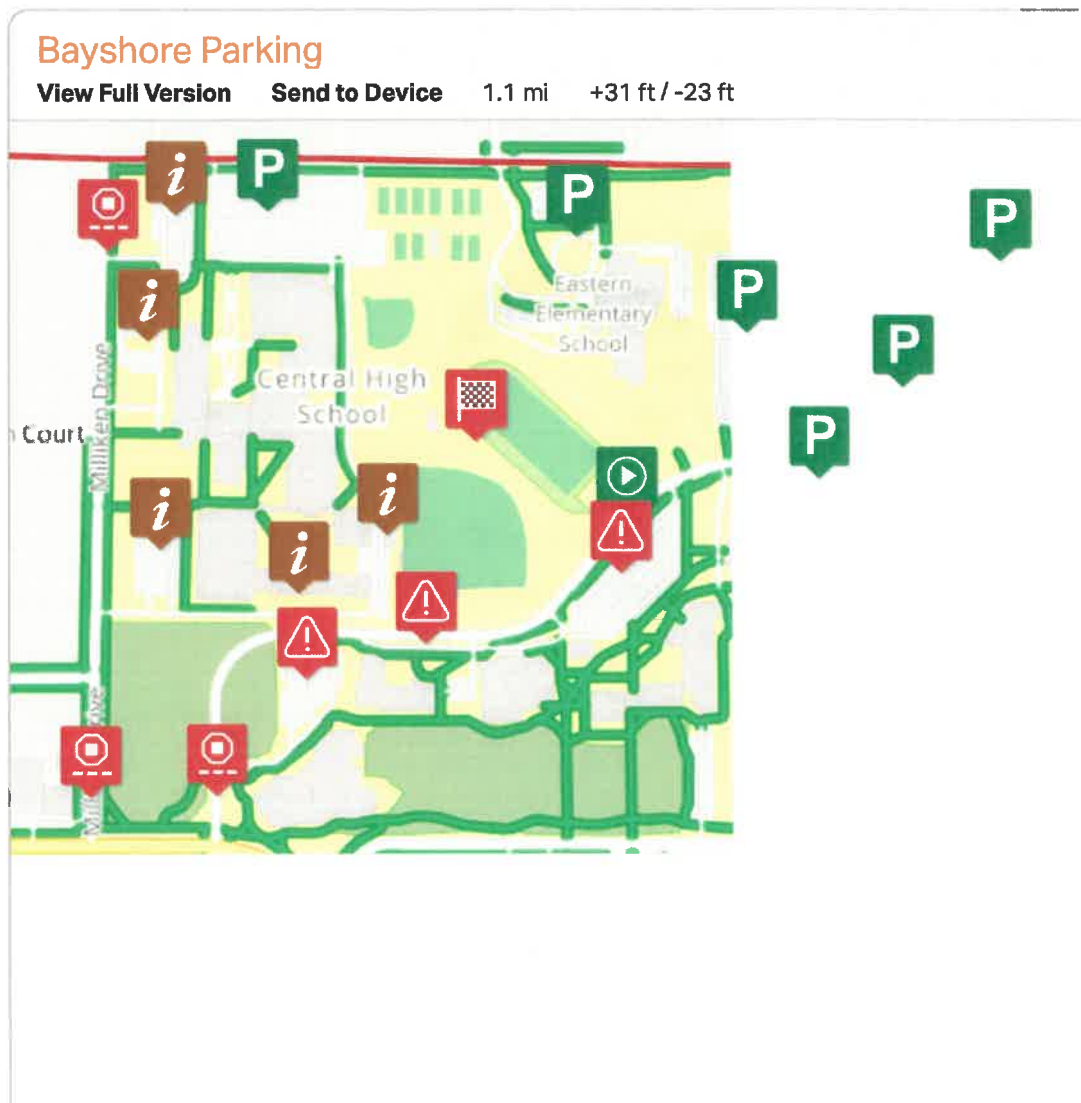
Please visit the [bus page](#) for the spectator bus shuttle schedule.



Even 2018 Boston Marathon winner Desi Linden supports Bayshore runners!

Parking

Please see the map below on available parking spaces on race day.



Thank you to our generous Partners! View all of our sponsors
here.



Sign up

Print Share

More

Parking Bayshore

By TC Track Club

🚴 1.1 mi
🕒 00:00 ⬆️

+ 31 ft
- 23 ft

↗ 1.6 %
↘ -1.1 %



Send to Device

📍 Traverse City, MI
🔧 Created May 16, 2022

👤 Public (507 views)
🔄 Updated May 23, 2022

Like What You See?

Sign up for a free Ride with GPS account to save this ride and send to your device.

Sign up

Surfaces

Paved



1.1 mi 100%

Cuesheet

This route does not have a cuesheet. Look for the 📄 icon in listings to find routes with cuesheets.

📄 Like

Comments

Write a comment...

Fire Fund Millage Rate

DEPT 206 Peninsula Twp. Fire Department Final Budget for 2023/2024

GL Number	Description	2022-23 Original Budget	YTD As Of 2/28/23	2023/2024 at 2.6 Mills
Fund 206				
--- Estimated Revenue ---				
206-000-407.000	Delinquent Taxes	41,199.00	0.00	59,016.00
206-000-500.000	Grants Received	2,000.00	0.00	0.00
206-000-528.000	Federal Grants - Other	0.00	0.00	0.00
206-000-620.000	Tax Collection Payover	2,196,662.00	2,068,929.00	2,350,365.00
206-000-630.000	Ambulance & Fire Service Fees	100,000.00	93,636.00	100,000.00
206-000-635.000	Event Standby & Services	2,000.00	5,426.00	2,000.00
206-000-664.000	Interest	1,000.00	6,739.00	5,500.00
206-000-664.EMR	Interest - EMR	1,000.00	4,713.00	3,500.00
206-000-673.000	Sale of Fixed Assets	0.00	450.00	0.00
206-000-675.000	Donations	7,000.00	68,312.00	7,000.00
206-000-675.CAP	Donations Capital Fund - Fire	0.00	0.00	0.00
206-000-675.FS3	Donations- Station 3	0.00	0.00	0.00
206-000-676.000	Miscellaneous	1,000.00	681.00	1,000.00
206-000-696.000	Loan Proceeds	0.00	0.00	0.00
206-000-699.000	Appropriated Transfers In	0.00	0.00	0.00
Total Estimated Revenue:		2,351,861.00	2,248,886.00	2,528,381.00

--- Appropriations ---

206-336-702.CHF	Fire Chief Salary	98,960.00	\$ 89,379	107,035.00
206-336-704.000	Permanent Employees	1,029,546.00	\$ 812,622	1,082,663.00
206-336-705.PRB	Pen. Residency Bonus	5,000.00	4,583.00	5,000.00
206-336-706.000	Part Time On Call	66,300.00	84,106.00	84,000.00
206-336-710.LIB	Liability Insurance	37,500.00	32,503.00	38,000.00
206-336-710.WRK	Workers Comp	16,500.00	2,841.00	17,000.00
206-336-712.000	Medical/Life Insurance	132,930.00	100,533.00	134,185.00
206-336-712.HSA	Health Savings Account	24,000.00	24,138.00	24,000.00
206-336-715.000	Employer Social Security	91,019.00	73,768.00	97,208.00
206-336-718.000	Pension	147,356.00	103,502.00	155,311.00
206-336-726.000	Supplies	6,500.00	5,976.00	8,000.00
206-336-726.FDS	Fire Department Signs	0.00	0.00	0.00
206-336-726.SIN	Green Resident Sign Supplies	600.00	248.00	600.00
206-336-745.000	DTE-Heating Fuel	8,500.00	9,057.00	9,500.00
206-336-751.000	Vehicle-Gas & Oil	26,000.00	30,542.00	40,000.00
206-336-801.000	Legal Fees	550.00	2,421.00	2,000.00
206-336-801.UNI	Union Negotiations	0.00	0.00	20,000.00
206-336-806.000	Banking Fees/Supplies	300.00	0.00	300.00
206-336-807.000	Audit Fees	2,270.00	2,057.00	2,400.00
206-336-818.000	Contractual Services	9,000.00	7,305.00	9,000.00
206-336-818.200	Software License	10,500.00	4,822.00	14,600.00
206-336-818.COM	Computer Services	2,000.00	795.00	2,000.00

206-336-818.COP	Copier & Copier Supplies	800.00	614.00	800.00
206-336-818.HAZ	Hazmat Mutual Aid	500.00	0.00	500.00
206-336-818.MAD	Mutual Aid	2,000.00	0.00	1,000.00
206-336-818.TST	Testing Compliance	8,240.00	7,263.00	8,300.00
206-336-828.000	Health & Safety	9,000.00	5,620.00	8,000.00
206-336-850.000	Communications/Telephone	7,500.00	6,109.00	8,100.00
206-336-850.CHC	Internet Services	4,500.00	3,177.00	4,500.00
206-336-851.000	Radio Maintenance	2,100.00	160.00	2,100.00
206-336-880.000	Community Promotions	1,500.00	2,222.00	2,500.00
206-336-900.000	Legal Notices	650.00	0.00	650.00
206-336-900.PNP	Printing	250.00	0.00	250.00
206-336-905.000	Postage	300.00	209.00	300.00
206-336-921.000	Electricity	9,500.00	8,905.00	10,500.00
206-336-926.000	Street Lighting	700.00	438.00	600.00
206-336-927.000	Property Taxes	0.00	0.00	
206-336-930.000	Stations Repairs and Maintenance	8,000.00	3,256.00	8,000.00
206-336-932.000	Ambulance Supplies	15,000.00	10,247.00	15,000.00
206-336-933.000	Equipment Maintenance	9,500.00	9,634.00	11,000.00
206-336-935.000	Uniforms	11,000.00	6,672.00	11,000.00
206-336-939.000	Vehicle Maintenance	30,000.00	46,523.00	40,000.00
206-336-939.LIC	Vehicle Licenses	1,200.00	508.00	1,300.00
206-336-957.000	Newspapers/Books/ Magazines	400.00	0.00	400.00
206-336-958.000	Memberships and Dues	1,300.00	1,698.00	1,600.00
206-336-959.UFA	Fire Union Food Allowance	9,375.00	8,277.00	9,375.00
206-336-960.000	Education & Training	30,000.00	8,110.00	30,000.00
206-336-962.TRV	Travel Expense	3,000.00	975.00	3,000.00
206-336-970.000	Capital Outlay	55,000.00	84,791.00	135,000.00
206-336-970.FH3	Capital Outlay Station #3	2,000.00	0.00	2,000.00
206-336-990.FS3	Fire Station #3 Loan Principal		29,166.00	36,000.00
206-336-991.000	Debt Service - Principal-Vehicles	110,190.00	110,735.00	114,180.00
206-336-993.000	Debt Service - Interest-Vehicles	33,356.00	30,811.00	27,400.00
206-336-993.FS3	Loan Service - Interest	62,000.00	27,407.00	31,000.00
206-336-998.000	Interest Expense	0.00	0.00	
Total Appropriations:		2,144,192.00	1,804,725.00	2,377,157.00

Net of Revenues & Appr Net of Revenues & Appropriator	207,669.00	339,467.00	151,224.00
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Police Fund Millage Rate

User: Marge

Fund: 207 Police Fund

DB: Peninsula Township

Calculations as of 03/31/2023

GL NUMBER	DESCRIPTION	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	2022-23 ACTIVITY THRU 03/31/23	2023-24 DRAFT BUDGET
Dept 000					
207-000-407.000	Delinquent Taxes	5,000	5,000		8,000
207-000-620.000	Tax Collection Payover	164,000	164,000	186,350	218,000
207-000-664.000	Interest			4,123	7,000
207-000-675.000	Donation - EBike	5,000	5,000		
207-000-676.000	Miscellaneous				
NET OF REVENUES/APPROPRIATIONS - 000 -		174,000	174,000	190,473	233,000
Dept 301 - EMERGENCY SERVICES					
207-301-710.LIB	Liability	250	250	106	250
207-301-726.SIN	Electric Speed Signs Management	2,000	2,000		4,250
207-301-735.000	Banking Supplies				450
207-301-807.000	Audit Fees	450	450	411	
207-301-818.000	Contractual Services	184,000	184,000	92,290	200,000
207-301-818.CAM	Camera Lease Costs				17,100
207-301-850.000	Communications/Telephone	2,400	2,400	829	1,200
207-301-970.000	Capital Outlay/MiscExpenditures	16,000	16,000	12,725	
NET OF REVENUES/APPROPRIATIONS - 301 - EMERGENCY SERV		(205,100)	(205,100)	(106,361)	(223,250)
ESTIMATED REVENUES - FUND 207		174,000	174,000	190,473	233,000
APPROPRIATIONS - FUND 207		205,100	205,100	106,361	223,250
NET OF REVENUES/APPROPRIATIONS - FUND 207		(31,100)	(31,100)	84,112	9,750
BEGINNING FUND BALANCE		387,372	387,372	387,372	471,484
ENDING FUND BALANCE		356,272	356,272	471,484	481,234

Policy Discussion: Roadside Stands and Processing Kitchens



PENINSULA TOWNSHIP

MEMO

To: Township Board
From: Jenn Cram, AICP, Director of Planning
Date: March 8, 2023
Re: Amendments to the Zoning Ordinance to Support Agriculture – Roadside Stands

As discussed at several meetings, I am working on additional zoning ordinance amendments related to agriculture to be consistent with the Right to Farm Act and to support value-added opportunities for Farm Operations.

Attached is a draft of proposed amendments to Section 3.2 Definitions and Section 6.7.2 (8) Roadside Stands. Also attached to this memo is a copy of the current Generally Accepted Agricultural and Management Practices (GAAMPs) for Farm Markets prepared by the Michigan Department of Agriculture and Rural Development. This document was used as a guide for drafting the proposed amendments.

The proposed amendments utilize common definitions that were introduced and adopted with the amendments to farm processing facilities for consistency. In using these definitions, it makes it clear that a Roadside Stand is an accessory use to the Active Production of Farm Products.

Summary of proposed amendments:

- Removed the maximum square footage requirement for structures
- Clarified what may be sold and what processed products are
- Updated standards for where Roadside Stands may be located
- Included information to help applicants to understand what other permitting may be required as part of the use

I shared the current draft of proposed amendments with Ryan Coffey Hoag, the Chair of the Advisory Committee for Farm Market GAAMPs. Ryan noted verbally that the proposed amendments are consistent with the Right to Farm Act and GAAMPs and commended the Township for being proactive in updating the zoning ordinance to further support agriculture.

The Planning Commission reviewed the proposed drafts at their special meeting on March 6, 2023. They support the direction that the amendments are headed in. Their comments have been incorporated into the current draft attached to this memo. Public comments received since the first draft was included in the Township Board packet for the February 14 meeting have also been considered and those comments are attached for reference.

I have also been researching processing kitchens and believe that allowing Farm Operations that are engaged in the Active Production of Farm Products should be allowed to install processing kitchens as a use by right with the approval of a land use permit provided, they meet minimum standards that address public health, safety and welfare. Establishing minimum standards for setbacks and hours of operation can also help to mitigate potential negative impacts with adjacent properties. Processing kitchens approved/licensed by the Michigan Department of Agriculture and Rural Development (MDARD) allow a Farm Operation to process Farm Products beyond what is allowed in a personal/home kitchen under Michigan Cottage Food Law. Please see the attached list of the examples of foods that meet Cottage Food Law and the list of foods that would require that they be prepared in a licensed processing kitchen. It is easy to see how the approval of a processing kitchen expands the opportunities for farmers to add value to what they grow. Also attached to this memo is a copy of the regulations for Limited Food Processing Kitchens from the Bingham Township Zoning Ordinance to provide an example of how other townships in the area regulate the use. This example helps us to look at the scale of the use, required setbacks, minimum parking requirements, etc. I would like to receive input from the board on standards that are specific to and appropriate for Peninsula Township.

Also attached to this memo is an email from Ryan Coffey Hoag inviting me to become a member of the State of Michigan's Farm Markets GAAMPs committee. I have accepted the offer and look forward to contributing to the work of the committee and learning how to better support the agricultural community here on Old Mission Peninsula. I look forward to walking the board through the proposed amendments to Roadside Stands and discussing the framework for processing kitchens on March 28.

DRAFT

Section 3.2 Definitions:

Roadside Stand: A "~~roadside Roadside stand~~Stand" is a structure or display area ~~where marketing and transactions between farm operators and their customers take place, used for displaying and selling regionally grown fresh and/or processed farm, produce and products.~~ Such ~~farm roadside stands must shall only~~ be operated as an accessory use of a ~~farm~~Farm Operation where the Active Production of Farm Products takes place. (Amendment 86A)

DRAFT

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Section 6.7.2 Uses Permitted by Right:

- (8) Roadside sStand is an accessory use to the Active Production of Farm Products on a Farm Operation, selling regionally grown fresh and/or processed farm produce, raw forest products, cut flowers, potted plants, agricultural and forest products, but excluding items of a kind that are not grown regionally, and also excluding non-agricultural items and products the sale of which requires a permit from the Michigan Liquor Control Commission. A Roadside sStand is subject to the following terms and conditions: **(REVISED BY AMENDMENT 95)**

Commented [p1]: Update definition

- (a) The Roadside Stand shall be located on a parcel that is controlled by the Farm Operation that controls the Roadside Stand.
- (b) One Roadside Stand shall be allowed per parcel.
- (c) The Roadside Stand may be located on a parcel controlled by the Farm Operation that is not engaged in Active Production provided the Farm Operation controls another parcel(s) within Peninsula Township that is engaged in Active Production of Farm Products.
- (d) The only items that may be offered for sale at a Roadside Stand is Raw Produce and processed products as noted below.
- (e) Processed products shall include 50 percent of the primary or namesake ingredient produced on and by the Farm Operation that controls the Roadside Stand.
- (f) A minimum of 50 percent of all items offered for sale must be produced and/or processed by the Farm Operation that controls the Roadside Stand.
- (g) No area may be formally designated for the on-site consumption of items purchased at the Roadside Stand.
- (h) No Roadside Stand shall be located within a road right-of-way.
- (i) All Roadside Stands shall meet the setback requirements of Section 6.8.
- (j) No Roadside Stand that is greater than 120 square feet shall be located closer than 165 feet from all existing non-farm residences.

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Commented [p2]: Discuss intent to have the primary or namesake ingredient of processed products to be produced by the farm operation. See Julie Alexander comments. Will also get input from legal counsel.

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(k) If a tent or table is used as a Roadside Stand it shall be properly staked or weighted to withstand wind and severe weather.

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(a)(l) The stand is not over 150 square feet in area. The 150 square foot area may be within a larger existing structure, so long as the larger structure meets all the setback requirements of the Agricultural District.

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(b) Awnings up to 4 feet projection from the stand structure may be used on three sides of the structure. In the event that the 150 square feet is part of a larger structure the awning is allowed only on the portion making up the 150 square feet.

(m) There shall be a ratio of 1 parking space per 25 square feet of structure to the maximum 150 square feet. Parking shall meet the requirements of Section 7.6. There shall be a minimum of five (5) parking spaces available and clearly marked with adequate turn around, so that all vehicles are furnished parking off located outside of the public road right-of-way. For structures or areas greater than 150 square feet, there shall be a ratio of 1 additional parking space per 150 square feet. (As an example, a 300 square foot structure or area will require 6 parking spaces.)

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(n) Signage shall meet the requirements of Section 7.11.

Commented [p3]: Increase square footage to allow greater flexibility for menu board style signage and so that they can be read at the posted speed limit.

(o) Exterior lighting shall meet the requirements of Section 7.14.

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(p) A Land Use Permit is required for all Roadside Stands.

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(q) Access permits may be required from the Grand Traverse County Road Commission (GTCRC) or the Michigan Department of Transportation (MDOT). Private Road Association approval may also be required.

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(r) Building, Electrical and Plumbing permits may be required.
(e)

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(d)(s) No land use permit is required for a roadside stand if the structure is less than 25 square feet in area.

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(e) If the roadside stand is less than twenty five (25) square feet in area or is larger than twenty five (25) square feet but is only left in place seasonally, the roadside stand may be located adjacent to the front lot line rather than meeting the front setback required by Section 6.8.1.

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~~(f) It is the intent of this section to provide only for the limited seasonal sale of agricultural and related products, but not to encourage the size of investment in equipment that would require a commercial zone.~~**(REVISED BY AMENDMENT 86)**



Generally Accepted Agricultural and Management Practices for Farm Markets

2023

Michigan Commission of Agriculture & Rural
Development
PO BO 30017
Lansing, MI 48909



In the event of an agricultural pollution emergency such as a chemical/fertilizer spill, manure lagoon breach, etc., the Michigan Department of Agriculture & Rural Development and/or Michigan Department of Environment, Great Lakes, and Energy should be contacted at the following emergency telephone numbers:

Michigan Department of Agriculture & Rural Development:	800-405-0101
Michigan Department of Environment, Great Lakes, and Energy's Pollution Emergency Alert System:	800-292-4706

If there is not an emergency, but you have questions on the Michigan Right to Farm Act, or items concerning a farm operation, please contact the:

**Michigan Department of Agriculture & Rural Development
Right to Farm Program
P.O. Box 30017
Lansing, Michigan 48909
517-284-5619
877-632-1783
517-335-3329 FAX**

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PREFACE

The Michigan legislature passed into law the Michigan Right to Farm Act (Act 93 of 1981, as amended) which requires the establishment of Generally Accepted Agricultural and Management Practices (GAAMPs). These practices are written to provide uniform, statewide standards and acceptable management practices based on sound science. These practices can serve producers in the various sectors of the industry to compare or improve their own managerial routines. New scientific discoveries and changing economic conditions may require necessary revision of the practices. The GAAMPs are reviewed annually and revised as considered necessary.

The GAAMPs that have been developed are as follows:

- 1) 1988 Manure Management and Utilization
- 2) 1991 Pesticide Utilization and Pest Control
- 3) 1993 Nutrient Utilization
- 4) 1995 Care of Farm Animals
- 5) 1996 Cranberry Production
- 6) 2000 Site Selection and Odor Control for New and Expanding
Livestock Facilities
- 7) 2003 Irrigation Water Use
- 8) 2010 Farm Markets

These practices were developed with industry, university, and multi-governmental agency input. As agricultural operations continue to change, new practices may be developed to address the concerns of the neighboring community. Agricultural producers who voluntarily follow these practices are provided protection from public or private nuisance litigation under the Right to Farm Act.

The website for the GAAMPs is <http://www.michigan.gov/righttofarm>.

INTRODUCTION

As farmers look for ways to keep their businesses economically viable, many have chosen to shift their operations from a farmer-to-processor to a direct market business model. This includes selling raw and value-added products directly to the consumer through on-farm establishments, farmers markets, and other agricultural outlets. This allows farms to take advantage of consumer interest in agritourism, the “buy local” movement, and a desire for a connection with farmers and food production. These activities have far-reaching economic impacts. Many regions have capitalized on the growth of farm markets by developing regional farm market and culinary trails, and tourism promotion based on authentic culinary experiences offered by local farm markets. Farm markets provide the opportunity for visitors to meet a farmer, learn about modern agricultural practices, and gain access to fresh, local, nutritious food. Finally, farm markets and the associated farm, help maintain green space adding to the quality of life. Thriving farmland enhances the beauty of communities, retains residents, and attracts visitors. As farm operations engage in direct sales and on-farm activities, conflicts have arisen regarding oversight of these businesses.

Michigan is a Right to Farm (RTF) state and the RTF Act defines a “farm operation” as meaning the operation and management of a farm or a condition or activity that occurs at any time as necessary on a farm in connection with the commercial production, harvesting, and storage of farm products. This definition includes, but is not limited to, marketing produce at roadside stands or farm markets. Farm markets offer farm related experiences and farm products through a variety of agritourism activities. The experience in turn promotes sale of more farm products and provides an added income stream to support the farm business, the farm family, and surrounding communities; and keeps farmland in production.

Although the RTF Act includes farm markets in the definition of a farm operation, this definition does not define a farm market or describe specific marketing activities. These GAAMPs for Farm Markets were developed to provide guidance as to what constitutes an on-farm market and farm market activities.

DEFINITIONS

Affiliated – “Affiliated” means a farm under the same ownership or control (e.g., leased) as the farm and does not need to be on the same parcel of land.

Expanding Farm Market – An addition to an existing farm market that increases the square footage of the farm market.

Farm – A “farm” means the land, plants, animals, buildings, structures, including ponds used for agricultural or aquacultural activities, machinery, equipment, and other appurtenances used in the commercial production of farm products.

Farm Market – A farm market is a year-round or seasonal location where transactions and marketing activities between farm market operators and customers take place. A farm market may be a physical structure such as a building or tent, or simply an area where a transaction between a customer and a farmer is made. The farm market does not have to be a physical structure. The farm market must be located on property owned or controlled (e.g., leased) by the producer of the products offered for sale at the market. Fresh products as well as processed products may be sold at the farm market. At least 50 percent of the products offered must be produced on and by the affiliated farm measured by retail floor space during peak production season, or 50 percent of the average gross sales for up to the previous five years or as outlined in a business plan. Processed products will be considered as produced on and by the farm if at least 50 percent of the product’s primary or namesake ingredient was produced on and by the farm, such as apples used in apple pie, maple sap in maple syrup, strawberries in strawberry jam, etc.

Farm Product – A “farm product” means those plants and animals useful to humans produced by agriculture and includes, but is not limited to forages and sod crops, grains and feed crops, field crops, dairy and dairy products, poultry and poultry products, cervidae, livestock (including breeding and grazing), equine, fish and other aquacultural products, bees and bee products, berries, herbs, fruits, vegetables, flowers, seeds, grasses, nursery stock, trees and tree products, mushrooms and other similar products, or any other product which incorporates the use of food, feed, fiber, or fur as determined by the Michigan Commission of Agriculture & Rural Development.

Marketing – Promotional and educational activities at the farm market incidental to farm products with the intention of selling more farm products. These activities include, but are not limited to, farm tours (walking or motorized), demonstrations, cooking and other classes utilizing farm products, and farm-to-table dinners.

Processed – A farm product or commodity that has been converted into a product for direct sales. Processing may include, but is not limited to, packing, washing, cleaning, grading, sorting, pitting, pressing, fermenting, distilling, packaging, cutting, cooling, storage, canning, drying, freezing, or otherwise preparing the product for sale.

PHYSICAL CHARACTERISTICS OF A FARM MARKET

Location

A new or expanding farm market that is greater than 120 square feet must meet a minimum setback of 165 feet from all non-farm residences.

New or expanding farm markets are not authorized under this GAAMP on platted lots within a subdivision created under the Michigan Land Division Act (Act 288 of 1967, MCL 560.101, *et seq.*) or preceding statutes and on condominium units within a condominium (sometimes referred to as “site-condos”) created under the Michigan Condominium Act (Act 59 of 1978, MCL 559.101, *et seq.*). However, farm markets are permitted in such areas if authorized by association rules or pursuant to a local ordinance designed for that purpose, unless prohibited by association rules.

A farm market should have a written site plan for potential MDARD review that preempts local government regulations.

Buildings

If the farm market is housed in a physical structure as defined and regulated by the Stille-Derossett-Hale Single State Construction Code Act (Act 230 of 1972), the structure must comply with the Stille-Derossett-Hale Single State Construction Code Act (Act 230 of 1972), including road right-of-way areas and ingress and egress points.

Parking and Driveways

Parking and driveway surfaces may be vegetative, ground, pavement, or other suitable material. However, other parking and driveway requirements must comply with all applicable regulations.

Vehicle Ingress and Egress

Any farm market and affiliated parking operating along a public road must obtain all appropriate ingress and egress permits.

Signage

The operator of the farm market must comply with all applicable state and federal regulations for signs. A minimum of one roadside sign is allowed pursuant to local sign ordinance setbacks, lighting, height, and size requirements.

For further information concerning this GAAMP you may contact the Michigan Department of Agriculture and Rural Development or Michigan State University Extension.

REFERENCES

State of Michigan. *Report of Recommendations*. Report of the Michigan Agricultural Tourism Advisory Commission. Commission report of Governor Granholm. January 2007.

State of Michigan. *Agricultural Tourism Local Zoning Guidebook and Model Zoning Ordinance Provisions*. Report of the Michigan Agricultural Tourism Advisory Commission. Commission report of Governor Granholm. January 2007.

Michigan Commission of Agriculture & Rural Development. *Final Report to the Michigan Commission of Agriculture & Rural Development*. Report of the Michigan Farm Market Task Force. Task Force report to the Michigan Commission of Agriculture & Rural Development. September 2008.

State of Michigan. Michigan Department of Transportation. Directory of Offices by Region.

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ADVISORY COMMITTEE

Listed below are the advisory committee members for the Generally Accepted Agricultural and Management Practices for Farm Markets.

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The following lists show examples of foods that meet the requirements for Cottage Foods and those that do not.

What Food Products Meet the Requirements for Cottage Foods?

Select non-potentially hazardous foods (time and/or temperature controls not required to assure food safety - meaning foods can safely be kept at room temperature and do not require refrigeration) meet the requirements for cottage foods and can be prepared in a home kitchen and sold directly to consumers without a license. Many of these items are identified by MDARD. Examples include:

- Breads
- Baked goods
- Cookies
- Cakes, including celebration cakes (birthday, anniversary, wedding)
- Quick breads and muffins (e.g., pumpkin or zucchini bread, blueberry muffins)
- Cooked fruit pies, including pie crusts made with butter, lard, or shortening
- Fruit jams and jellies (as defined in 21 CFR part 150) in glass jars that can be stored at room temperature (except vegetable and other non-fruit based jams/jellies)
- Confections and candies (made without alcohol)
- Granola
- Dry herbs and dry herb mixtures
- Dry baking mixes
- Dry dip mixes
- Dry soup mixes
- Dehydrated vegetables or fruits
- Popcorn
- Cotton Candy
- Non-potentially hazardous dry bulk mixes sold wholesale can be repackaged into a Cottage Food product. Similar items already packaged and labeled for retail sale cannot be repackaged and/or relabeled.
- Chocolate covered pretzels, marshmallows, graham crackers, Rice Krispies treats, strawberries, pineapple, bananas, or other non-TCS foods
- Coated or uncoated nuts
- Dried pasta made with or without eggs
- Roasted coffee beans or ground roasted coffee

- Vinegar and flavored vinegars

What Food Products Are NOT ALLOWED to Be Produced in My Home?

Potentially hazardous foods that require time and/or temperature control for safety are NOT ALLOWED to be produced in a home kitchen and must be produced in a licensed kitchen. Examples include:

- Meat and meat products like fresh and dried meats (jerky)
- Fish and fish products like smoked fish
- Raw seed sprouts
- Vegetable jams/jellies (e.g., hot pepper jelly)
- Canned fruits or vegetables like salsa or canned peaches
- Canned fruit or vegetable butters like pumpkin or apple butter
- Canned pickled products like corn relish, pickles, or sauerkraut
- Pies or cakes that require refrigeration to assure safety like banana cream, pumpkin, lemon meringue or custard pies; cheesecake; and cakes with glaze or frosting that requires refrigeration (e.g., cream cheese frosting)
- Milk and dairy products like cheese or yogurt
- Cut melons
- Caramel apples
- Hummus
- Garlic in oil mixtures
- All beverages, including fruit/vegetable juices, Kombucha tea, and apple cider
- Ice and ice products
- Cut tomatoes or chopped/shredded leafy greens
- Confections that contain alcohol, like truffles or liqueur-filled chocolates
- Focaccia style breads with fresh vegetables and/or cheeses
- Food products made from fresh cut tomatoes, cut melons or cut leafy greens
- Food products made with cooked vegetable products that are not canned
- Sauces and condiments, including barbeque sauce, hot sauce, ketchup, or mustard
- Salad dressings
- Pet food or treats **** NOTE: A commercial feed license is required to make in a home kitchen ****

10. Limited Food Service Kitchens are allowed in Farm Markets if requirements of Section 4.6.O are met.

P. Limited Food Processing Kitchens

(Annotation: Section amended by Amendment 18-001, effective November 2, 2018)

1. A minimum parcel size of ten (10) acres is required. The minimum parcel width shall be three hundred thirty (330) feet.
3. The Limited Food Processing Kitchen must be operated by the owner of the parcel.
4. The building(s) and lot area devoted to a Food Processing Kitchen shall remain part of the principal farm unit and shall not be sold as a separate entity.
5. The area devoted to a Food Processing Kitchen shall not exceed twelve hundred (1,200) square feet, unless part of an approved food service operation.
6. Pre-existing structures built prior to 2008 that are located within one hundred (100) foot setback may be approved for use of a farm market subject to site plan review by the Planning Commission.
6. The minimum front setback shall be fifty (50) feet. The minimum side and rear setback is one hundred (100) feet.
7. **Parking**
 - a. There shall be one parking space provided for each one hundred (100) square feet of usable floor space and one additional space for every two employees.
 - b. Shall be a minimum of fifty (50) feet from any lot line.
 - c. A lesser setback may be approved by the Planning Commission, upon site plan review, and based upon such factors as parcel size, topography, neighboring uses, road access, and other such factors.
 - d. There shall be no parking on county or state roads.
 - e. Emergency access to the site shall be maintained at all times.
 - f. Parking may be located on non-paved surfaces.
 - g. All parking shall meet the parking standards of Section 11.2 Off Street Parking and Loading.
8. The Limited Food Processing Kitchen shall be landscaped and visually screened if required by the Planning Commission.

9. Retail sales of food products produced on the premises are accessory uses, clearly secondary to food processing, and shall occupy no more than six hundred (600) square feet of floor area.
10. Food Processing Kitchens shall not create a nuisance or annoyance to adjoining property owners by reason of noise, smoke, odor, electrical disturbance, night lighting, or traffic as determined by the Planning Commission during Site Plan Review.
11. Food Processing Kitchens shall be subject to annual inspection by the Zoning Administrator and may be terminated by the Administrator whenever same fails to comply with this Ordinance.
12. The Food Processing Kitchen is in compliance with the regulations of the Michigan Department of Agriculture and the Benzie - Leelanau District Health Department, including all licensing requirements.
13. Hours of operation shall not extend past 8:00 PM.
14. Abbreviated Site Plan review is required.

Q. Agricultural Support Business (A.S.B.): The business shall be farm related and is not intended to detract from the agricultural emphasis of the farm or to become a concentration of manufacturing or industrial activity which would appropriately be located in a light manufacturing district because of size or intensity of use. A.S.B.'s shall be allowed provided the following conditions are met:

1. The A.S.B. shall be operated on a farm of ten (10) acres or more in size and shall be owner operated.
2. The Accessory Buildings used for an A.S.B. shall have no exterior evidence to indicate that it is being used for any purpose other than farm/agricultural purposes.
(Annotation: Section amended by Amendment 18-002, effective November 2, 2018)
3. The building(s) and lot area devoted to an A.S.B. shall remain part of the principal farm unit and shall not be sold as a separate entity.
4. The area devoted to an A.S.B. shall not exceed two thousand four hundred (2,400) square feet.
5. No A.S.B. shall be conducted upon or from the premises which would constitute nuisance or annoyance to adjoining property owners by reason of noise, smoke,

Peninsula Township Planning

From: Coffey Hoag, Ryan <coffeyry@msu.edu>
Sent: Monday, March 6, 2023 10:07 AM
To: planner@peninsulatownship.com
Subject: Farm Market GAAMPs Committee

Jenn,

It is my privilege to offer you a seat on the State of Michigan's Farm Markets GAAMPs committee! Your experience as a professional planner and commitment to creative and innovative zoning to promote agricultural operations while protecting neighboring residences will be most welcome and provide a balanced perspective to our committee. If you accept, I will add you to the committee immediately. I am currently working on an agenda for this year's ½ day meeting, to be held on April 4 at Farm Bureau's corporate headquarters in Lansing. I will send out an invite to the whole committee in the coming days. Thank you for your consideration and I look forward to working with you!

Sincerely,

Ryan Coffey Hoag

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Peninsula Township Planning

From: louis santucci <santucci.louis@gmail.com>
Sent: Monday, February 13, 2023 10:23 AM
To: Michelle Reardon
Subject: farm stands

I took a quick look at the proposal. While some of it follows the right to farm other aspects are not covered by the right to farm and are impractical and need to be addressed.

The 50% rule of content of a processed product may run into problems. For example, the raspberry jam we sell on the stand is made up of more than 50% sugar. So it would not meet your requirements. And don't think for a minute that overzealous application of your rules would not be instituted once you pass the requirement. I need only remind you of the hanging plant fiasco where your own rules stated they could be sold!

The need to tear down tents and folding tables every night is impractical. If you already require them to be stable in the wind why force the farm stand owners to take it down and out it up every day. This is a needless burden.

Parking requirements. Where someone has a large area for their goods they may require more than 50 parking spaces. Since most farm stands are accessed over the day I don't see that there is a need for so many parking spaces just because someone chooses to have a larger stand.

Finally will this be going to the planning committee.

Lou

Sec 6.7.2 (8)

Size: I understand that the GAAMP does not put any limit on the size of the roadside stand or farm market, but my concern is that we did put size limits on the farm processing retail area of no more than 1500 ft square, as I remember. I think we have to expect push back by farm processors if we have no size limit on roadside stand/market. Alternatively we should expect we may have to relax size limits on farm processor retail areas as well.

When we were discussing this as part of the Ag Committee, there was a vision of Roadside stand, Farm Market and Farmer's Markets. Part of the distinctions would have been size, setbacks and whether or not they allowed public access to the structure itself. Farmer's Markets being a cooperative, multi grower retail facility. And our thought was that the Farm Market concept would be sized the same as farm processing retail facilities.

Just a concern, love to hear what you think.

(b) One stand per parcel. Does this preclude multiple structures that may make up a single sales area? That may be too restrictive. I'm thinking immediately of Manigold's double stand on Center Road. There are two different structures but they are definitely part of the same market site and because they are relatively small they are portable and could be moved to another site. Gives the farm stand a lot of flexibility. Might be better if we can figure out a way to accommodate multiple structures as part of the same market.

(c) Rather than saying the parcel, which per (a) above must be controlled by the Farm Operation, must also be in active agriculture, might it be better to say it must be located on an A1 zoned parcel. This gives the Operator a little more leeway in location and still meets the intent I think. Just a suggestion.

(f) 50 percent of sales produced or processed by the farm operation. This is exactly as stated in the GAAMP but what is not stated is how we would measure compliance. GAAMP states either retail floor space or gross sales based on history or "business plan". We may want to clarify this. One way would be to reference the GAAMP.

If we specify historic sales or "business plan" we need to establish a reporting process and schedule don't you think?

(k) Tents, and even tables, can be pretty substantial and able to withstand a lot of adverse meteorological conditions. I think requiring dismantling each evening is too restrictive. I rather think sellers using flimsy equipment will face their own penalties by leaving them up in bad weather. Rather than each night, I think we should require dismantling at the end of the selling season and establish a penalty for non-compliance.

General: Do you think we need to clearly state that occupancy permits are required by GTC for any structures in which the public enters? We had a lot of discussion about this as I recall, and it needed to be clarified for some of the ag operators on our committee.

Peninsula Township Planning

From: Julie Alexander <jualexanptpc@gmail.com>
Sent: Tuesday, February 21, 2023 4:58 PM
To: Jennifer Cram
Subject: Fwd: question/ suggestion

Hi Jenn- Just a quick follow up as I know you must be swamped. This one section of the roadside stand ordinance bothers me as I can see many ways to interpret it. I reworded it in a way that makes sense to me. Hope this is helpful. Stay safe in the 2 feet of snow you are expected to get- wish I was there- I love snow.

----- Forwarded message -----

From: Julie Alexander <jualexanptpc@gmail.com>
Date: Thu, Feb 16, 2023 at 4:57 PM
Subject: question/ suggestion
To: Jennifer Cram <planner@peninsulatownship.com>

I have been reading over the ordinance and 6.7.2 8 e bothers me.

>

>

> It reads:

>

> Processed products shall include 50 percent of the primary or namesake ingredient produced on and by the Farm processing operation that controls the roadside stand.

>

>

>

> Does this work?

>

> 6.7.2

> 8 e

> Fifty percent of the primary or namesake ingredient included in the (finished) processed product shall be produced on and by the farm operation that controls the roadside stand.

>

I will give my example of lavender, A little lavender goes a long way and lavender brownie mix sold by Harbor View- which is excellent by the way- consists of many other ingredients. The namesake ingredient is lavender, but it would not encompass 50 % of the finished product. But 100 percent of the lavender comes from their farm.

The first iteration confuses me a bit- do we mean it to say all products produced contain 50 percent of the namesake ingredient, or all products made on the processing farm and sold with that namesake ingredient, at least 50 percent of that ingredient comes from the farm associated with that processing operation.? Hopefully this is not confusing!!

Thanks Jenn for all you do!!