

General Contact Information

Leelanau County Planning and
Community Development

Design Information

301 Cedar Street
Leland MI 49654
(231) 256-9812
www.leelanau.cc

Leelanau County Road Commission

County Road Questions

10550 E. Eckerle Road
Suttons Bay MI 49682
(231) 271-3993

Leelanau County Drain Commissioner

Stormwater Control Permits

112 W. Philip Street
Lake Leelanau MI 49653
(231) 256-7688

Leelanau Conservation District

Soil Erosion Permits

112 W. Philip
Lake Leelanau MI 49653
(231) 256-9669

Northwest MI Council of Governments

Planning Department/Services

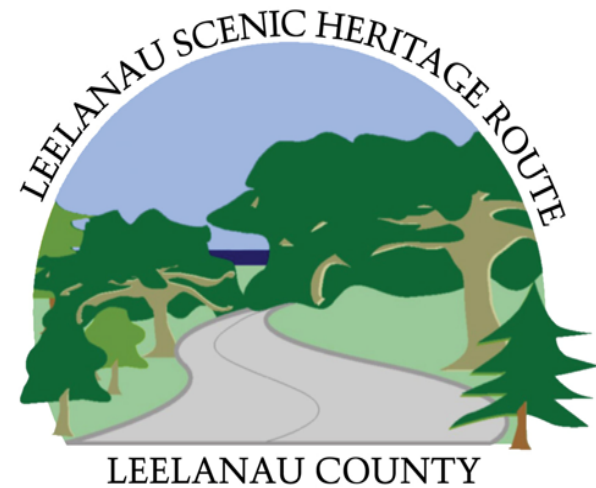
2194 Dendrinis Drive
PO Box 506
Traverse City MI 49685-0506
(231) 929-5039

www.nwm.org

www.leelanauheritageroute.com

The Guidelines were taken with permission from the Traverse City Area Chamber of Commerce's New Designs for Growth "Grand Traverse Bay Region Development Guidebook".

The Leelanau Scenic Heritage Route is coordinated by the Northwest Michigan Council of Governments Planning Department.



GUIDEBOOK

Design Principles

Signage

Buffering

Access

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The Purpose of the Leelanau Scenic Heritage Route

The purpose of the Leelanau Scenic Heritage Route Committee is to promote measures that protect and enhance the scenic, historical, and recreational characteristics of M- 22, M-109, and M-204 as they traverse the rural countryside and unique villages of Leelanau County. The Committee is a non-regulatory entity that encourages partnerships to bring together land use and transportation planning in accordance with the Scenic Heritage Route Corridor Management Plan.

The landscape of the region is a combination of rural and near wilderness. There are small towns and settled crossroads with residential homes, shops, and tree-lined streets. Due to the increases in population and development, the majority of residents would like to see the natural, rural visual character of the landscape remain. The bays, lakes, rivers, streams, and lands are the resources that drive the economy of the region and contribute to the sense of identity of its residents. The Heritage Route Committee would like to protect the rural landscape with its many vistas and open spaces such as the orchards, vineyards, fields, and valleys.

Corridor Management Plan Goals

- Preserve and enhance the natural, historic, and cultural resources along the route.
- Preserve the scenic qualities of the corridor and encourage development that will not detract from these qualities.
- Encourage community involvement in monitoring of the route.
- Encourage interpretive programs that describe the natural, historic, and cultural features located along the corridor.
- Promote the maintenance of the unique and rural feel of the villages and countryside along M-22.

Issues and Concerns

1. Signs
2. Power lines and other utilities
3. Decline of agricultural and forest land
4. Commercial strips
5. Erosion and land change
6. Residential construction

TOWNSHIP CONTACT INFORMATION

Zoning and Permitting

Elmwood Township Clerk
10090 E. Lincoln Road
Traverse City MI 49684
946-0921

Cleveland Township Clerk
6800 S. Bohemian Road
Maple City MI 49664
228-6488

Bingham Township Clerk
7171 S. Center Highway
Traverse City MI 49684
922-6767
binghamtownship@earthlink.net

Glen Arbor Township Clerk
PO Box 276
Glen Arbor MI 49636
334-3539

Suttons Bay Township Clerk
321 N. St. Joseph Street
Suttons Bay MI 49682
271-2722
sbaytwp@traverse.net

Empire Township Clerk
PO Box 234
Empire MI 49630
326-5182

Leelanau Township Clerk
119 E. Nagonaba
PO Box 338
Northport MI 49670
386-5138
ltclerk@chartermi.net

Leland Township Clerk
112 E. Philips Street
Lake Leelanau MI 49653
256-7546 #201
lelandtownship@chartermi.net

Centreville Township Clerk
5588 S. French Road
Cedar MI 49621
228-5752

Michigan Department of Transportation (MDOT) Requirements

1. Michigan state laws require permission from the governmental unit having jurisdiction of the street or highway to construct inside the right of way line.
2. Businesses or private parties and utility companies wishing to use the highway right of way for operations other than normal vehicular use of pedestrian travel are required to obtain a permit from MDOT for construction, outdoor advertising, and transport.
3. The "Individual Application and Permit" (Form 2205) is used for all routine requests for construction and/or occupying state trunkline highways by individuals or corporations. The requests that need permitting include:
 - Residential and commercial driveways
 - Tree trimming
 - Drainage
 - Landscaping
 - Grading
 - Utilities
 - Other similar uses

In most instances, there is a fee for each permit. The application forms are available from the Transportation Service Center, Michigan Department of Transportation, 2084 US 31 South, Suite B, Traverse City MI 49684; (231) 941-1986; <http://www.michigan.gov/mdot>.

Leelanau County General Plan – Natural Resources and the Environment

- The County should assist local governments in protecting farmland and open space, especially **scenic vistas and corridors**, from loss through land fragmentation and/or development
- Protect trees and restore timberlands
- Encourage landowners to research and utilize local programs which focus on timberland, wildlife, wildlife corridors, and other natural resources

Grand Traverse Bay Region Development Guidelines

Good Site Design creates attractive, comfortable places for people, plus creates:

- Healthy and safe surroundings
- Efficiency and convenience
- Minimal effect on neighboring properties
- Proper relationships to public services
- Consideration for expansion
- Protection of sensitive, natural environments
- Prevention of environmental harm
- Consideration of regional character

Important viewing points for M-22:

1. *Unobstructed Views of Water:*
 - South of Suttons Bay
 - North of Suttons Bay
 - South of Peshawbestown
 - Omena
2. *High Viewing Point:*
 - South of Northport on the west side
3. *Other Scenic Views:*
 - Various farms, orchards, forests
 - Sleeping Bear Dunes National Lakeshore areas

Examples of Design Principles

Context Sensitive Design

State transportation agencies are now starting to work with Context Sensitive Design, which is a community approach to designing and constructing transportation routes and corridors. This design includes building partnering relationships with the local communities, utilizing better communication, and image database programs.

Transportation safety and mobility need to be balanced with the scenic, aesthetic, historic, environmental, and community values. The public needs to be involved early and continuously. Each project along the Heritage Route should take into account the constructed and natural environment of the area.

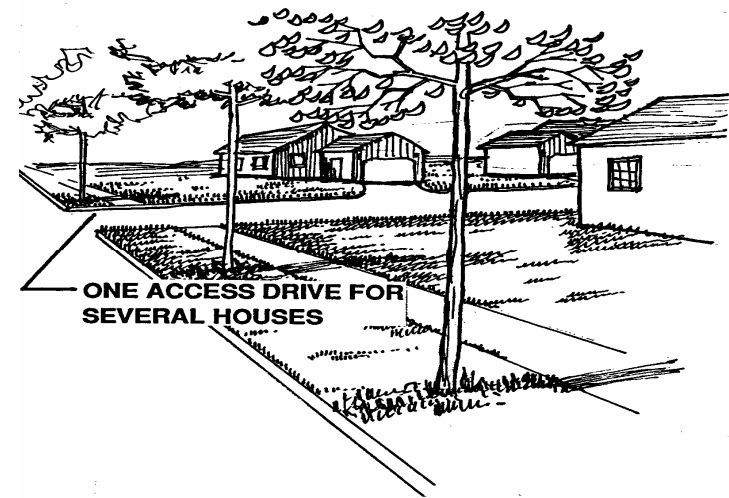


Site Design Mapping

The inventory of the Heritage Route should document and map the natural, scenic, and historic features and these features should be preserved throughout any construction plans. These would include the view sheds, the natural features such as shoreline, forests, and wetlands; the cultural and historical features; and the neighborhood character of the towns and villages.

Access

Frontage roads, rear service drives, alleys, and shared driveways are all better design alternatives. They simplify the visual character, minimize conflicts and hazards, and increase road carrying capacity by reducing the number of cars turning from the main road and by reducing curb cuts. Placing the parking behind the building increases visible green space.



Lighting and Utility Poles

At night, stars should be visible in the sky, not obstructed by diffuse light from the built environment. Set timers on lights to turn off after a certain time on all but essential locations. Use light fixtures designed to focus light down on the site. Use heat, sound, or movement triggered lights around the side and near the rear of the buildings instead of lights that are continually on all night. Use lights on the side of buildings that point down to light behind landscaping. These practices also reduce energy use. If feasible place all utilities underground.

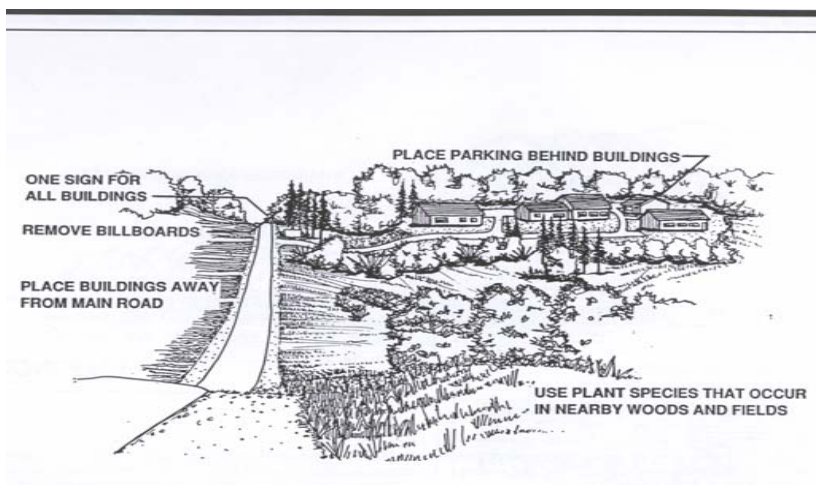
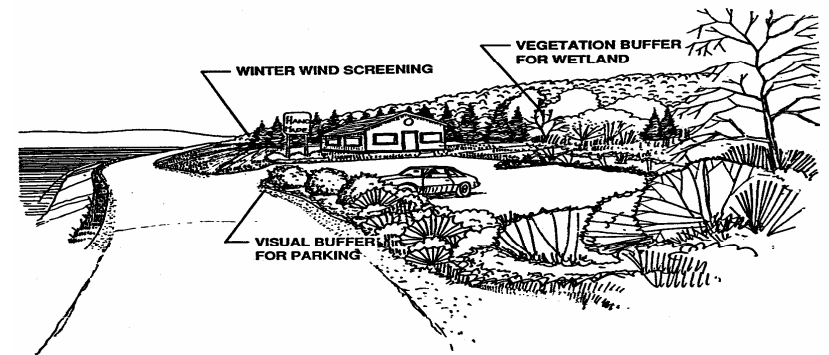


Buffering and screening

It is important to protect the character of the Leelanau Scenic Heritage Route. Protecting or planting native vegetation to create a buffer or screen can be utilized for a variety of purposes, such as windbreaks in large open spaces or along the sides of structures receiving winter winds; in strips along drainage areas and surface water bodies for protection; to screen parking lots; and to screen incompatible land uses. Utilizing plantings with native species on areas visible from the road compliments the natural environment.

Building Development

Development should work with the character of the Heritage Route through the villages and neighborhoods utilizing the architectural period and style; mass and shape; material and color; lot size; and street layout. Building materials such as wood, stone, and brick with muted colors could be used for the natural areas, with traditional colors for areas near farms and villages. Place development where it has minimal environmental and visual impact. Utilize the natural contours of the land and protect or plant native plants and trees.



Wetlands and Natural Drainageways

Filling wetlands eliminates natural stormwater retention areas, increasing reliance on costly infrastructure, destroys open space and wildlife habitat, and increases sediment degradation of surface waters. Retain wetlands in the project site plan as part of a natural stormwater system to lessen costs and flooding frequency while increasing open space and wildlife habitat.

Shoreline landscape

To protect Grand Traverse Bay and Lake Michigan, a fifty-foot wide vegetation strip of native trees, shrubs, and/or plants should be planted to filter the sediment and pollution from the stormwater runoff of the highway. Public shoreline recreation opportunities are limited and shoreline views are increasingly restricted by extensive shoreline development. Support the establishment of view sheds, parks, and open space along the Heritage Route.



Signage

Try to reduce the size and number of signs, and work to remove billboards. Create small, simple, readable signs that use primarily subdued colors and materials, and utilize no internal illumination. Sign materials should reflect the regional landscape, architectural character, and the historical perspective and styles. Utilize the same materials used on the buildings on the same site.

Open space protection

The clearing of woodlands and natural land can destroy the regional, rural landscape character and wildlife habitat. It can also increase development costs, long-term maintenance costs, heating and cooling costs, and stormwater runoff. Protecting open space includes clearing the minimum vegetation necessary for a development and limiting land disturbance. This practice lowers the initial costs to develop, keeps the maintenance costs down, and also gives a more natural appearance. Mow only a narrow strip along the Leelanau Scenic Heritage Route and plant native species of trees and plants following the construction. Identify and protect the most important forestland from incompatible use. Establish a balance between development and woodland protection that recognizes the short term and long term economic considerations for the owner and the region. Try not to perform construction activities within the root zone of important vegetation.

