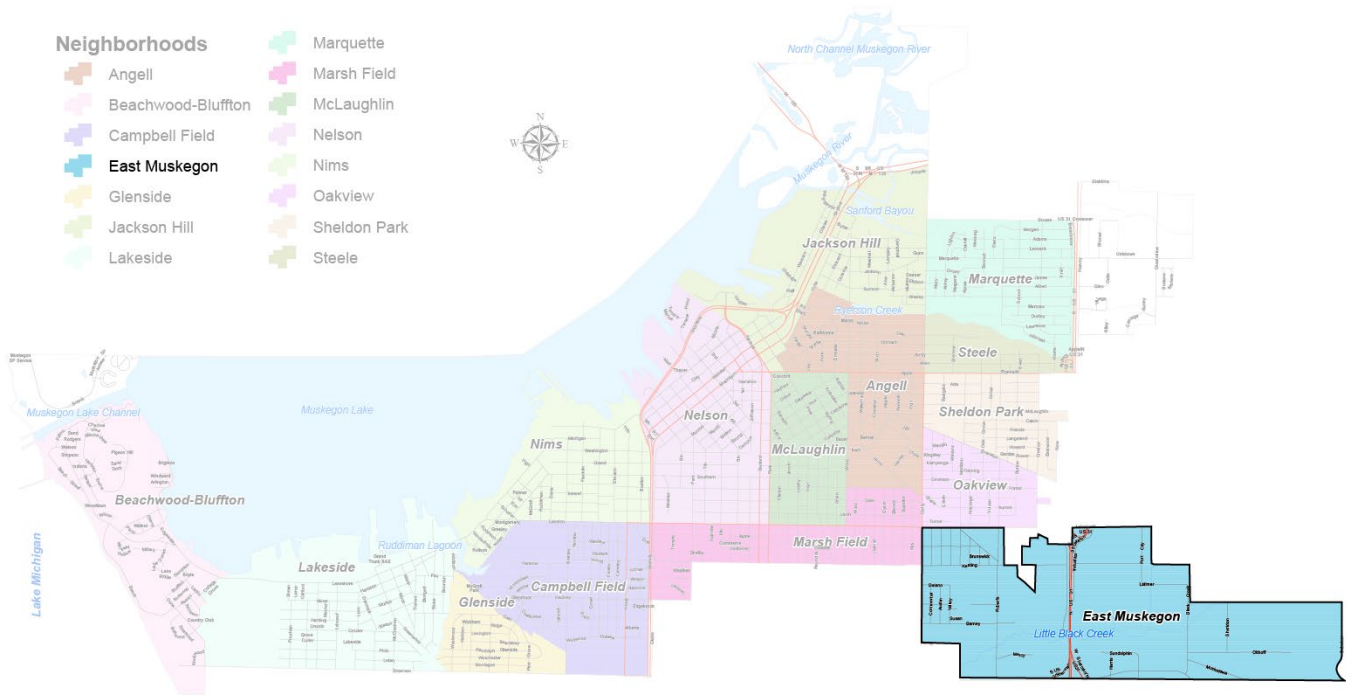


East Muskegon

City of Muskegon
Neighborhood Association Map



Neighborhood Description

The East Muskegon neighborhood is home to the Port City Industrial Park and the Medendorp Industrial Park. Small pockets of residential development exist in the far western portion of the neighborhood, with commercial development along East Muskegon’s major streets. The city’s only hospital is located in the neighborhood and is surrounded by related medical offices. US-31 bisects the neighborhood, but does not have too much of a negative effect on those living in East Muskegon as the residential areas are sited some distance from the highway and commercial areas east of the highway are too far to be considered walkable destinations.

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Zoned Land Use

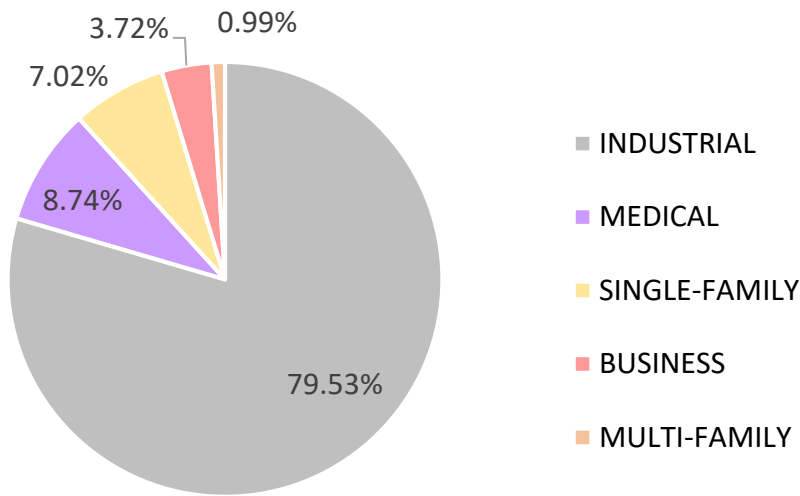


Chart 1: East Muskegon zoned land use as a percentage of the neighborhood's total land area

The East Muskegon neighborhood contains two industrial parks which results in nearly 80% of the land in the neighborhood being zoned for industrial land uses. A very small portion of land in the neighborhood is zoned for residential uses, and these commonly abut industrial and heavy commercial areas. A few blocks of existing residential houses were rezoned to industrial a few decades ago, yet remain residential in use.

Housing Choice

The neighborhood contains is a mixture of owner-occupied and renter-occupied houses, with most housing units being single family houses with only one non-conforming duplex, and two apartment complexes, each containing 30 units.

the addition of duplexes and other missing middle housing types should be considered in order to allow for housing choice in the neighborhood, as the vast majority of East Muskegon rental properties are single-family detached houses.

Commercial Inventory

Laketon Avenue and Getty Street Intersection – This area encompasses two large commercial corridors and offers a modest amount of retail and service sector destinations adjacent to the residential areas of the neighborhood.

Getty Street, between Keating Avenue and Hovey Avenue – A shared border with the city of Muskegon Heights to the west, this area is defined by retail, auto sales, and former industrial properties.

Sherman Boulevard, East of US-31 – This commercial corridor consists of strip development, big box stores, and commercial out-lot development. The area is shared between the city of Muskegon, Fruitport Township, and the city of Norton Shores.

Roberts Street, north of Sherman Boulevard – Four commercial parcels are located between properties zoned for medical and industrial uses. Future growth by either sector could generate demand for these properties that is not supported by current land use regulations.

Medical Campus – The neighborhood hosts the largest medical care zoning district in the city, and with the closing of the former hospitals on Laketon Avenue and Harvey Street, East Muskegon is home to the city's only hospital and much of its associated medical facilities. The lack of available space for medical expansion is a concern, as it is expected that auxiliary medical uses will continue to gravitate to this location; future development will likely need to focus on more efficient use of remaining land.

Industrial Inventory

East Muskegon contains the two largest industrial parks in the city – the Port City Industrial Park located east of US-31, and the Medendorp Industrial Park sited west of US-31. The City of Muskegon recently acquired a portion of the former prison site, adding 63 acres of available industrial land to the Port City Industrial Park.

Some of the available land in the Medendorp Industrial Park could be better utilized as residential properties previously zoned for industrial use remain residential in use. The small residential pocket east of Madison Street and north of Keating Avenue has been zoned industrial for the past 20 years in anticipation of future industrial expansion, though that expansion has yet to occur and has led to deteriorating housing stock due to lack of investment.

Parks/Recreational Opportunities

East Muskegon neighborhood parks, community gardens, public/private park and open spaces, etc.:

- Joe Clifford Park
- Musketawa Trail
- Laketon Trail (located nearby in the Oakview neighborhood)

Community Nodes

The presence of multiple land uses has disrupted the street network and restricts vehicle and pedestrian movement throughout the neighborhood, which makes it challenging for a centralized gathering place for residents. The intersection of Laketon Avenue and Getty Street likely contains the highest concentration of activity in the neighborhood, and is proximate to East Muskegon residents. The faith-based institution and park on Valley Street offers a community center and space for larger community events in close proximity to the majority of neighborhood residents.

Transportation

The Transportation and Mobility section of the Master Plan contains further discussion and recommendations. Major Streets in the East Muskegon Neighborhood include:

- Getty Street
- Laketon Avenue
- Olthoff Drive
- Black Creek Road
- Latimer Drive
- Port City Boulevard
- Keating Avenue
- Barney Avenue
- Roberts Street
- Harris Drive
- Sundolphin Road
- Sheridan Road
- Harvey Street
- Industrial Boulevard
- Remembrance Drive

Many streets are intended to serve the industrial land uses in the area and associated heavy truck traffic, requiring a specialized approach to street design throughout much of the neighborhood. Still, a possible road diet could occur on Getty Street.

Active transportation options include a fairly complete sidewalk network throughout the neighborhood, though pedestrian access is limited across US-31. Still, some walk across the Sherman Boulevard bridge despite a lack of safe pedestrian accommodations. The Laketon Trail and the Musketawa Trail are accessible from the neighborhood and are connected to one another by the off-street, Musketawa Trail Connector along Latimer Drive and Black Creek Road.

Public transportation serving the neighborhood includes MATS Routes 2, 21, 22, and Go2 Service. The East Muskegon neighborhood is well-connected to the city-wide street network via Laketon Avenue, Getty Street, and Sherman Boulevard. Convenient access to the regional highway system is provided by exit and entrance ramps at Laketon and

Sherman. Some neighborhood streets remain unpaved as it is difficult to determine whether to build the streets for residential or industrial use.

Blight/Beautification

Outdoor storage of goods has a blighting influence on the Laketon Avenue and Getty Street commercial corridors.

A small group of houses east of Madison Street and north of Keating Avenue has been zoned industrial and the remaining housing stock in this area has seen disinvestment.

Historic Preservation

The East Muskegon neighborhood does not presently contain any designated historic districts, sites listed in the National Register of Historic Places, or sites listed in the State Historic Register. While the neighborhood does contain some older structures, it is unlikely that any would be considered architecturally significant, but some could be historically significant.

Significant Redevelopment Properties

The former prison site, now owned by the City of Muskegon, contains 63 acres of undeveloped industrial land in the Port City Industrial Park.

Future Land Use

See Future Land Use Map in Appendix

Project 1: Acquire residential property in the Medendorp Industrial Park that is already zoned for industrial uses.

The small residential pocket east of Madison and north of Keating covers approximately 11 acres and has been zoned industrial land uses for the past 20 years in anticipation of future industrial expansion. The expansion has not occurred and has led to disinvestment in the housing stock.



This area contains a few remaining houses, but is zoned for industrial development.

Action Steps

- Conduct a feasibility study for the acquisition of the remaining residential properties in the industrial park.

Project 2: Strategically utilize the remaining medically-zoned property.

The expanding medical campus has few parcels left for development, which calls for a need to more efficiently use the remaining land. The closure of other hospitals in the city are expected to result in additional demand for medically-zoned land in this area, and parcels zoned for business on Roberts Street, south of Little Black Creek, may be well-suited for such development.

Reduced setbacks and density minimums will help continued expansion of medical facilities well into the future without requiring acquisition of additional land.

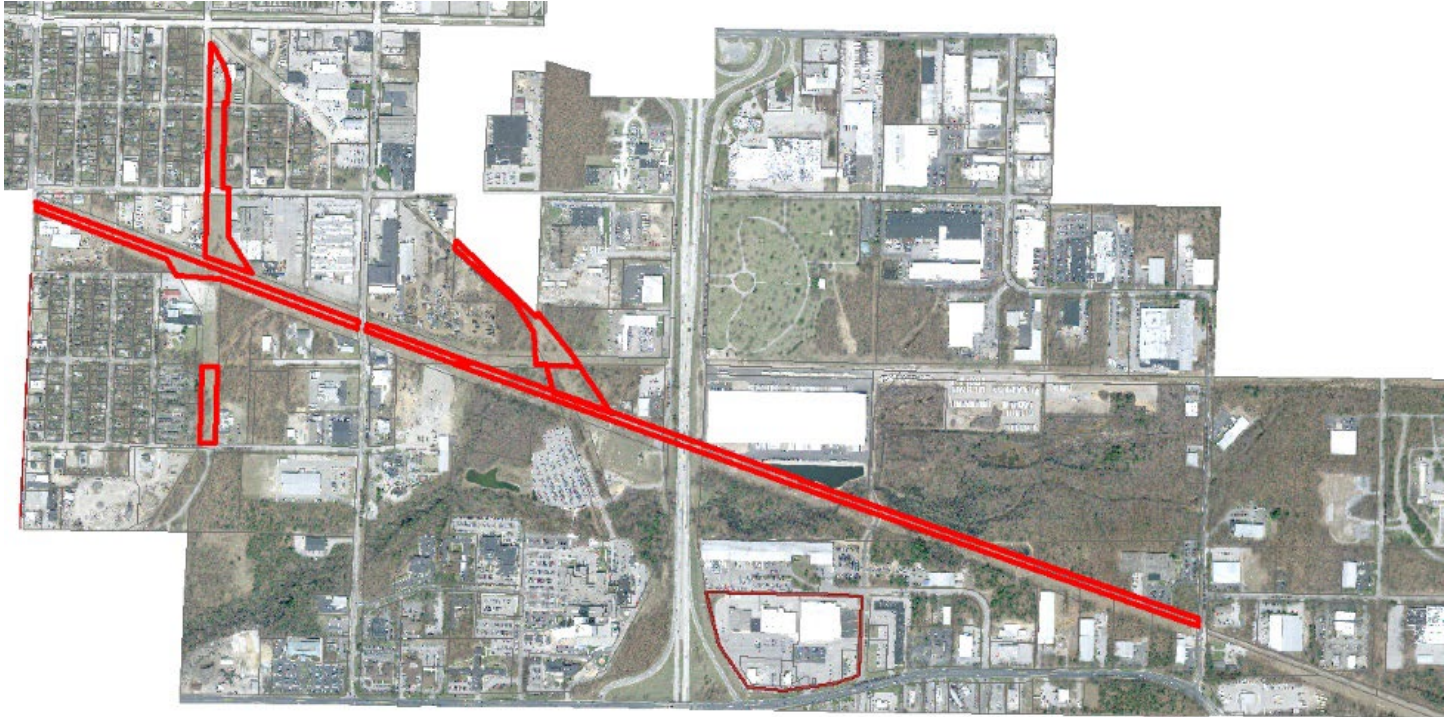
Action Steps

- Amend the zoning ordinance to require more dense development for medical uses.
- Consider rezoning underutilized industrial or commercial property for medical land uses.

Project 3: Utilize the former railroad right-of-way for a non-motorized trail connection and industrial expansion.

The former railroad right-of-way running east/west through the neighborhood could be an option for industrial expansion, especially larger parcels adjacent to existing industrial land uses.

Past efforts to convert this right-of-way into an extension of the Musketawa Trail have been generally satisfied with the completion of the Musketawa Trail Connector in 2022. Still, connections to residential areas in the East Muskegon neighborhood and the Marsh Field neighborhood, to the east, are possible.



Various former railroad rights-of-way crisscross the neighborhood and could be put to new uses.

Action Steps

- Acquire the former railroad right-of-way for an extension of the Musketawa Trail.

Project 4: Increase safety measures at the US-31 highway interchange at Sherman Boulevard.

This highway interchange is one of the most dangerous in Muskegon County in terms of vehicle crashes. The bridge over US-31 does not provide adequate space for pedestrians, limiting access to the businesses east of the highway.

Cooperation with the Michigan Department of Transportation (MDOT), the city of Norton Shores, and Fruitport Township will be critical in ensuring that all are involved in any proposed changes.

Action Steps

- Work with MDOT to redesign the interchange and establish safe pedestrian access across the highway.

Project 5: Improve pedestrian access through the industrial parks and medical campus.

With the closure of both other hospitals in the city, safe and convenient access to the hospital campus at Sherman and US-31 is crucial as the hospital is no longer centrally located for many city residents, and the medical campus could benefit from internal pedestrian access improvements. Two bus routes service the medical campus, but more could be done to ensure that the site is easily accessible via a variety of transportation modes.

The Musketawa Trail Connector serves as an outstanding example of active transportation infrastructure that exists within the industrial park. Still, many streets in this area offer little in terms of amenities for those that are not driving to the various industrial businesses in the area as they are chiefly designed to handle commercial truck traffic. Some private businesses have made improvements that serve their employees that may arrive via other modes of transportation, and more should be done to encourage such efforts.

Action Steps

- Partner with the hospital to create a plan to improve pedestrian access to and through their campus and along the surrounding streets.
- Partner with employers in the industrial park to identify and establish preferred pedestrian access routes that best serve employees.

Project 6: Provide more affordable housing options near employment centers like the industrial parks and commercial district.

As an employment center, the neighborhood hosts thousands of jobs. Possibilities exist to develop housing options on land available near employers. Shorter, potentially multi-modal commutes, would lower transportation costs for employees while reducing traffic congestion during peak travel times.

High-density, affordable housing with connections to the industrial park would also be desirable for industrial employers and their employees.



Underutilized land along Sherman Boulevard near the industrial park could host new workforce housing.

Action Steps

- Identify available lots near employment centers that could be used for dense housing.
- Create zoning regulations that allow for flexible usage between commercial, industrial and residential uses.
- Require pedestrian mobility improvements and connections with all new residential development.

Project 7: Increase access to Little Black Creek.

Little Black Creek winds through the neighborhood, but is rarely visible and nearly inaccessible. There are a number of publicly-owned parcels through which the creek runs, but there are few protections in place to ensure that the creek is not subject to further disruption by surrounding development.

Action Steps

- Complete an analysis of property ownership to determine if adequate public access to the creek could be obtained through public easements.
- Review potential environmental hazards tied to the creek and evaluate surrounding land uses as part of this analysis.