

**2023
Master
Plan** Charter
Township
of Lyon

Oakland County, Michigan

Draft for Public Distribution

March 20, 2024



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Welcome to Lyon Township

GENERAL OVERVIEW

Positioned as a premier Michigan Township in southwest Oakland County, Lyon Charter Township continues its tradition of continued aspirational planning with the 2023 Master Plan. This Plan builds upon the many successes and forward thinking of Plans past; the Township has consistently updated its land use plans and policy documents, with the most recent Master Plan update being completed in 2015.

So much has taken place since the last Plan – major infrastructure projects (water, sewer, and drains), development and build-out of long-standing commercial projects (Lyon Towne Center and Lyon Crossing), creation of innumerable residential neighborhoods (Windridge, Estates at Hutsfield, Legacy of Lyon, to name just a few), and ownership change and agricultural tourism plans of the Erwin Orchard property (now under ownership by Blake’s and Lombardo Homes). Through this all, the Township leadership has continued its efforts at CIP planning, Parks & Rec Master Planning, recurring policy planning by the Township Board, and immeasurable community input.

This Plan would not be complete without recognizing one of the most significant health crises of this generation, the COVID-19 pandemic. The virus has had worldwide impacts, including the way Township residents work (many switched temporarily or permanently to remote work), recreate, and live. Through the time of uncertainty, Township leaders kept its services running – remotely and with limited office hours for a short time, then to a highly controlled in-person environment to retain a sense of normalcy. Through this time, the Township was able to continue to process applications and perform normal business functions, showcasing the hard work and dedication of its staff and resiliency of its residents.

The following Plan is intended as a continuation of the planning efforts of past – an addendum of sorts because the trajectory of the Township remains the same as it was at the time of previous Master Plans. Retaining rural character, expecting high-quality and compatible land uses, and providing the best resources for residents and business are all themes we wish to continue. The 2023 Plan attempts to better define expectations in transitions between land uses and allow some flexibility in design to make the best of situations that would otherwise seem incompatible. This Plan complies with the Michigan Planning Enabling Act, Act 33 of 2008, as amended.



Who We Are



LAND USE TODAY

Lyon Township is one of the fastest-growing communities in Michigan in terms of population, and that is reflected in the use of the land. Historically the Township has been a rural community, characterized by agricultural fields, horse farms, and substantive wetland/lowland areas.

The Township is home to significant recreational resources, including Lyon Oaks County Park, a portion of Kensington Metro-park, the yet-be-developed 11 Mile Park, and several public and private golf courses (Coyote, Cattails, Tanglewood, Riverbank, and Walnut Creek).

Large-lot residential development dominates much of the Township; aside from the Grand River Avenue corridor and parks, platted parcels are the traditional development pattern. In the past two decades, the Township has been presented with many large residential Planned Developments, which tend to utilize the State's cluster development

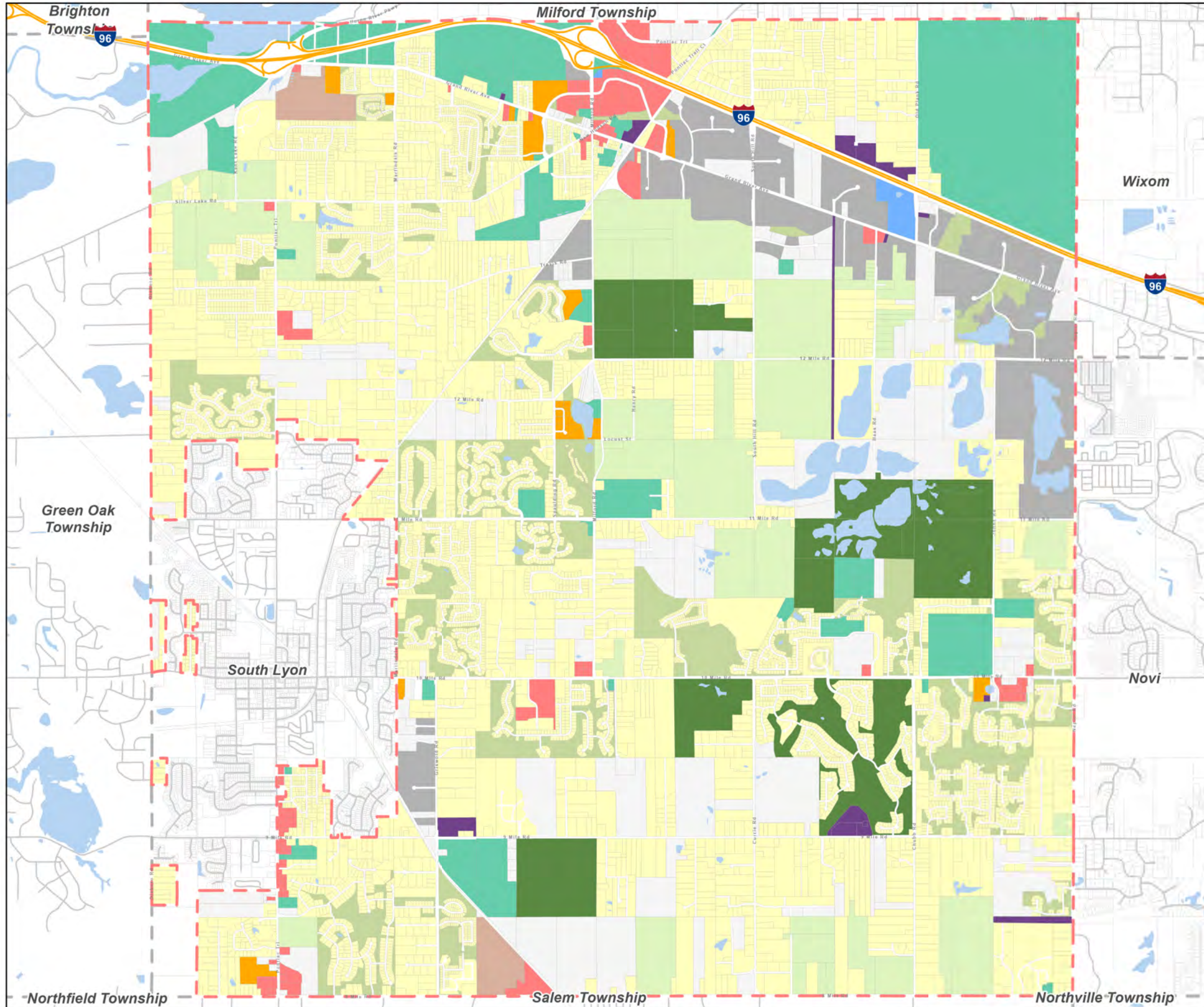
option to create smaller residential lots while retaining large amounts of land for conservation or passive recreational uses.

Higher density residential developments are scattered throughout the Township, including two manufactured home developments (one on 8 Mile, one on Grand River Avenue), Pendleton Park Apartments, and The Crossings (a nearly-400-unit apartment complex opened in 2022). More multiple-family projects are on the way in New Hudson, with Hudson Townes under construction at the northeast corner of Lyon Center Drive and Grand River Avenue.

Supporting the increased residential development is the impressive light industrial growth along the Grand River Avenue corridor. In addition to long-standing businesses like Henrob, Hirata, Ferguson, and Pratt Miller (just to name a few), new users in the past five years include Webasto, Moba Americas, NLB, and Amazon. New industrial parks have been approved on the substantial properties owned by Walbridge, and occupancy in those lots is expected to take place in the coming years. Speculative buildings are increasingly common, with developers preparing buildings with the anticipation that tenants will choose Lyon as their new place of business. Vacancy in the industrial corridor is low.

TABLE 1. EXISTING LAND USE

EXISTING LAND USE	TOTAL ACRES	PERCENT OF LAND AREA
Single Family Residential	14488.8	55.03%
Undeveloped	2495.57	9.48%
Natural, Conservation, or Drainage	2217.42	8.42%
Public or Quasi-Public	1941.97	7.38%
Agricultural	1917.73	7.28%
Industrial	1222.08	4.64%
Commercial Recreation	1213.09	4.61%
Commercial	363.61	1.38%
Multi-Family Residential	169.9	0.65%
Manufactured Homes	140.28	0.53%
Utility	111.41	0.42%
Office	40.5	0.15%
Vacant	4.4	0.02%



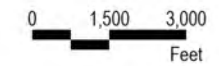
Existing Land Use Map

Charter Township of Lyon,
Oakland County, Michigan

DRAFT - August 24, 2023

LEGEND

- Agricultural
- Commercial
- Commercial Recreation
- Industrial
- Multiple Family Residential
- Manufactured Housing Park
- Mixed Use
- Office
- Public/Quasi-Public
- Single Family Residential
- Utility
- Undeveloped
- Natural, Conservation, or Drainage
- Water Bodies
- Lyon Township Boundary
- Other Municipal Boundaries



Basemap Source: Michigan Center for Geographic Information, Version 17a.
Oakland County 2023. Data Source: McKenna 2023.



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MUNICIPAL ORGANIZATION RELATING TO LAND USE

Lyon is a Charter Township, with decisions ultimately in the hands of a seven-member Township Board. The Board is comprised of three full-time elected officials (Supervisor, Clerk, and Treasurer) and four elected Trustees.

In terms of the land use vision this Plan is responsible for, the Board plays a role in reviewing and approving rezoning requests, Special Land Use requests, Planned Development (PD) proposals, and zoning ordinance amendments, among others. The Board is generally the final approving body on these development decisions.

Supporting the Township Board is a seven-member Planning Commission, whose responsibilities include recommendations to the Board on the decisions noted above. A member of the Township Board also serves as a voting member of the Planning Commission. The Planning Commission also reviews every site plan for development and redevelopment, helping to ensure the ordinance standards are achieved and the physical vision of the Township is implemented with each new project. The Planning Commission also is the driving force behind the Master Plan, providing input and guidance throughout the development of this Plan.

Also serving the Township Board is the Zoning Board of Appeals (ZBA). The ZBA is responsible for reviews of zoning ordinance variances, interpretations of the ordinances, and other reviews

dictated by the ordinance. The ZBA is a five-member board with one representative of the Township Board serving as one of the members.

The Township also has a Downtown Development Authority (DDA), which aims to make improvements to its Development District through funding, activities, property acquisition, and infrastructure projects. While the DDA does not play a statutory role in land use planning, its Vision Plan and ongoing activities directly impact the development of land in New Hudson and along the Grand River Avenue corridor. The DDA actively participates in the ordinance review process in order to provide a voice for local businesses and property owners as it relates to the impacts that regulations have on those in the DDA.

Supporting the various boards and commissions is a staff of employees and consultants that help bring desirable projects to reality and help filter out projects that do not align with the Master Plan. The Planning Coordinator, other administrative staff, enforcement officials, planning and engineering consultants, the Township attorney, and many more team to make land use decisions run smoothly.



DEMOGRAPHICS

Located between suburban and rural communities, the population of Lyon Township has been growing and expanding in recent decades. The quiet family-owned farmland adjacent to the I-96 freeway allows residents to enjoy the quiet of the countryside with the amenities of the metro Detroit area. The I-96 freeway cuts across the northern part of the Township from east to west, and allows easy access to destinations across the metro area and the state.

Recent residential development has been concentrated in the middle of the Township along 10 Mile Road. Commercial and industrial development has been directed to the intersection of Grand River Avenue, Milford Road, and Pontiac Trail. The I-96 interchange in this area has been a catalyst for expansion and development.

The Lyon Township Parks and Recreation Master Plan is updated and maintained to determine needs and opportunities that exist within the Township. Consideration is given to:

By understanding current conditions and past trends, the Township can appropriately anticipate and plan for the needs of the community.

Data within this plan is sourced from the Southeastern Michigan Council of Governments (SEMCOG) and the U.S. Census Bureau's American Community Survey 5-Year Estimates and Decennial Census, analyzed and synthesized by McKenna. The ACS samples a percentage of the community on such topics as population, housing, and age structure.





Population

Trends in the number of people residing in a community are an important indicator for parks and recreation planning. Growing communities have different parks and recreational concerns and needs than communities with stable or declining populations. Table 1 shows the relative populations of Lyon Township and surrounding communities.

Lyon Township has experienced a significant increase in population, equating to 40% between 2010 and 2020. Comparatively, the surrounding communities have experienced minimal increase. The rate of growth is attributed to the fact that Lyon Township is a highly desired community to call home. The semi-rural character of the Township and the proximity of the I-96 freeway has attracted new residents for the past several decades.

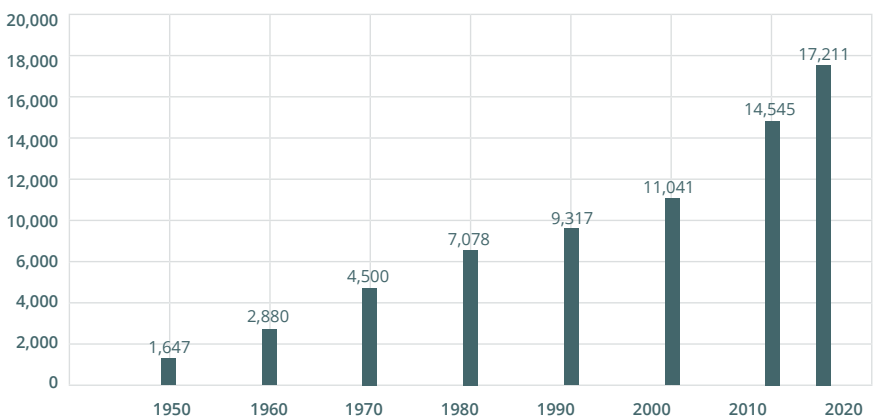
The population total in Lyon Township increased almost 945% between 1950 and 2015. Such a rapid increase can cause serious implications to the existing amenities. Infrastructure construction projects have become a priority throughout the Township in order to keep up with the incoming residents. Overall, parks and recreation amenities have not responded as swiftly to the influx of new residents.

TABLE 2. POPULATION, 2000-2015

LOCATION	2010	2015	2020	% CHANGE (2010-2020)
Milford Twp.	9,561	9,701	10,056	5.2%
South Lyon	11,327	11,263	11,818	4.3%
Lyon Twp.	14,545	17,211	20,373	40.1%
Wixom	13,498	14,369	13,970	3.5%
Novi	55,224	60,458	60,439	9.4%
Oakland County	1,202,362	1,242,788	1,274,395	6.0%

Source: US Census Bureau: 2016 ACS-5 Year Estimates, SEMCOG (2015 Estimate)

FIGURE 1. POPULATION, 1950-2015 - LYON TOWNSHIP



Source: Census Bureau: 2016 ACS-5 Year Estimates, SEMCOG (2015 Estimate)

Households

This section analyzes the composition and characteristics of households in Lyon Township. Household growth has a different impact on demand for recreational services than population growth. If the population is growing faster than the number of households, this would suggest that more children are being born to existing households. If households are growing faster than population, this typically suggest that more singles or couples are moving into the community.

The number of total households in the Township increased by 18.8 percent since 2015. The percentage of married-couple family households with and without children under 18 increased by 49.4 percent and 25.1 percent, respectively. The increase in married-couple family households and increase in population indicates that existing residents are choosing to start families, either by marriage or having children, in the community. The age data below further indicates that the population increase is due to the rise in children under 18 years of age.

Contrary to national trends, Lyon Township's average household size increased from 2.56 persons in 2015 to 2.95 persons in 2020. This substantial increase reflects the desire for family forming age groups to settle in Lyon Township for the quiet comforts of the rural countryside.

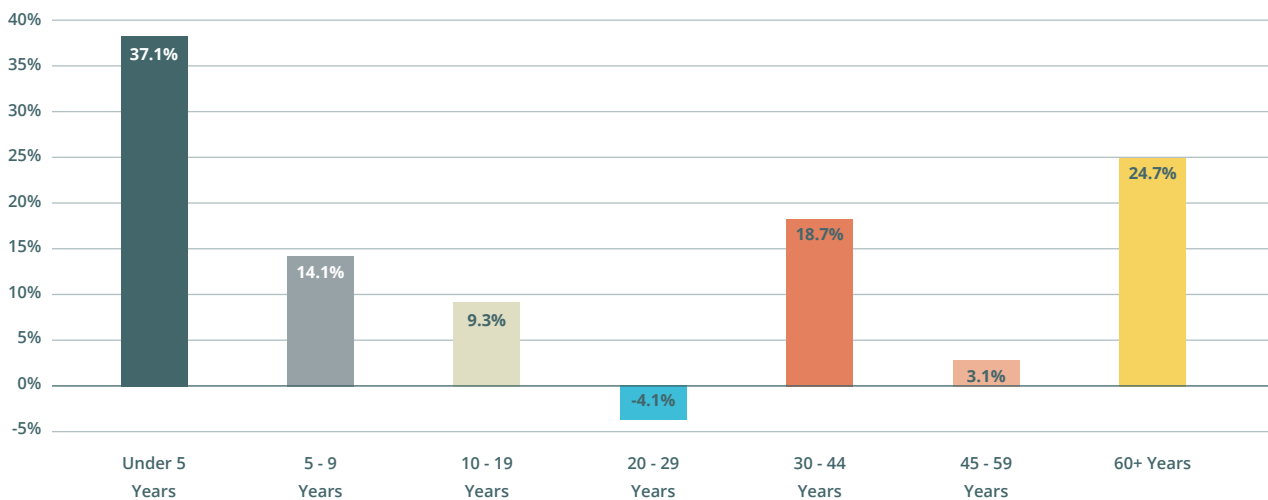


TABLE 3. POPULATION BY AGE GROUP, 2015-2020

AGE	2015	2020	% CHANGE
Under 5 years	1,467	1,473	0.4%
5 - 9 Years	1,301	1,791	37.7%
10 - 19 Years	2,262	3,049	34.8%
20 - 29 Years	1,400	1,672	19.4%
30 - 44 Years	3,794	4,464	17.7%
45 - 59 Years	3,623	4,210	16.2%
60+ Years	2,619	3,714	41.8%

Source: SEMCOG

FIGURE 2. AGE GROUPS PERCENTAGE CHANGE - LYON TOWNSHIP



Source: South Lyon Community Schools



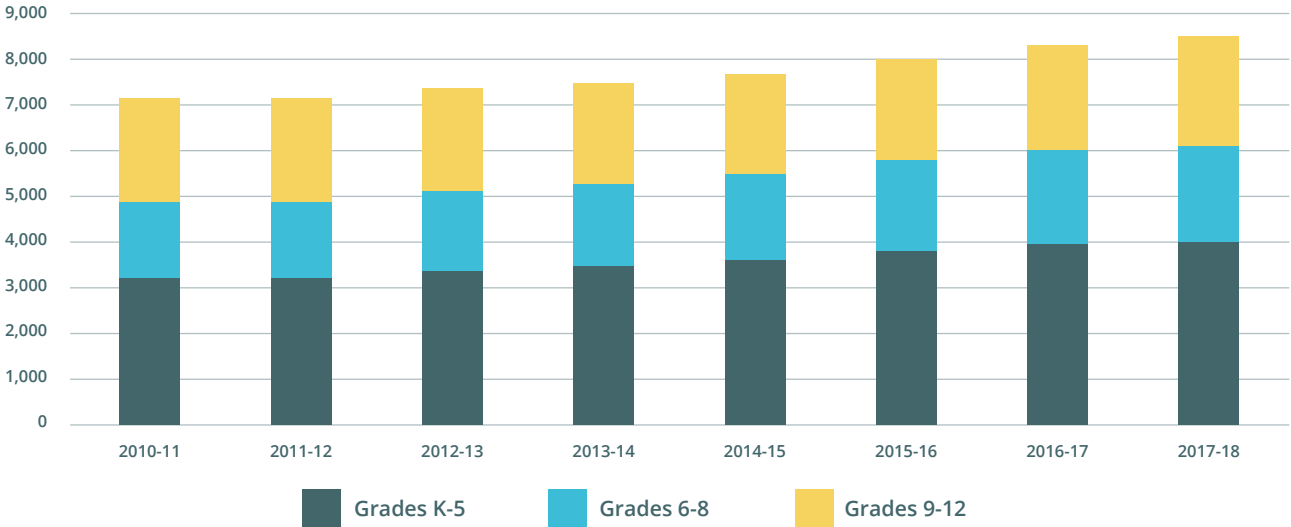
School Enrollment

For a better understanding of the total number of schoolchildren within Lyon Township, McKenna contacted the South Lyon Community School District for enrollment data for the entire district. The historical enrollment data below reflects the established trend that young families are eagerly settling in Lyon Township.

Disability

The type of disability and number of residents impacted will shape the design and accommodations made for them on the Township’s Parks and Recreation Plan. The US Census Bureau reports that approximately 7.7 percent of Lyon Township residents have a disability of some sort, with the most impacted populations being the 65 and over subgroups. The most prevalent disabilities within the population are ambulatory difficulties (affecting 3.8% of the population), followed by independent living difficulties (3.5%) and cognitive difficulty (3.4%).

FIGURE 3. SCHOOL ENROLLMENT, 2010-2018



Source: South Lyon Community Schools



PUBLIC PARTICIPATION

Kite Fest Booth

In the summer of 2021, the Township attended Kite Fest with an informational booth about the Master Plan process, land uses and zoning exhibits, and the Township’s long-range planning documents. We had an interactive display asking people what they wanted to see happen in the Township in terms of development and activities. Participants were given an opportunity to learn about land use and all of the factors that go into planning and zoning.

The sidebar illustrates the responses from Kite Fest attendees. Responses tended to be more activity-focused, which is expected given the social nature of the Kite Fest Event.



- More festivals
- Bigger library
- More parks
- Add bus services
- Community garden
- More kid-friendly community events
- Clean up DTE frontage on Grand River Ave
- Make full-time food trucks, open space, and stage for music
- Sports complex
- Improve walkability with continuous sidewalks in downtown New Hudson
- Stop building
- Community center with pools
- Community sports center
- Keep up the rail trail
- More arcades
- Widen roads / decrease traffic
- More live music events
- More downtown park space with flowers, fountains, and trees
- Trash cans in public parks and schools
- More than one day for farmers markets



Online Survey

In order to help inform the goals of the Master Plan an online survey was conducted throughout 2021. The survey focused on the applicability of the previous Master Plan goals and objectives as well as the introduction of “new” planning topics, such as connectivity, alternative means of transportation, and availability and choices in the housing market.

The survey received just under 1,000 entries in total, 694 of which were fully completed. Only 16 or 2% of respondents did not live in Lyon Township. Many of the previously identified themes around the importance of the community’s natural features and rural character continue to ring true for residents in 2021. Road maintenance has remained a central concern for residents in the Township. Some significant changes have occurred since the last survey was conducted in 1990. Whereas the school system was a source of major concern in the 1990 survey it has now become a point of community pride over the last 30 years.

Maintenance of natural features and open spaces along with rural character of the area are the elements that Lyon Township residents appreciate the most, with 63% and 57% of respondents selecting these categories about what they like most.

The areas with the largest potential for improvement were centered around mobility, with traffic volumes, sidewalks and bike paths, and road maintenance all receiving close to 50% support. Respondents identified maintaining and enhancing natural landscapes as the top priority for the Township over the next 10 years.

Given that most homes in Lyon Township are large (more than 2,500 sq. ft) or medium sized (1,500 – 2,500 sq. ft.) it follows logically that over 90% of respondents indicated large and medium homes as their housing preference. However, when asked about alternative housing types of respondents showed a greater diversity in their preferences, with both townhouses and bungalow court style housing receiving over 60% support. Duplexes received modest support with constructed side-by-side style reaching almost 50% and single-family home conversion receiving a little over 35%. It will be important to balance the desire of the community to maintain

the rural character while continuing the development preferences for larger single-family homes.

Respondents were also asked about the appropriateness of a variety of uses in adjacent areas to single-family residential neighborhoods. Overwhelmingly respondents supported local shops and corner stores as the most appropriate bordering use type, receiving 77% support. This was followed by professional offices, duplexes/townhomes, and medical offices, all receiving around 40% support. Interestingly though, almost 50% of respondents indicated that they were concerned with commercial encroachment in their neighborhood and would like fewer commercial uses. This suggests that adjacent commercial development to neighborhoods must be sensitive in nature and focus on smaller scale retail and local stores.

What is Our Vision

LAND USE VISION

In 2015, Lyon Charter Township embarked on the process to update its Future Land Use Plan and corresponding map. Since then, the Township has experienced significant growth in both population and development, as the future needs of the Township have shifted. The need for a new Future Land Use Plan is vital.

Lyon Township's rural environment is one of its most cherished and attractive features. It is precisely this rural character that has attracted new residents at an impressive rate. However, these increasing numbers have affected the rural nature that many of these residents have so eagerly sought. The community continues to voice reservations over the new subdivisions being developed throughout the Township. The nature of these concerns varies but input received during the community survey highlights the common theme that creation of more lots and houses detracts from the rural character to the point that it risks no longer feeling rural.

Lyon Township has an ongoing effort to strengthen development standards in order to improve the overall quality of rural subdivisions and new commercial developments. While much of the vacant land zoned for residential has continued to require a minimum lot size of one acre, the Township allows cluster development in accordance with the Zoning Enabling Act, so while densities remain relatively low, the perception of many existing residents is that the new neighborhoods are more intensely developed than they should be. Managing the desires of the existing community with the market pressures for growth requires a delicate balance of policies that create transition areas between established areas for development and maintenance of the rural areas in the Township.

Growth has long presented significant challenges, but implementing a land use typology system of integrated uses can help increase flexibility and efficiency in development while maintaining open space. The introduction of new transitional, mixed-use designations can encourage innovative land use development without having to use Planned Unit Developments, which often can become overly rigid when applied to smaller or more routine projects. These mixed-use or transitional districts permit a variety of uses but establish permitted ranges of development intensity. This achieves compatibility between different types or intensities of uses by implementing performance standards, design guidelines, and other transitional methods. This gives specific and predictable guidance to builders and developers, which also helps better protect residential uses from negative effects of nearby non-residential uses.





FLU DESCRIPTIONS

Single Family Residential

General Characteristics

The following classifications includes land area for single family residential uses. The intent of these designations is to accommodate a series of low density single-family residential housing areas. The land designations range from 1 to 3.6 units per acre, depending on the availability of municipal sewer services.

Appropriate Land Uses

While offering a variety of densities, the intention of the residential land use designations is to allow single-family homes with neighborhood parks, open space, and convenient access/close proximity to schools, places of worship and government facilities. A trending option for single-family properties is the Accessory Dwelling Unit (ADU); while there have been limited requests to date, the Township may in the future consider limited instances when ADUs could be appropriate, but ordinance changes should be limited to allow ADUs only where adjacent properties won't be negatively impacted.

Slow Traffic Speeds

Another recommended approach to neighborhood design is to implement slower traffic speeds. Slower speeds can enhance the safety of both drivers and non-drivers such as pedestrians and cyclists. Moreover, it can help prolong the lifespan of the road surfaces. Furthermore, the image provided as a reference illustrates that incorporating slight curves and turns in neighborhood streets can encourage slower traffic speeds naturally.

Streets and Transportation

Ensuring an overall connected Township-wide transportation system is imperative and connecting neighborhood streets to one another and to Township thoroughfares is key to achieving this. A connected street system facilitates flow, alleviates congestion, and reduces the number of trips residents have to make, resulting in long-term cost savings for road maintenance and municipal infrastructure. Neighborhood streets should be designed to minimize cut-through traffic while allowing access to community gathering places such as playgrounds and parks. To achieve this, street designs should offer multiple entry and exit routes and connections to adjacent neighborhoods, including culs-de-sac and dead-ends as needed. This type of design promotes enhanced safety and privacy for residents, while ensuring that motorists do not use these neighborhood streets for cut-through access.

Bike Path and Sidewalk Connections

Connectivity in a neighborhood should not be limited to streets and cars, but should also include pathways, bikes, and people. To connect homes and neighborhoods, it is recommended to incorporate bike paths or sidewalks in open spaces or utility corridors that exist between and within developments. This will allow access from one development to another without relying on roads. Creating these neighborhood connections reduces the need for cars, promotes environmentally friendly transportation options, and enhances the quality of life for residents. Furthermore, it is important to connect neighborhood bike paths and sidewalks to nearby community nodes, such as low-intensity shopping centers, schools, or corner stores (as applicable).

Building and Site Design

For the remaining developable areas, especially where floodplains or important natural features predominate, Planned Developments shall be encouraged but are not intended to be a means of increasing the density of the development. Service by public water and sanitary sewer and the provision of connectivity between adjacent developments is a priority. Stub streets should be provided in all residential developments that abut vacant land or land with redevelopment potential. If public water and sanitary sewers are not available, the density should be less, as described below.

Single Family A

This classification includes the land area for single family residential uses at a density of one dwelling unit per acre for areas where public water and sanitary sewers are not available. One dwelling unit per 1.25 acres is the planned overall density for areas with utilities.

These areas will accommodate semi-rural areas of the Township, including rural residences, active farmland, and residences with agricultural businesses. For new developments it will encourage the incorporation of rural open space concepts by grouping new homes to preserve significant natural and rural features, such as woodlands, meadows, scenic vistas, farmlands, and wetlands.

Appropriate Zoning Districts

R-1.0

Single Family B

This district is based on the existing single-family development patterns and plans densities of up to 2.5 units per acer for areas with utilities. New development of this type is planned adjacent to existing areas with similar character. Planned Development is encouraged for the open space and amenities that they provide to residents.

Appropriate Zoning Districts

R-0.5

Single Family C

This is the highest density single family designation and calls for development of up to 3.6 units per acre with utilities. This provides for a transition in density and minimizes the possibility of conflict between adjoining land uses. The higher resident population should be accompanied by a walkable environment.

Appropriate Zoning Districts

R-0.3

Mid-Density Residential

General Characteristics

This designation refers to residential neighborhoods with moderate to medium density, characterized by an estimated 5-10 units per gross acre of land, with slightly lower densities also acceptable. Gross acreage is utilized to promote the development of compact communities that preserve significant natural features, including wetlands, woodlands, and topographical variations. A diverse array of housing types, such as single-family houses, townhouses, duplexes, quadplexes, two-family, and multi-family buildings, are all appropriate.

New neighborhoods should aim to offer a range of housing types at various price points, while maintaining the character of adjacent neighborhoods. To enhance walkability, neighborhoods should incorporate connected street patterns, including connections to existing neighborhoods where feasible, and include amenities such as parks and schools within their boundaries. Local businesses and retail should be within walking distance, preferably located along major corridors.

Appropriate Land Uses

The typical uses for this area include residential dwelling homes and units, parks, open spaces, and other compatible municipal or civic uses. Ideally, retail, schools, and other amenities should be situated within nearby "Neighborhood Nodes," which may or may not be constructed as part of the same development.

Streets and Transportation

To ensure that streets are in harmony with the natural landscape, they should adopt a connected layout that takes into consideration the topography and other natural features. As a result, a grid pattern may not always be suitable. Essential components of streets include features such as sidewalks, pedestrian-friendly lighting, and a lush tree canopy.

Building and Site Design

Sites should be developed to provide houses with front and back yards, or green space that is easily accessible. This should be done while preserving a human, walkable scale that promotes social interaction and limits unused lawn space. Buildings must have front entrances that connect to the street, and garages should be situated in rear yards, whenever feasible.

Appropriate Zoning Districts

RM-1

High-Density Residential

General Characteristics

The designation of Multi-Family Residential areas is defined by the presence of residential housing units in neighborhoods with an estimated density of 10-15 units per gross acre of land. The use of gross acreage as a measurement unit is intended to encourage the development of compact communities that preserve significant natural features, such as wetlands, woodlands, and topographical variations. These areas are specifically reserved for larger apartment buildings with a greater number of units. It is imperative that Multi-Family Residential areas are situated in close proximity to community nodes such as retail centers, schools, employers, and cultural resources, thus promoting walkability.

Appropriate Land Uses

Typical uses include multi-unit residential dwelling units, such as apartments, townhomes, and condominiums.

Streets and Transportation

To ensure that streets are in harmony with the natural landscape, they should adopt a connected layout that takes into consideration the topography and other natural features. As a result, a grid pattern may not always be suitable. Essential components of streets include features such as sidewalks, pedestrian-friendly lighting, and a lush tree canopy. It is advisable to locate High-Density Residential land uses close to Principal Arterial, County Primary, or County Local streets.

Building and Site Design

In order to promote social interaction and reduce unused lawn space, sites should be designed to maintain a human, walkable scale for multi-unit dwellings. To encourage street connectivity, buildings should feature front entrances facing the street. Green spaces and/or appropriate landscaping that match the surrounding area should be included in High-Density Residential sites. Developments must be appropriately scaled to transition smoothly with surrounding land uses and should not obstruct the views or character of adjacent neighborhoods. If taller buildings are necessary, they should be situated next to commercial or industrial areas.

Appropriate Zoning Districts

RM-2

New Hudson Districts

Manufactured Housing Community

General Characteristics

Manufactured housing developments are common in rural, semi-rural, and suburban areas in Michigan, including two in Lyon Township. Small lots and homes are the typical development pattern, with higher densities than other single-family districts. Community amenities are often available, and may include clubhouses, playgrounds, pavilions, pools, or others. Importantly, the community density drives a lower purchase cost for units, creating more affordable ownership opportunities while retaining the benefits of single-family homes.

Appropriate Land Uses

Manufactured housing developments are governed by the Michigan State Housing Development Authority and uses are prescribed by that Authority.

The Future Land Use Plan has not designated additional land for manufactured housing parks. The Township currently has two manufactured housing developments (Kensington Place on Grand River Avenue and Country Estates on Eight Mile Road).

Streets and Transportation

Manufactured housing should have direct access to and should front on a paved arterial or collector road.

Building and Site Design

Design and construction standards are largely governed by the Authority; however the Township encourages the upgrade and modernization of the existing manufactured housing stock.

Appropriate Zoning Districts

MHP

Agricultural Tourism

General Characteristics

A broad category, Agricultural Tourism is intended for uses that evolve naturally from an agricultural backbone/beginning. These uses tend to bring seasonal traffic or celebrate the heritage of a property, such as a cider mill, pumpkin patch, farm stand, or other similar and related uses.

Appropriate Land Uses

Cider mills, corn mazes, and in limited instances event barns are all examples of appropriate land uses when appropriately designed to accommodate peak traffic and patronage. Outside of the heavy customer seasons or use periods, the uses remain primarily agricultural in nature. Commercial enterprises supporting the on-site agricultural use may be permitted as well, at the discretion of the Township when negative impacts are mitigated.

Streets and Transportation

Agritourism uses should have frontage on paved roads. However, due to the rural nature of some agritourism uses, unpaved roads may be considered for access if traffic volumes are not high.

Building and Site Design

Building and site design should reflect the rural and agrarian nature of the primary agriculture use of a property.

Appropriate Zoning Districts

R-1.0

PD Planned Development

New Hudson Mixed Use

General Characteristics

The hamlet designation refers to small rural settlements with a mixed land use and a population ranging from a few dozen to a few hundred people. This type of residential use is often complemented by low density, local commercial type uses.

The hamlet classification emphasizes the preservation of natural surroundings, which are often a key feature of the community's identity and important for tourism and recreation. Despite their rural location, hamlets are vibrant, close-knit communities with a strong sense of belonging, and they can be socially and environmentally sustainable.

Appropriate Land Uses

The intent of the Hamlet is to encourage mixed use compact development on individual lots, following the historical pattern of development for New Hudson. This should incorporate a pedestrian-friendly town center area. Commercial and office uses should be oriented toward local needs. Surrounding natural resources should contribute to the character of the Hamlet.

Streets and Transportation

Roads should be improved to further the goal of greater pedestrian connectivity. Streetlights, sidewalks, crosswalks, and a healthy tree canopy are all important aspects of the Hamlet. Additionally, the streets inside of the ring road should remain oriented for local traffic only. The traffic hierarchy should be reorganized to promote safety and incorporate pedestrian bicycle facilities.

Building and Site Design

Commercial uses should reflect thorough and careful analysis of the site and a sincere effort to improve aesthetics. Buildings should embrace the history of New Hudson and designs should reflect this unique character. Sites should be designed for pedestrian access, and placement of loading, parking, and storage areas should be behind buildings. Transition uses or screening should be utilized to buffer commercial uses from adjoining residential uses.

Appropriate Zoning Districts

New Hudson Districts

Modern Mixed Use

General Characteristics

The Modern Mixed Use designation is designed to allow for lower impact office, research, and commercial growth with potentially larger floorplates. As demand for technical research and flex spaces continue to grow so does the need for flexible land uses. These areas could include single- or two-story office or event space, warehousing, commercial recreation such as arena sports. Higher density residential growth is also permitted within the area when developed as part of an overall development scheme.

Appropriate Land Uses

This designation is a combination of commercial, service, office, research technology, commercial recreation, and related residential activities. Residential border areas are ideal for higher density residential development that can transition into more suburban residential developments. Such residential development could include mansion apartment buildings, townhouses, senior housing (independent/assisted living and continual care) ranging from 4 to 8 dwelling units per acre.

Streets and Transportation

Streets should be designed in a pattern that allows access from abutting areas, but without encouraging cut-through traffic by employees and trucks. Within the Enterprise district, the streets should be designed to be sufficient for business traffic.

Building and Site Design

Site and building design within these transitional areas is very important and should project and image that complements the surrounding built environment. For this reason, development standards should be developed specifically for this designation.

Developments should be designed and operated to be respectful of their surroundings, with minimal truck traffic, noise, odor, dust, or outdoor storage/operations. Sites or multiple use developments should transition from more intensive commercial uses along the major thoroughfares to more residentially oriented uses towards existing residential development. Parking areas and loading zones must be properly buffered and landscaped when adjacent to residential and agricultural land uses.

Appropriate Zoning Districts

MU

Local Commercial, Service, and Office

General Characteristics

The Neighborhood Commercial district is a low-intensity commercial zone primarily intended for small-scale retail and other amenities. Its purpose is to offer services to the surrounding residential areas in a walkable, human-scale environment, although not necessarily urban in character. Neighborhood Commercial land use is focused on smaller pockets, situated adjacent to community nodes like schools, retail centers, and higher density housing.

Appropriate Land Uses

The types of businesses suitable for the Neighborhood Commercial areas are low-intensity establishments, such as personal services, small offices (including medical offices), convenience stores, small-scale restaurants and retail stores, and religious institutions, schools, and similar entities. Residential uses within the Neighborhood Commercial areas should be part of a mixed-use development that involves living units located above non-residential buildings on the first floor.

Regional Commercial

Streets and Transportation

All streets that are bordered by Neighborhood Commercial uses should have sidewalks or bike paths on both sides, regardless of the type of street. Although they can be located along principal arterial, county primary, or county local streets, it is recommended to place them in areas with less traffic.

Building and Site Design

It is recommended that buildings be constructed using durable materials that match the architectural style of the surrounding neighborhoods. Buildings should feature street-facing entrances, attractive front facades, and patios to encourage connectivity with the street.

Parking areas may be located in the front, side, or rear yards of buildings, but it is encouraged for buildings to front the street and for parking to be provided in the rear. Large parking areas should be divided with landscaped islands and trees. The number of required parking spaces may vary depending on the location of the development and the availability of shared parking.

Appropriate Zoning Districts

B-2
MU
New Hudson Districts

General Characteristics

Regional Retail areas are designated for higher intensity commercial uses. In Lyon Charter Township, these areas are mainly located around the US-96 interchange at Milford Road and to a lesser extent, at the intersection of Pontiac Trail and Eight Mile. These areas are intended for more intense commercial activities, often including large-scale retailers, shopping centers, restaurants, and other similar uses.

Appropriate Land Uses

Regional Retail areas are intended for higher intensity commercial businesses such as retail stores, personal services, small offices (including medical offices), and restaurants. These establishments should benefit the community and region on a wider scale. Developments within Regional Retail areas can be single-use commercial structures or multi-tenant shopping centers. This includes uses specifically developed in relation to the high intensity needs of the highway. Creation of usable outlots should be encouraged in the area near Lyon Center Drive.

Streets and Transportation

Streets in Regional Retail are typically Principal Arterial, County Primary, or County Local roads that provide access to nearby highways. These roads can accommodate truck traffic, high traffic volumes, and higher speeds. Roadside landscaping and pedestrian crossings on both sides of the road should be considered due to the high volume of both motorists and pedestrians traveling to these areas.

Building and Site Design

High-quality materials should be used for buildings with attractive signage and robust landscaping throughout the site. Adequate but not excessive parking areas should support commercial buildings. Parking can be located in front, side, or rear yards, with landscaped islands and trees to break up large areas of parking.

Appropriate Zoning Districts

B-3
Lyon Crossing and Towne Center PDs



Office/Service

General Characteristics

Office/Service is intended for corporate campuses, medical offices, professional offices, creative studios, and other related uses. These uses are characterized by low traffic volumes, no expected noise, odor, dust, or other environmental impacts, and high building and landscape character. Office/Service uses make ideal transitions between commercial land and residential land or between industrial land and residential land because of their quiet nature and restricted business hours.

Appropriate Land Uses

Appropriate uses include medical and professional offices, campuses, higher education classrooms, makerspaces (in certain circumstances), and some municipal uses (libraries and halls would be acceptable, treatment plants or DPW yards would only be considered with large acreage or significant buffers. Parking areas and loading zones are properly buffered and landscaped.

Streets and Transportation

Single sites are encouraged to have private entrances with tasteful landscaping and signage. Campuses or business parks should incorporate an internal street system, distinct entryways, and hidden service areas. Non-motorized and transit connections are encouraged but are only necessary along major corridors.

Building and Site Design

Buildings should be constructed of high-quality materials which wrap around the entire building and feature attractive signage. Robust landscaping should be installed throughout the site, especially adjacent to residential areas.

Buildings should be supported by sufficient but not overly excessive parking areas. Parking areas may be located in the front, side, or rear yards for buildings. Large areas of parking should be broken up with landscaped islands and trees.

Appropriate Zoning Districts

RO
O-1

Office, Research, and Tech

General Characteristics

Office, Research, and Tech is a light industrial designation intended for office, manufacturing, research and development businesses, creative industries/artisan facilities (in certain circumstances) that are primarily adjacent to other industrial areas, as well as commercial and office-service areas. Developments should be designed and operated to be respectful of their surroundings, with minimal truck traffic, noise, odor, dust, or outdoor storage/operations.

Appropriate Land Uses

Appropriate uses include office, light manufacturing, artisan production, food and beverage production, creative industries, makerspaces (in certain circumstances), and research and development uses. Parking areas and loading zones are properly buffered and landscaped.

Streets and Transportation

Streets should be designed in a pattern that allows access from abutting areas but does not encourage cut-through traffic by employees and trucks. Within the Light Industrial district, the streets should be designed to be sufficient for business traffic. Non-motorized and transit connections are encouraged but are only necessary along major corridors.

Building and Site Design

Buildings should be constructed of high-quality materials which wrap around the entire building and feature attractive signage. Robust landscaping should be installed throughout the site, especially adjacent to residential areas.

Light Industrial buildings should be supported by sufficient but not overly excessive parking areas. Parking areas may be located in the front, side, or rear yards for buildings. Large areas of parking should be broken up with landscaped islands and trees.

Appropriate Zoning Districts

RO

I-1

TRADITIONAL NEIGHBORHOOD DESIGN PRINCIPLES

To achieve diverse and concentrated development without sacrificing land use compatibility, implementing the traditional village concept requires adhering to certain design principles, including:



- *Configuring commercial areas to allow standard parking quantities, access, and visibility for cars, while also providing convenient sidewalks for pedestrians.*



- *Ideally, locating off-street parking in the rear of buildings, with on-street parking encouraged on all streets to create a buffer between moving cars and sidewalks.*



- *Minimizing building setbacks from the street to bring buildings closer to the street, encouraging window shopping and street activity.*



- *Varying building facades to provide visual interest without creating chaos.*



- *Orienting the ground floor entrance of commercial buildings to the street to maintain a vibrant pedestrian environment, as it is the entrance where pedestrian life is at its peak.*



- *Avoiding the orientation of entrances to parking lots, which can draw away activity and life from the street, distracting from the pedestrian environment.*

Modern Industrial

General Characteristics

The area is reserved for medium to high intensity industrial uses and large corporate campuses that are important to the Township's economy. This includes large plants for manufacturing products, stamping, and machine operations. Industrial areas are buffered and set back deeply to reduce impacts on neighboring properties.

Appropriate Land Uses

Examples include large plants that involve manufacturing products, stamping, and machine operations. Large institutional operations and large corporate campuses are also encouraged to locate within General Industrial districts.

Streets and Transportation

Industrial area roads should be designed to accommodate truck traffic while also ensuring pedestrian and bicyclist safety. New road connections should be constructed as necessary to link industrial zones with Principal Arterial, County Primary, or County Local roads without causing disruptions to nearby areas.

Building and Site Design

The district requires durable and functional buildings that promote efficient industrial and business operations, while minimizing off-site impacts and pollution. Although high-quality appearance is preferred, reducing contamination is a priority. Adequate parking should be provided for employees and truck movement, but excessive parking areas should be avoided.

Appropriate Zoning Districts

I-1, I-2

Airport Impact

General Characteristics

The Airport Impact designation is reserved for properties in close proximity to the airport, with potential impacts associated with the flight patterns of aircraft in the vicinity. While the properties in this area may be impacted by airport and FAA recommendations, this will not always prove true. Uses will be low density in nature, with relatively little traffic, low numbers of visitors, and low daytime population density.

Appropriate Land Uses

Low intensity uses are desired here, including single-family residential development, agricultural uses (but not agri-tourism), storage buildings, airplane hangars and other uses that could supplement or be of service to the airport.

Streets and Transportation

Streets shall be for private access only; public and high-traffic streets are not desired.

Building and Site Design

Buildings should be designed in accordance with the airport's hazard mitigation standards, with low heights in the restricted flight paths. Building lights may be necessary to comply with FAA standards for hazard lighting.

Appropriate Zoning Districts

Based on proximity to Airport and Flight Impact Zones, not zoning

Commercial Recreation

General Characteristics

This classification designates land designated for parks, open spaces, and other community recreation areas, including those not owned by the Township. These areas allow for both passive and active recreational activities. The natural features and developed parklands should be harmonious with the surrounding landscape and the nearby neighborhoods.

Appropriate Land Uses

All areas should maintain uses which promote the inclusion of the public and provide recreational and gathering opportunities.

Streets and Transportation

Existing pedestrian and cyclist trails should be maintained. Additional pathways and associated amenities (i.e., bicycle racks, water fountains, way-finding signage, lighting, etc.) should be constructed as needed. The connection of such pathways to connect the parks is strongly encouraged.

Building and Site Design

There are no specific Building and Site Design recommendations in this Plan for the Parks/Open Space designation, although high quality architecture is encouraged. Buildings should be well lit and highly visible, but of scale and appearance that is consistent with their surroundings and should provide public amenities. Parks should be maintained and upgraded as needed. Sufficient parking should be provided for public facilities. Parking areas should be designed to minimize stormwater runoff and implement low-impact development techniques (pervious pavement, bioswales, etc.)

Appropriate Zoning Districts

I-1, B-3

Public and Quasi-Public Land

General Characteristics

These facilities are intended to be permanent. If they undergo renovation or expansion, they should aim to improve the overall aesthetics of the surrounding environment. In the event of relocation or removal, any redevelopment should align with the neighboring areas.

Appropriate Land Uses

Public/Quasi-Public areas should be used for institutional purposes such as public and private schools, libraries, Township Hall, municipal buildings, utility buildings, and private clubs.

Streets and Transportation

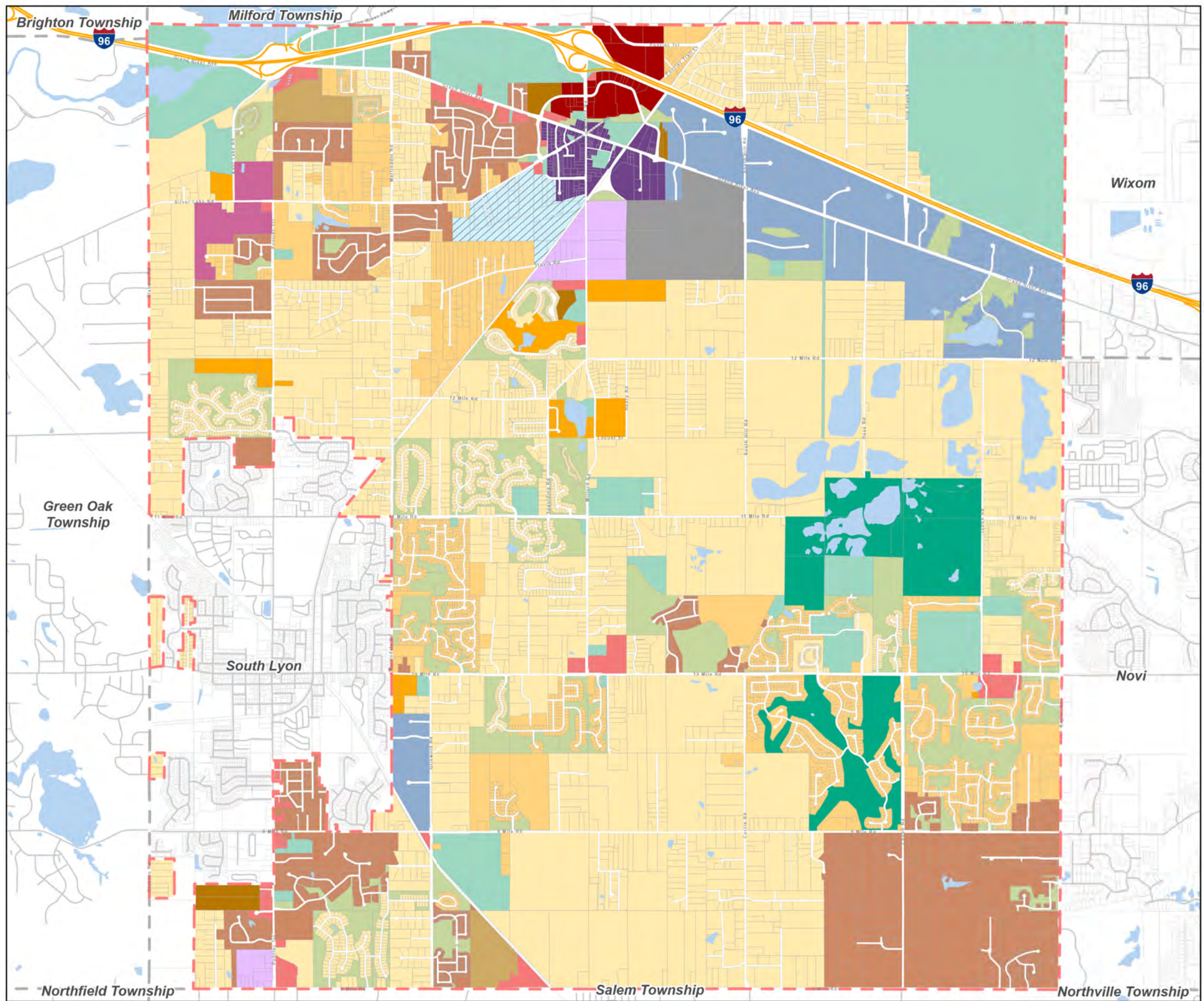
The street patterns in the transportation network should be well-maintained, well-connected, and accessible by foot or bike. Public/Quasi-Public land uses are often situated along the Township's Principal Arterial, County Primary, and County Local streets.

Building and Site Design

The building should be built using high-quality materials and should be consistent with the surrounding area.



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MAP 3

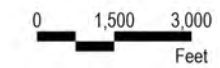
Future Land Use Map

Charter Township of Lyon,
Oakland County, Michigan

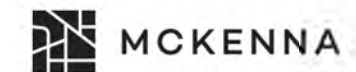
DRAFT - August 24, 2023

LEGEND

- Single-Family Residential A
- Single-Family Residential B
- Single-Family Residential C
- Mid-Density Residential
- High-Density Residential
- Manufactured Housing Community
- Agricultural Tourism
- New Hudson Mixed Use
- Modern Mixed Use
- Local Commercial, Service, and Office
- Regional Commercial
- Office, Research, and Tech
- Modern Industrial
- Airport Impact
- Commercial Recreation
- Public & Quasi-Public
- Natural, Conservation, or Drainage
- Water Bodies
- Lyon Township Boundary
- Other Municipal Boundaries



Basemap Source: Michigan Center for Geographic Information, Version 17a.
Oakland County 2023. Data Source: Lyon Township 2023, McKenna 2023



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TRANSPORTATION PLANNING

As the Township developed, its road system, initially intended to cater to an agricultural community, has had to adapt to new purposes, namely, providing access to emerging commercial and residential areas. The road network's primary function evolved in tandem with the shift in development trends away from agricultural uses.

State of Road Transportation in the Township

Freeways

Lyon Township is served by Interstate 96 (I-96), which is the major freeway corridor that provides access from Detroit to the east and Lansing and Grand Rapids to the west. I-96 also leads to US-23 and I-275, providing access to Ann Arbor and western suburbs like Novi, Livonia, Plymouth, and Canton. According to MDOT Average Annual Daily Traffic (AADT), I-96 carries over 80,000 vehicles per day in the Lyon Township area. Additionally, the Milford Road Township exit is a main access point with over 20,000 vehicles utilizing the six on and off ramps daily.

Principal Arterials

Principal arterial roads and highways serve the major centers of activity, the highest traffic volume corridors, and the longest trips. Principal arterials serve major traffic movements within the Township and region. The Principal Arterials in the Township include Milford Road, Pontiac Trail, Kent Lake, Grand River, Ten Mile, Napier, and Eight Mile.

Major Collectors

Collector roads provide access to abutting properties and traffic circulation within residential, commercial, industrial, and agricultural areas. The purpose of a collector road is to collect traffic throughout the Township and channel it to the arterial system. Generally, in the design of new road systems, efforts are made to discourage direct residential access onto collector or arterial roads, since the added curb cuts increase traffic conflicts and congestion. However, in like Lyon Township, direct residential access is not uncommon because many roads serve a dual purpose. Major Collectors include Martindale Road, portions of Milford Road and Eleven Mile, as well as Griswold, Nine Mile, and Currie Road.

Local Roads

Local roads provide both access to abutting properties and traffic circulation within residential, commercial, industrial, and agricultural areas. The purpose of the local roads is to collect traffic from the Township and channel it to the arterial system. The existing inventory of County Local roads in Lyon Charter Township include South Hill Road, Johns Road, Haas Road, and Silver Lake Road.

Private Roads

Many residential neighborhoods were developed with private roads. Property owners throughout the Township split their property in a manner that avoided the platting requirements of the Land Division Act, and then installed private gravel roads to provide access to the new parcels. For a period of time, the Township did not allow new private roads, but in 2021 the Township updated its ordinances to again allow the development of private roads because they were found to promote a more rural character. Development must meet current engineering and design standards and allow access by emergency vehicles. Given that private roads also suffer from lack of maintenance, the ordinance has also requirement strict maintenance from the private owners.

County Road Improvements

The Road Commission for Oakland County owns all non-private roads in the Township. The basic source of revenue for road maintenance and improvements is the gas and weight tax collected by the State through Act 51. Most of these funds are collected through gas/diesel fuel purchases and vehicle registration fees. MDOT is ultimately responsible for routine maintenance on all state highways. The Road Commission currently inventories the capacity and classification schedules of all roads and conducts maintenance and reconstruction based on these characteristics.

Most of the Road Commission for Oakland County improvement projects involve basic repairs and maintenance including paving, patching, sealing, and drainage improvements. The Road Commission defined goals for some of the road projects in their 2021 Strategic Plan. This plan includes improvements to the Milford Road and Grand River intersection, with reconstruction and widening of Grand River along with new pavement and streetscaping between Milford Road and Lyon Center Drive. Paving is planned in other areas of the township including Old Plank Road, 9 Mile, Martindale, along with approaches throughout the township. Larger potential initiatives include completing the last portion of the Ring Road and widening of 10 Mile Road. The Township believes that an interchange for I-96 at South Hill Road or Old Plank Road is appropriate, however a study is still needed, along with input from Oakland County, MDOT, and the Federal Highway Administration.

Public Transportation

Lyon Charter Township is served by the People's Express (PEX). The PEX is a low-cost public transportation service residents can utilize for transportation for travel to various community destinations such as grocery stores, medical offices, schools, and multi-unit residential areas into the City of South Lyon, Wixom, Milford, and Providence Hospital in Novi. The Township subsidizes the cost of the service, and the buses and vans are all ADA compliant.

In 2022, Oakland County passed a transportation millage aimed at providing low-cost, equitable access to transportation to all County residents. Due to its location in the County and suburban character, Lyon Township cannot make reasonable use of public transportation services like buses, trollies, or light rail, and instead relies on point-to-point service like PEX. The Township (and its neighboring communities) have a working relationship with Oakland County aimed at continuing and improving the levels of service for its residents, paid for with millage funding.

Pathways Planning

Lyon Charter Township has begun to develop a well-connected non-motorized pathway network that provides access to neighboring jurisdictions and regional park destinations. The Huron Valley Trail running northeast and southwest through the Township acts as the central paved pathway for the Township. The trail connects with the existing trail in South Lyon on the south and the sidewalk and trail system in the City of Wixom on the north. In addition, an east-west spur connects to Island Lake Recreation Area and Kensington Metropark. The Township has also encouraged new developments within proximity to the Huron Valley Trail provide sidewalk connections to the trail.

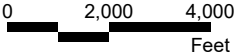
The Township's ordinances currently require sidewalks or pathways along any public road frontage. While in general the Township is supportive of a complete system of pedestrian amenities, the liability and expense of a trail network must be considered by the Township in order to avoid the unnecessary burden that can develop over time. Therefore, this Plan recommends a more judicious approach to pedestrian amenities by defining key corridors for installation where the network best serves the community and allowing case-by-case evaluation by the Planning Commission and Township Board along less travelled roads. In this manner, the Township can make sensible recommendations about connectivity as land develops.

Pathway and Sidewalk Priority Plan

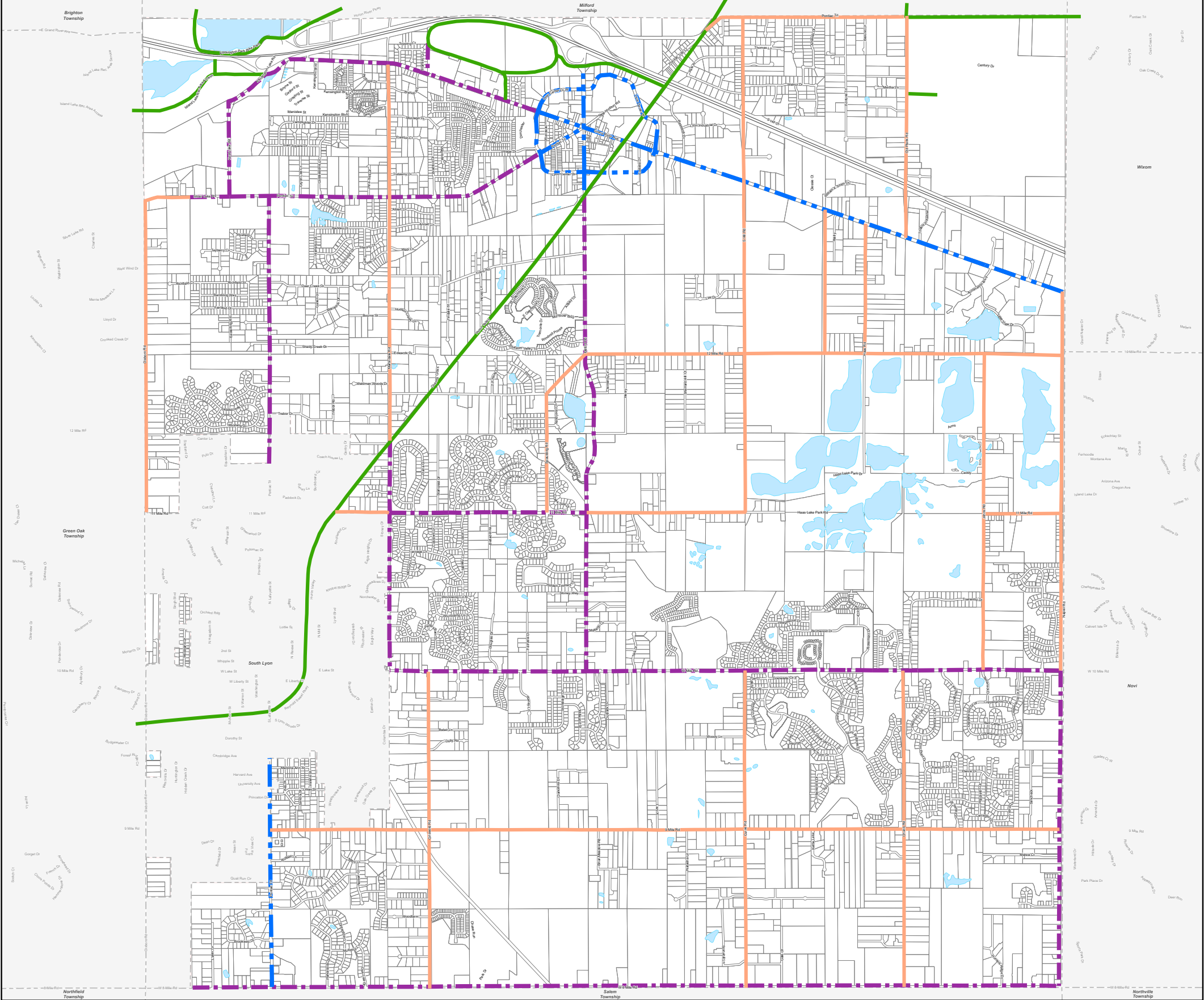
Lyon Charter Township, Michigan

January 26, 2022 - DRAFT

- Legend**
- Priority 10' Pathway - Installation Required
 - Priority 5' Sidewalk - Installation Required
 - Recreational Trail - Existing
 - Secondary Priority Route - Install if Required by Approval
 - Lyon Parcels
 - Lakes and Rivers
 - Municipal Boundaries



Basemap Source: MCGI, Version 17a.
Data Source: Oakland County GIS, McKenna 2022.



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Airport Recommendations

The Township is home to Oakland/Southwest Airport, south of Pontiac Trail and west of Milford Road. The site provides runway services for small aircraft as well as 120 hangars and additional tie-down sites. Because of the flight path restrictions identified by the Airport in its planning documents, the Township is obligated to consider limiting building heights, occupancy, and land uses in the interest of safety for the public and to landowners. Per Section 203(2) of the Michigan Zoning Enabling Act, the Township is obligated to “incorporate the airport layout plan or airport approach plan in the plan,” when it revises its Master Plan.

As the zoning ordinance is updated and land development becomes a reality in proximity to the airport, it will be increasingly important for the Township to consider the safety of surrounding uses. In support of this concept, the future land use plan identifies “Airport Impact” to highlight the importance of these considerations in locations on and adjacent to the airport.



Future Transportation Plan

Road Network

Although Lyon Charter Township has a well-designed road network on its major Township roads, there are various improvements that should be considered to create a more connected, accessible, and safe system. Many of the residential areas within the Township lack connectivity. This is mainly due to the fact that a majority of the single-family residential neighborhoods in the Township have cul-de-sac designs, which limits access to adjacent neighborhoods and other streets in the Township. To address this issue, the Township should encourage the connection of neighborhoods through new proposed residential developments and explore opportunities to implement connections to existing neighborhoods using neighborhood trailways or sidewalks. Additionally, the Township should encourage the construction of “stub streets” during the development of new residential neighborhoods with the aim of promoting connectivity to new streets in future adjacent developments.

Safety and Calming

Apart from enhancing road network connectivity, the Township should also collaborate with the RCOC and MDOT to evaluate specific corridors for traffic calming and safety measures. This could involve assessing the timing, construction, and duration of stop lights, constructing roundabouts in suitable areas, analyzing speed limits, and identifying opportunities for multi-modal crossings.

Truck Routes

Given the amount of successful industrial businesses within the Township, semi-truck traffic has become a common occurrence on major roads. To accommodate the area’s growing economy, the Township should continue to encourage semi-truck traffic along routes within the industrial areas that connect to major thoroughfares such as the I-96 Corridor. Grand River Avenue through New Hudson is of particular concern – it is the Township’s desire and plan to work with the County to remove the truck route designation between the roundabouts east and west of Milford Road and route truck traffic along the ring road. The anticipated benefits for New Hudson include calmer traffic, less noise from large haulers, and more localized and patron-based traffic to the businesses in the hamlet. The creation of an additional interchange at Old Plank Road or South Hill Road would provide an immediate relief off of other roads in the Township, because much of the industrial activity and new development centers around Grand River Avenue.

Aesthetic Corridor Enhancements Beyond 10 Mile Road

Lyon Charter Township has a remarkable opportunity to enhance the aesthetic appeal and functionality of its corridor along 10 Mile, Grand River, Milford Road, and 8 Mile Road through thoughtful landscape and design improvements. Implementing landscape standards that prioritize native plantings, vibrant flower beds, and well-maintained green spaces would not only beautify the area but also provide a welcoming environment for residents and visitors alike. Integrating pedestrian-friendly features such as widened sidewalks, designated bike lanes, and well-lit crosswalks would promote safety and encourage active transportation. Furthermore, incorporating attractive street furniture, public art installations, and signage consistent with the Township’s identity would add character and a sense of place to the corridors.

The RCOC provides for the designation of local county roads as Natural Beauty Roads in order to preserve significant native vegetation within the right of way. The intent of the proposed Natural Beauty Corridors is to provide scenic routes fitted for both motorized and nonmotorized transportation, coupled with preserved vegetation and open space. The Township is supportive of retaining natural corridors wherever possible because it helps retain the low-density feel of the community. Regardless of RCOC designation, the Township should consider adopting an approach to development and road planning that maintains the natural beauty of the Township’s corridors.

SPECIFIC RECOMMENDATIONS

Multi-Modal Improvements

As the Township continues to plan and construct bike infrastructure, additions to the non-motorized infrastructure should be considered as opportunities arise, especially during the reconstruction of roadways, to provide non-motorized access to major destinations. To do this, the Township should consider opportunities to expand the non-motorized network by continuing to work with developers to include sidewalk or bike infrastructure in proposed construction plans for residential or commercial developments where they make sense. Additionally, the Township should continue to strengthen the relationships with the Road Commission of Oakland County to improve major corridors by constructing widened, paved shoulders in conjunction with road improvement projects.

Continuous maintenance of the roads is necessary for a healthy circulation system. Pontiac Trail, Milford Road, Grand River Avenue and Ten Mile Road should all be improved per the recommendations of updated traffic studies. Improved road geometrics, turning and bypass lanes, repaving, intersection improvements and signalization improvements should all be considered as solutions. Where reasonable, development projects should pay for the needed improvements to offset the impact of the project on the community.

Martindale Road between Eleven Mile Road and Pontiac Trail needs improvement. The intersection of Eleven Mile and Martindale should be upgraded to address deficiencies that contribute high count of traffic incidents. Intersection improvements should include the addition of turn lanes, increasing the curve radii, signalization, improvements in corner sight distance, and improvements to geometrics.

The Pontiac Trail/Milford Road/Grand River intersection must be upgraded. Vacating the northeastern leg (New Hudson Road), consolidating driveways, providing on-street parking, and beautification enhancements are required pursuant to the Lyon Center Vision Plan. Future plans for the intersection are being explored with the County.

The New Hudson Ring Road should be completed. While portions of the new arterial road around New Hudson have been constructed, completing the southeast quadrant would aid in traffic circulation, improved access to I-96, create a defined boundary for New Hudson, and increase pedestrian access.

All road improvements should be coordinated with other public agencies. A successful transportation system for the Township depends on coordination with the state and county agencies as well as with the plans of surrounding communities, including South Lyon.

Improve the gravel road maintenance program to include more grading, ditching and brush cutting.

Paving of high-traffic roads should be considered where budgets allow, in partnership with RCOC.



ZONING PLAN

A zoning plan is required for modern Master Plans. This plan provides a key to illustrate how the Future Land Use Map corresponds to the regulatory framework of zoning districts in the Zoning Ordinance. By way of example using the following key, a property designated Single Family Residential C on the Future Land Use Map could be considered as a candidate for rezoning to R-0.3. However, the Zoning Plan is not the only consideration for implementing the Master Plan by way of zoning changes – many other factors can come into play and zoning changes should be considered carefully on a case-by-case basis.



TABLE 4. FUTURE LAND USE

FUTURE LAND USE CATEGORY	CORRESPONDING ZONING DISTRICT(S)
Single Family Residential A	R-1.0
Single Family Residential B	R-0.5
Single Family Residential C	R-0.3
Mid Density Residential	RM-1
High Density Residential	RM-2, New Hudson Core
Manufactured Housing Community	MHP
Agricultural Tourism	R-1.0, PD
New Hudson Mixed Use	New Hudson Core, New Hudson Edge, New Hudson Neighborhood
Modern Mixed Use	MU
Local Commercial, Service, and Office	B-2, MU, New Hudson Core, New Hudson Edge
Regional Commercial	B-3, PD
Office/Service	O-1, RO
Office, Research, and Tech	RO, I-1
Modern Industrial	I-1, I-2
Airport Impact	Based on proximity to Airport and Flight Impact Zones, not zoning
Commercial Recreation	I-1, B-3
Public & Quasi-Public	No specific zoning designation
Natural, Conservation, or Drainage	No specific zoning designation

How We Will Support Success

GOALS AND OBJECTIVES

Public Policy And Administrative Actions

Our goal is to be an effective, consistent, practical, and approachable organization that effectively manages growth and development. Proactive rather than reactionary, we plan with the understanding that Lyon Township is a desirable place to live, work, and thrive.

OBJECTIVE	CHAMPIONS
Township cooperation with other governmental agencies, including the City of South Lyon, Michigan Department of Transportation, Road Commission of Oakland County, and others.	Township Board, Staff, Other agencies
The use of Impact Analysis tools in evaluating development projects (traffic impact, economic impact, environmental impact).	Planning, Engineering, Developers
Updating the Master Plan to ensure this planning document reflects the current goals and objectives of the Township.	Planning Commission
Turning Master Plan recommendations into actionable outcomes.	Township Board, Staff
Educate and engage the public on the recommendations of the Master Plan and how implementation may take place.	Planning Commission, Staff
Prepare a Design Standards Manual to guide development projects. Standards would include landscaping, lighting, signage, and other elements of site design.	Planning, Engineering
Continually review and update the Capital Improvements Program to anticipate needed infrastructure projects and other capital expenditures.	Planning Commission, Planning, Engineering

Land Use Controls

Our goal is to define thoughtful regulations that help local businesses operate in a manner that supports their success and allow residents to create the amenities they desire, while still maintaining a level of control that ensures neighbors don't substantially impact one another.

OBJECTIVE	CHAMPIONS
Review of the Township's Subdivision Ordinance to ensure the Township is getting the types of development desired.	Planning Commission, Staff
Update zoning classifications to match the Master Plan's Future Land Use Plan.	Planning Commission
Utilize the Planned Development process to achieve high-quality and context-sensitive developments that can be less impactful than traditional platted subdivisions.	Township Board, Planning Commission, Developers
Promote innovative land planning techniques by offering incentives such as design flexibility in exchange for preservation efforts.	Township Board, Planning Commission
Continual review of setbacks and dimensional standards to achieve the development types needed in the Township.	Planning



Conservancy, Natural Feature Preservation, and Environmental Consciousness

Understanding that Lyon Township historically embodies rural character and that quality natural features contribute to that rural feel, our goal is to encourage an inventory of preserved features (either privately or publicly owned) and make improvements to our regulations and design criteria to improve the quality of new developments.

OBJECTIVE	CHAMPIONS
Township-led acquisition by purchase or conservation easements to control specific parcels or to influence the growth of the Township.	Township Board
Coordinate with private landowners or conservancies to enact voluntary land protection efforts, such as Purchase of Development Rights programs or conservation investments.	Landowners, Developers
Private donations of land or conservation easements to the Township or a conservancy organization.	Landowners
Township purchase of conservation easements.	Township Board, Conservancies
Placement of private land under the protection of the Farmland and Open Space Preservation Act or the Conservation and Historic Preservation Easement Act.	Landowners, Township Board
Update the Zoning Ordinance to align with best practices for stormwater management, lighting, and other design excellence criterion. Require development projects to take an active role in addressing the challenges faced by the community through impact assessments or other mechanisms aimed at quantifying the change a project will bring.	Planning Commission, Planning, Engineering

Special Purpose Districts

Our goal is to remain supportive of the DDA and open to the possibility of additional special Authorities or regulatory mechanisms to promote the types of development or redevelopment envisioned by the Master Plan.

OBJECTIVE	CHAMPIONS
Continued support of the existing Downtown Development Authority, whose purpose is to promote business growth and reinvestment in New Hudson and the surrounding areas of the District.	DDA, Township Board
Consider the enactment of a technology park district to incentivize “high technology” uses and development where appropriate.	Planning Commission, Township Board
Consider the enactment of a local development finance authority (LDFA) to undertake economic development activities that promote manufacturing, agricultural processing, or high technology activity.	Township Board
Consider the designation of neighborhood improvement areas for the purpose of preventing blight in the area.	DDA, Township Board



Financing Tools

Our goal is to continue as a place that can boast low tax rates when compared to other communities in the area. At the same time, the Township endeavors to take a responsible approach to additional millages, assessments, grants, and other funding mechanisms that will help maintain and enhance the quality of life for residents and property owners.

OBJECTIVE	CHAMPIONS
Dedicated millages to generate revenues for a specific purpose.	Project-specific
Special assessments for properties benefitted by specific public improvements such as drain improvements or paving projects.	Township Board, Engineering
Bond programs to pay for capital improvements.	Township Board, DDA
Tax Increment Financing to collect tax increases (increment) in a certain district, the income from which gets spent only within the district it is collected rather than Township-wide.	Township Board, DDA
Michigan Department of Natural Resources Grant Programs for park development and land acquisition.	Township Board, Staff

Lyon Center Vision Plan

The Township adopted in 2009 a Vision Plan centered around the intersection of Milford Road and Grand River Avenue, including properties in the entire New Hudson hamlet. Our goal is to continue efforts to implement that plan through capital improvements and regulatory updates.

OBJECTIVE	CHAMPIONS
Utility improvements, streetscape enhancements around Grand River Avenue and Milford Road, new parking facilities, and development of public buildings and sites in New Hudson.	DDA, Township Board, Landowners
Economic development programs focused on business recruitment and retention, such as a façade improvement program.	DDA, Economic Development
Circulation improvements for motorized (car) and pedestrian/recreation transportation, such as road projects, sidewalk and crosswalk improvements, and trail connections.	Planning Commission, DDA
Revisions to zoning ordinance regulations to encourage implementation of architecture and site design in line with the Township's vision.	Planning Commission, DDA
Update the Vision Plan to reflect current development trends, needs, and market realities.	DDA



Transportation

Our goal is to take a realistic approach to modern mobility challenges, including non-motorized implementation, EVs and other modern vehicular trends, and parking requirements.

OBJECTIVE	CHAMPIONS
Encouraging walkable and bikeable infrastructure where it makes sense, with emphasis on connecting to the Huron Valley Trail and other Township amenities. This approach means being able to discern where pathways may not make sense.	Planning Commission, Township Board
Update zoning ordinance regulations to address EV charging and other alternative fueling needs. Address site design criteria to allow short-term parking for carry-out restaurants and ride-sharing drop-offs.	Planning Commission
Consider a shift in parking standards to be based on maximums rather than minimums, allowing businesses to dictate their parking needs. This change can decrease the amount of pavement on a site and increase the green space.	Planning Commission

Housing

It is our goal to continue to focus on a generally rural and large-lot development pattern (understanding that cluster housing is a reality that looks denser but keeps our low housing densities intact). At the same time, it is our goal to recognize that the Township can incorporate focused instances of higher-density and alternative housing types without affecting our current residents with forward-thinking land use planning.

OBJECTIVE	CHAMPIONS
Encouraging developers who are seeking high-density projects to focus their attention on New Hudson, where the development pattern and form-based code allows for greater density. Impact assessments for high-density projects may result in infrastructure improvements or impact fees, where applicable.	Planning, DDA, Planning Commission, Township Board
Consider methods and regulatory changes to allow smaller housing units or accessory dwelling units (ADUs) centered in and around New Hudson. This objective may increase the housing availability and options for residents looking to stay in Lyon Township as their housing needs change (starter homes, retirement downsizing, etc.).	Planning Commission
Update design standards for residential developments. More articulation and varying building materials for large multi-family buildings and guidelines to minimize repetition in single-family neighborhoods are desirable modifications.	Planning Commission

WHAT'S NEXT FOR US

This Plan is the result of an ongoing effort to define the Township's vision for land use and development for the next 10 to 20 years, but that effort does not stop with the publication of this document. While portions of the plan are snapshots in time, this is a publication intended to live and breathe in the actions of policy makers and elected officials. The Township continues to evolve with each new project and resident, and so should the goals, objectives, and desired outcomes of this Plan. This is not a document intended to check a box according to the Planning Enabling Act; instead, it should be referenced often for guidance on policy, land use and rezoning requests, determinations on subjective standards from an ordinance, and many other topics.