

Master Plan

A Plan for Growth Management



Charter Township of York
Washtenaw County, Michigan

Master Plan

A Plan for Growth Management

York Township, Washtenaw County, Michigan

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Prepared with the assistance of:



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1. Introduction

York Township has had experience with land use planning since the 1960s. The Township has worked with the surrounding cities and townships on regional planning for the Saline and Milan communities. The Township adopted a Growth Management Plan in 1992, to address growing concerns about suburban sprawl and growing development throughout the region. The Growth Management Plan was subsequently updated in 2002 and 2012.

The Master Plan is required by state law to be reviewed by the community once per five years. Since the previous Master Plan was adopted in 2012, this Plan will review each component of the current Master Plan. The purpose of this review is to determine if the existing conditions as described in the current Plan are still accurate, if the goals and objectives of the Plan are being achieved or implemented, and if the vision for the future outlined by the community is still held by the residents of the Township.

PRINCIPAL CHARACTERISTICS OF THE MASTER PLAN

The York Township Master Plan is intended to guide future decisions in land use development, redevelopment, and conservation in the community. Input is gathered for the Master Plan from citizens and stakeholders regarding how they want their community to look in the future. Other information is researched to determine existing conditions of the community. The Master Plan uses these pieces of information to guide the Township from existing conditions to their desired future character.

Public engagement for the Master Plan was done using an online survey and through the public hearing process near the time of adoption. Public engagement is summarized later in the Plan. The desired future community character forms the basis for the goals and objectives of the Plan. The goals and objectives are manifested in the future land use plan, transportation plan, and an implementation plan.

One of the key functions of a master plan is that it serves as a guide for land use in the future. Specifically, state law requires a master plan to include a zoning plan, linking every future land use category to a specific zoning district. If there is no appropriate existing zoning district, then the zoning plan shall recommend creation of a new zoning district. The zoning plan is included as part of the implementation plan in this document.

ROLE OF PLANNING COMMISSION AND TOWNSHIP BOARD

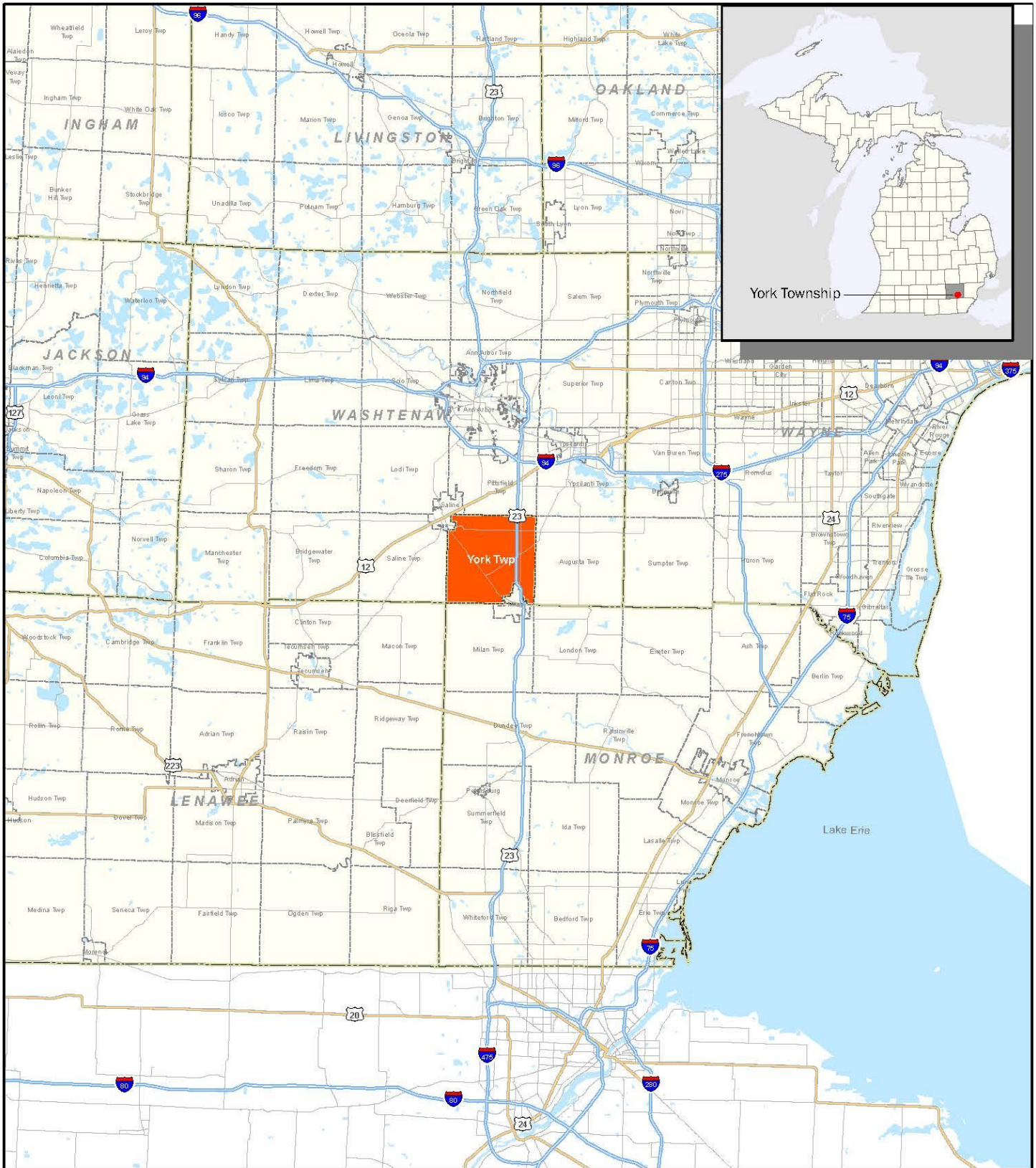
The Planning Commission is considered as the primary author of the Master Plan. Preparation and adoption of a master plan is governed by Article III of the Michigan Planning Enabling Act (Act 33 of 2008). The Planning Commission notifies all neighboring jurisdictions and other key stakeholders of their intent to plan, and writes the master plan to address the issues outlined in the Act. The draft plan is then distributed according to the following:

From Act 33 of 2008: "After preparing a proposed master plan, a planning commission shall submit the proposed master plan to the legislative body for review and comment. The process of adopting a master plan shall not proceed further unless the legislative body approves the distribution of the proposed master plan."

Upon authorization by the Township Board, the draft Master Plan will be released for a public comment period, where citizens, other communities, and certain other public bodies can submit their comments on anything in the plan. After this period, the public can also provide comments at a public hearing to be conducted by the Planning Commission. Once the draft plan is finalized, the public hearing takes place, and any issues are resolved, the Planning Commission votes to approve or disapprove the Master Plan with a simple majority. This is the final step for adoption unless the Township Board, by resolution, has asserted the right to approve or reject it, in which case ratification by the Township Board will be the final step in the approval process.

PLANNING AREA

The planning area for the Master Plan encompasses every portion of York Township. The total acreage of the planning area is 22,058.78 acres or 34.47 square miles. These figures take into consideration lands that are under 425 agreements with adjacent cities.



October 3, 2017

Map 1 Regional Location

York Township, Washtenaw County, Michigan

LEGEND

- Interstates
- US Highways
- State Highways
- County Boundaries
- York Twp
- Surrounding Municipalities

DRAFT

Mile 0 20 40



Base Map Source: Michigan Geographic Framework, Michigan Center for Geographic Information, Version 9a



2. Community Profile

York Township is located in the southeastern corner of Washtenaw County. The center of the Township is located, relative to their downtowns, about 13 miles south of Ann Arbor, 10 miles south of Ypsilanti, 50 miles west of Detroit, and 40 miles north of downtown Toledo, Ohio. The Township is generally considered as part of the Ann Arbor/Ypsilanti area, with many people in the Township commuting to these places for work. York Township is also part of the broader Southeast Michigan region including Detroit and its suburbs.

EXISTING COMMUNITY CHARACTER

York Township can currently be characterized as a rural community within a growing suburban region. Generally, the northern third of the Township has developed into new rural residential dwellings, with these homes having convenient access to Ann Arbor, Ypsilanti, and the other nearby communities. Although there have been many new subdivisions built in this area, several large parcels have been set aside for agricultural use or conservation.

The area around the US 23 and Willis Road interchange has had some development, although not at the scale of other nearby freeway interchanges. The Toyota Technical Center is located adjacent to this interchange. Although York Township borders both Milan and Saline, most of the development is contained within the cities.

The majority of York Township is characterized by agricultural lands, woodlands, and natural features such as fields and wetlands. These are a vital part of the character of York Township, and the Master Plan will primarily seek to preserve the rural character of the Township while creating a robust set of guidelines for how limited development in the Township may occur.

DEMOGRAPHICS

Population

The population of York Township steadily grew from 1930 to 1960 as part of the overall growth of the region. From 1960 to 1980 the Township lost population, which may have partially been caused by the annexation of Township land into the cities of Saline and Milan. Since 1980, the Township has seen steady growth from 5,517 in 1980 to 8,708 in 2010. The Township grew in population from 2000 to 2010 even as many communities in Southeast Michigan saw declines in population, as did the State of Michigan overall.

Table 1: Population Since 1940

Year	Population	Increase	% Change
1940	5,268	-	-
1950	6,870	1,602	30.4%
1960	7,006	136	2.0%
1970	6,217	-789	-11.3%
1980	5,517	-700	-11.3%
1990	6,225	708	12.8%
2000	7,392	1,167	18.7%
2010	8,708	1,316	17.8%
2015	8,896	188	2.2%

Source: US Decennial Census and 2015 Population Estimates

Regional Population Projections

York Township is projected by SEMCOG to experience growth in the near future, along with the projected growth in Washtenaw County as a whole. Overall, Southeast Michigan is projected to have a steady population after witnessing a decline from 2000 to 2010. These projections are indicative of the robust economy of Washtenaw County relative to some of the economic issues facing Southeast Michigan and the entire state.

Table 2: Comparison of Population Projections

Community	Population Projections				Projected % Change 2015-2040
	2015	2020	2030	2040	
York Township	8,896	9,032	9,584	10,105	13.6%
Washtenaw County	354,092	354,116	368,262	386,235	9.1%
Southeast Michigan	4,709,085	4,646,938	4,678,718	4,742,083	0.7%

Source: US Census 2015 Population Estimates and SEMCOG Community Profiles

Age of Population

As of the 2010 US Census, the median age in York Township was 41, and was estimated to be 40.6 in 2015. The 2015 estimate is close to that of Michigan overall (39.5), but higher than that of Washtenaw County (33.4). Several factors influence the median age and distribution among age groups of the Township population. York Township is a desirable place for young families, with well-regarded school districts in Saline and Milan. This decade, there was a growth in the population under 5 years, meaning school classes in the near future may be larger than current school classes. More young children in the Township would cause a lower median age.

York Township saw a decrease this decade in the 75 and over population. There is a national trend of an aging population as the large baby boomer generation enters their retirement years and later generations have generally fewer children. Given that the Township had the reverse trend, this may be evidence that the elderly are moving from the Township to look for a smaller home or find assisted living. How the trend of an aging population plays out in York Township will depend on many factors, including the Township's niche in the regional housing market.

Table 3: Population Age Groups

Age Group	2010	2015	% Change 2010-2015
Under 5 years	317	402	26.8%
5 to 9 years	571	660	15.6%
10 to 14 years	684	488	-28.7%
15 to 19 years	616	594	-3.6%
20 to 24 years	393	424	7.9%
25 to 34 years	886	1,062	19.9%
35 to 44 years	1,580	1,513	-4.2%
45 to 54 years	1,693	1,654	-2.3%
55 to 59 years	658	619	-5.9%
60 to 64 years	514	642	24.9%
65 to 74 years	539	673	24.9%
75 to 84 years	212	120	-43.4%
85 years and over	45	45	0.0%
Total	8,708	8,896	2.2%

Source: US Decennial Census and 2015 Population Estimates

Housing

The age of the housing stock is described in the table below. Much of the housing stock in the Township was built between 1970 and 2010. Many new subdivisions were constructed during this time when York Township grew as a suburb. The data shows that no new housing was constructed between 2010 and 2013, which can be attributed to several factors. These figures include some information gathered during the Great Recession, when home building activity was slow across the country, especially in Southeast Michigan. The Township has also sought limited growth to protect their rural landscape and to avoid becoming completely built-out as a community. Some new residential developments are currently underway, in areas designated for such growth, now that the economy has improved.

Table 4: Year Structure Built

Year Structure Built	Number of Homes	% of Total
1939 or earlier	323	13.5%
1940 to 1959	283	11.8%
1960 to 1979	755	31.5%
1980 to 1999	576	24.0%
2000 to 2009	424	17.7%
2010 to 2013	0	0%
2014 or later	35	1.5%
Total	2,396	100.0%

Source: American Community Survey 5-Year Estimates (2017 Estimate)

Table 5: Owner and Renter Occupied Units

Industry	Estimated Housing Units by Year					% Change 2011-2015
	2011	2012	2013	2014	2015	
Owner Occupied Units	2,031	2,166	2,125	2,105	2,163	%
<i>% Owner Occupied Units</i>	93.3%	93.6%	92.1%	91.3%	89.9%	-
Renter Occupied Units	146	147	183	201	244	%
<i>% Renter Occupied Units</i>	6.7%	6.4%	7.9%	8.7%	10.1%	-
Total Housing Units	2,177	2,313	2,308	2,306	2,407	%

Source: American Community Survey 5-Year Estimates

ECONOMY

York Township is part of the Greater Ann Arbor economy and included in the larger Southeast Michigan economy. Residents of the Township have a short drive to several nearby population and employment centers such as Ann Arbor, Ypsilanti, Detroit, and Toledo. Because of these options and its relative location, Township commuters disperse in several directions. The table below shows the top 10 municipalities to which York Township residents commute.

Table 6: Job Counts by Municipality of Employment – 2015

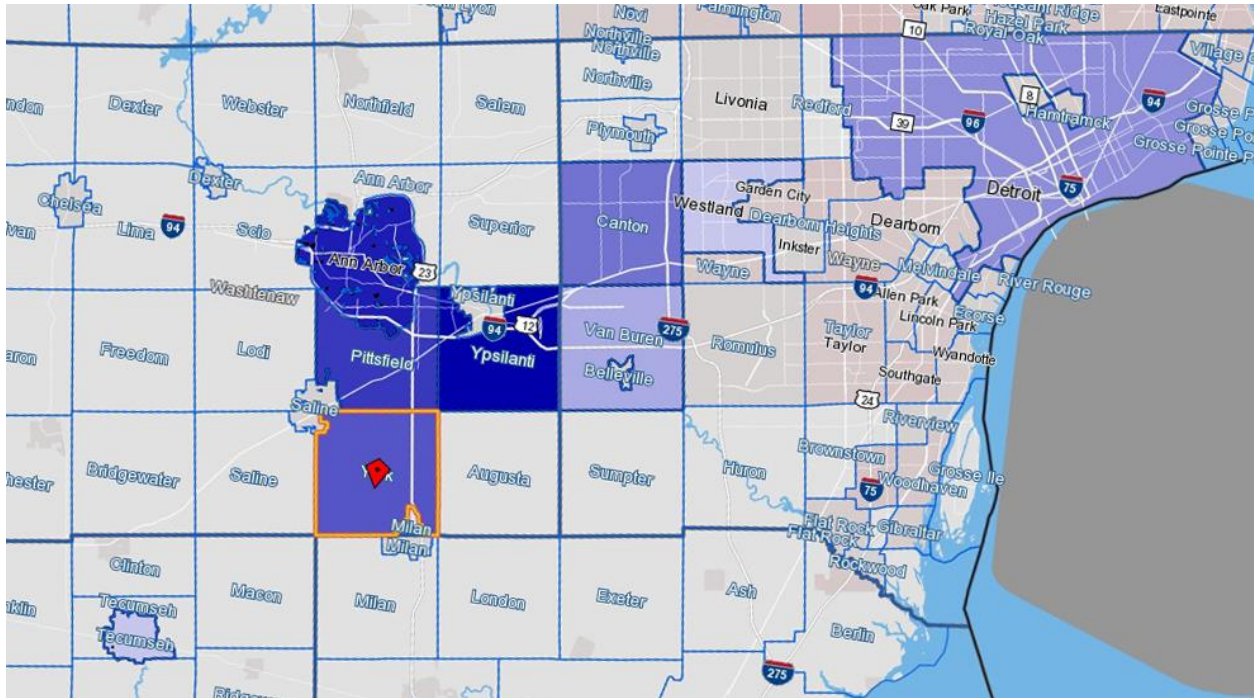
Municipality	Count	Share
Ypsilanti Charter Township	90	6.1%
Ann Arbor	68	4.6%
Pittsfield Charter Township	65	4.4%
York Charter Township	61	4.1%
Saline		
Canton Charter Township	44	3.0%
Detroit	42	2.9%
Van Buren Charter Township	39	2.6%
Tecumseh	33	2.2%
Westland	33	2.2%
Milan	27	1.8%
All other municipalities	971	65.9%
Total	1,473	100.0%

Source: US Census Bureau "On the Map", 2015

York Township residents show a highly dispersed commuting pattern. The top 10 commuting destinations only capture 34% of all workers from York Township. Ypsilanti Charter Township

receives the most commuters with about 6% total. About 4% of workers stay in the Township for their work. Other major destinations are Ann Arbor (5%), Pittsfield Township (4%), Canton Township (3%), and Detroit (3%). The dispersed commuting pattern shows that residents are located in an area with access to many job centers, which is beneficial if any local economy is struggling more than any of the others.

Map 2: Top 10 Commuting Destinations from York Township



Occupation and Classification

The tables below show the occupation and classification of workers in the Township.

Table 7: Occupation by Industry

Industry	Estimated Employees by Year					% Change 2011-2015
	2011	2012	2013	2014	2015	
Agriculture; forestry; fishing; hunting; mining	0	0	0	26	47	n/a
Construction	169	212	175	149	133	-21.3%
Manufacturing	617	691	651	611	571	-7.5%
Wholesale trade	78	34	17	30	27	-65.4%
Retail trade	213	282	326	338	363	70.4%
Transportation and warehousing, and utilities	152	120	85	156	170	11.8%
Information	10	20	18	55	41	310.0%
Finance; insurance; real estate; rental; leasing	38	91	181	231	225	492.1%
Professional; scientific; management services	522	386	378	369	458	-12.3%
Educational and social services; health care	1,057	1,104	1,102	1,073	1,129	6.8%
Arts and entertainment	250	238	257	243	358	43.2%
Other services, except public administration	224	239	217	215	297	32.6%
Public administration	85	93	97	101	96	12.9%
Total employed population (age 16+)	3,415	3,510	3,504	3,597	3,915	14.6%

Source: American Community Survey 5-Year Estimates

Table 8: Classification of Worker

Industry	Estimated Employees by Year					% Change 2011-2015
	2011	2012	2013	2014	2015	
Management, business, science, and arts	1,607	1,554	1,545	1,546	1,698	5.7%
Service	625	653	678	652	815	30.4%
Sales and office	558	624	709	653	654	17.2%
Construction; natural resources; maintenance	187	231	216	264	253	35.3%
Production; material moving; transportation	438	448	356	482	495	13.0%
Total employed population (age 16+)	3,415	3,510	3,504	3,597	3,915	14.6%

Source: American Community Survey 5-Year Estimates

The largest number of workers have jobs in education, health care, and social services (1,129), manufacturing (571), and professional services (458). Aside from the local school districts, the Township is located near the large education employers of University of Michigan and Eastern Michigan University. Manufacturing is a major component of the Southeast Michigan economy, especially with the automotive industry. The Toyota Technical Center in York Township is the

largest employer in the Township. Professional services organizations support several industries in the area.

In terms of the classification, the largest numbers of workers had occupations in management, business, science, and arts (1,698), service (815), and sales and office (654). Notably, each of the job classification categories saw increases in the number of employees from 2011 to 2015. The total employed population grew an estimated 14.6% from 2011 to 2015. York Township is located in a part of Southeast Michigan that has better weathered economic uncertainties than the rest of the metro area, and the data reflects that of a strong economy.

PUBLIC SERVICES

Public Facilities

York Township Hall is located at 11560 Stony Creek Road, holding the central Township offices and the main meeting place for the Township Board and other boards and commissions.

Water Service

The Center for Forensic Psychiatry, part of the State Hospital complex, and the Toyota complex receives water service from the Ypsilanti Community Utilities Authority.

Police and Fire

Police protection is provided by the Washtenaw County Sherriff. Two fire departments service the Township. The southern half of the Township and the area around US 23 is served by the Milan Area Fire District. The northwestern part of the Township is serviced by the Saline Area Fire District. These organizations are projected to continue serving the Township in the future, and may provide a higher level of service depending on the Township's needs.

Parks

The two major parks within the Township are Sandra Richardson Park and Mary McCann Park. Sandra Richardson Park is located on Platt Road between Willis and Judd Roads, and is home to soccer fields, a picnic shelter, and a walking trail. Mary McCann Park is located on Warner Road between Bemis and Willis Roads, and offers wooded trails and wildlife observation in an educational setting.

TRANSPORTATION

Roads

The major transportation facility in York Township is US 23. This national highway runs as far north as Mackinac City and as far south as Jacksonville, Florida. The portion in the Township serves as part of a direct freeway connection between Flint, Ann Arbor, and Toledo, bypassing Detroit. Two exits, Willis Road and Carpenter Road, directly serve the Township. York Township is also located just south of Interstate 94, a major east-west highway between Detroit, Chicago, Milwaukee, Minneapolis-St. Paul, and the western United States.

Several main roads in Washtenaw County run through York Township. Key north-south roads are Moon, Platt, and Carpenter Roads, all of which connect to Ann Arbor. East-west routes in the Township include Willis and Willow, which mostly provide access to other rural Townships. Saline Milan Road runs northwest-southeast connecting its two namesake cities. Stony Creek Road and Ridge Road form a northeast-southwest corridor connecting the Township to nearby communities including Ypsilanti, Tecumseh, and Adrian.

Non-Motorized Facilities

In general, the Township does not have many specific facilities dedicated to biking and walking. Most of the newer subdivisions have included sidewalks on both sides of the street, and some of them also have trails connecting different parts of the neighborhood.

Washtenaw County has a major non-motorized transportation facility currently in development with the Border-to-Border Trail (B2B). This trail connects Ypsilanti, Ann Arbor, and Dexter, and is also included in the statewide Iron Belle Trail that will link communities from across Michigan. Future trails may connect York Township to the B2B as part of a county-wide trail system.

Railroads

Portions of two railroads are located in York Township. The Ann Arbor Railroad runs the entire length of the Township north-south, and connects Ann Arbor and Toledo. A small portion of a railroad owned by Norfolk Southern is located in the far southeast corner of the Township, and this line connects Detroit and Fort Wayne. These two railroads intersect in Milan.

The nearest passenger rail service can be accessed in Ann Arbor, with service on the Amtrak route between Detroit and Chicago. The Township is also relatively close to the train station in Toledo, where Amtrak service to the east coast is available.

Airports

The nearest commercial airport is Detroit Metropolitan Wayne County airport about 25 miles to the east along Interstate 94. Willow Run Airport, about 14 miles to the east, primarily functions as an industrial and freight airport. Ann Arbor Municipal Airport, about 10 miles to the north, is the nearest airport for small aircraft.

SCHOOL DISTRICTS

York Township is spread among three school districts. Most of the northern and western parts of the Township are part of Saline Area Schools. Most of the southern and eastern parts of the Township are in Milan Area Schools. A few parcels near the eastern boundary of the Township are part of Lincoln Consolidated School District. The quality schools in the area are one of the reasons why the Township is seen as a desirable place to live.

REGIONAL ORGANIZATIONS

Southeast Michigan Council of Governments (SEMCOG)

SEMCOG provides resources to support local planning and intergovernmental cooperation in a seven-county region made up of Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, and Wayne Counties. SEMCOG's work includes regional-level programs and data analysis in such areas as transportation, water, and economic development. One of the key projects is to develop and implement a Long-Range Transportation Plan for the seven-county region.

Washtenaw Area Transportation Study

The Washtenaw Area Transportation Study (WATS) is a multi-jurisdictional agency responsible for transportation planning in Washtenaw County. The core functions of WATS include helping communities with data collection, grant support, and other assistance; prioritizing projects for funding, evaluating and enacting local transportation policies, facilitating dialogue with citizens,

and developing a future shared vision of the transportation network. Projects include the long range plan, transportation improvement program, and countywide non-motorized plan.

Ann Arbor Area Transportation Authority (AAATA)

Transit services in the region are provided by the AAATA, known as The Ride. Bus service is provided on mostly fixed-route lines within Ann Arbor or Ypsilanti. There is no fixed-route bus service in York Township, with Route 67 on Michigan Avenue (US 12) between State and Platt Roads coming the closest. AAATA also operates park and ride lots to serve commuters. The most accessible park and ride lot for York Township is at US 23 and Washtenaw Avenue.

Greater Ann Arbor Region

The Greater Ann Arbor Region is a collaborative effort of economic development and business development groups across the six-county region of Hillsdale, Jackson, Lenawee, Livingston, Monroe, and Washtenaw Counties. These organizations and their partners work to attract any new, relocating, and expanding businesses to the region, and their efforts are supported by the Michigan Economic Development Corporation. The Greater Ann Arbor Region is a part of the State's Regional Prosperity Initiative as Prosperity Region 9.

Planning and Collaboration with Neighboring Municipalities

York Township has been involved in several past and present collaborative efforts with some of the surrounding communities. Such efforts have included the Saline Area Sustainability Circle, the Milan Organization for Regional Excellence, and Washtenaw Metro Alliance. The Township remains willing to work with neighboring communities on shared projects and issues which may include water, sewer, parks and recreation, trails, transportation, or other areas as needed.



3. Public Engagement

In preparation for updating the Master Plan, York Township sought input from its citizens using two surveys: one online and one mailed survey. The online survey received 69 responses and the mailed survey received 155 responses. The online survey had 19 total questions including both quantitative and qualitative questions about parks, quality of life, and several other topics. The mailed survey contained 7 questions which were mostly qualitative.

ONLINE SURVEY

Of the 69 respondents to the online survey, about half of them are between the ages of 46 and 65. About 73% of people live in the Saline school district and 25% live within the Milan school district. Most people, about 55%, have lived in York Township for 11 years or more.

People were asked to rate the relative importance of several potential goals for York Township, with the most important goals being Public Safety, Property Taxes, Rural / Agriculture / Nature, Quality of Schools, and Road Conditions. Residents live in York Township for several different reasons including its location in the region, quiet rural setting, schools, large lot sizes, no heavy industrial presence, and others.

About 91% of people are satisfied with the current service arrangements for fire protection and law enforcement. About 42% of people say public transportation is not an important priority for York Township and most others do not think it is highly important. The Township residents are more varied in their thoughts regarding sidewalks, with about 32% of people thinking sidewalks should be required for future developments, 45% who don't think sidewalks should be required, and 22% who are not sure if they should be required or not. About 59% of people think the tax rate is appropriate as currently set with 23% who disagree. The Township residents also have differing opinions on bike lanes, but roughly 53% think bike lanes are only somewhat important or not important at all.

Regarding parks usage in York Township, roughly 76% of respondents are familiar with Sandra Richardson Park but only 47% had visited in the last year. Roughly 46% of people are familiar with Mary McCann Park but only 21% had visited in the last year. The most important types of natural area activities in parks are cited as natural trails for walking, wildlife preservation areas, forest areas with trails, and restoring areas to native settings. No parks education activities are cited as highest importance or very important, but self-directed educational activities and other naturalist led education programs are seen as important. Similarly, the recreation activities are not cited as the highest importance or very important, with the highest vote total on most of the activities being for somewhat important or not important.

About 35% of the survey respondents agree or strongly agree that the Township should pursue commercial growth, with 40% who disagree or strongly disagree and 25% who are not sure. In the free response to this question, people cited potential tax base growth and added amenities as positive aspects of potential commercial growth, and loss of rural character, additional traffic, and other issues as the negative aspects of potential commercial growth. If commercial growth were to be pursued, people cited several different areas where such development would fit the needs of the Township including near US 23 and Willis Roads, near Saline or Milan, and along Platt Road. People do not want commercial development near residential neighborhoods.

Two-thirds of respondents disagreed or strongly disagreed that the Township should pursue an increase in public utilities such as water and sewage. People cited the cost of such utilities and the general satisfaction with well and septic systems as reasons to avoid installing utilities.

About 72% of people say that maintaining the rural character of York Township is of the highest importance or very important. Several respondents say that is why they moved there. Some of the respondents also say that smart growth that protects the rural character would be welcome. The other free responses in the survey cover a wide variety of topics including specific roads to repair, bike paths, and snow plowing.

MAILED SURVEY

Of the 155 respondents to the mailed survey, about 66% of people are 60 years of age or older, 33% are between 36 and 60, and 1% are between 18 and 35. About 61% live in Saline School District, 38% in Milan School District, and 1% in Lincoln School District.

The survey respondents have several different reasons for moving or coming to York Township. Some people grew up in the Township and have stayed. Others have moved from other nearby communities in search of good schools, more land, rural atmosphere, lower taxes, and a variety of other reasons. York is close to several major job centers, and some people choose to live in the Township for its easy access to these job centers. Many of these reasons are also cited as reasons people stay in the Township.

To support residents, many people want the Township to maintain and improve roads. Specific roads needing improvements, according to the survey results, include Saline-Milan Road, Platt Road, Warner Road, and Judd Road. Keeping the rural character of the Township and the low taxes are both high priorities. Some people want to see more sidewalks and bike paths. Many people are satisfied with the current conditions of the Township.

About 43% of people say they generally have a voice in the Township or they can get answers to any questions. About 27% feel they do not have a voice in the Township and 29% are in the middle, not sure, or have not tried to communicate with the Township.



4. Township Goals & Objectives

The overall Township goals of the Master Plan are broad in scope and are intended to express the vision of what people want the community to look like and to provide direction for future making decisions.

Each goal is accompanied by several objectives indicating strategies that will be used to attain the goal. Objectives are more specific than goals and describe policies, programs, or projects that will help the community implement its vision. These goals and objectives were developed through feedback from citizens as well as consideration by the Planning Commission and York Township Board of Trustees. Several of the following chapters, including Physiographic Features, Transportation, Public Utilities, and Public Facilities contain specific goals, objectives, and policies related to each chapter's contents.

The plan contains five Township Goal Areas:

1. Community Character
2. Transportation
3. Development
4. Public Services

5. Parks and Recreation

GOAL AREA 1: COMMUNITY CHARACTER

Goal 1.1: Protect and maintain the primarily rural character of the community.

- **Objective 1.1.1:** Ensure new development is limited and done in an orderly manner.
- **Objective 1.1.2:** Consider the impacts of new development on the rural character.
- **Objective 1.1.3:** Limit extent of water and sewer infrastructure to current service area.

Goal 1.2: Maintain a strong community identity in York Township.

- **Objective 1.2.1:** Encourage consistent, high-quality design of streetscapes along the existing major streets throughout the Township.
- **Objective 1.2.2:** Consider the development patterns of neighboring communities and the overall region and any potential impacts on the Township.

GOAL AREA 2: TRANSPORTATION

Goal 2.1: Maintain and improve the roads in the Township.

- **Objective 2.1.1:** Work with the Washtenaw County Road Commission to prioritize and organize future improvements on the major roads.
- **Objective 2.1.2:** Design streets to be consistent with the character of the community.
- **Objective 2.1.3:** Prioritize improving the existing road network over other transportation enhancements such as public transit.

Goal 2.2: Provide for non-motorized connectivity, as appropriate.

- **Objective 2.2.1:** Install sidewalks, bicycle paths, and other forms of non-motorized connectivity as part of new developments (of appropriate lot dimensions).
- **Objective 2.2.2:** Include bicycle and pedestrian connections between neighborhoods and other areas that are not connected via the road network.

GOAL AREA 3: DEVELOPMENT

Goal 3.1: Ensure that any new development or growth does not negatively impact the rural character of the Township.

- **Objective 3.1.1:** Consider smart growth principles when reviewing new developments.
- **Objective 3.1.2:** Preserve specific areas of the Township for rural uses.

Goal 3.2: Allow limited commercial or business development after careful consideration of potential impacts of each development.

- **Objective 3.2.1:** Limit commercial development to specific areas of the Township such as the US 23 and Willis Road interchange.
- **Objective 3.2.2:** Ensure a high quality of design and aesthetics for new developments.
- **Objective 3.2.3:** Minimize any potential public costs of new developments.
- **Objective 3.2.4:** Encourage new development that expands employment opportunities within the Township, such as in research and development.

GOAL AREA 4: PUBLIC SERVICES

Goal 4.1: Maintain the current affordable property tax rate.

- **Objective 4.1.1:** Prevent development that would negatively impact the property values in the Township, and preserve the stability of residential areas.
- **Objective 4.1.2:** Provide necessary public services in an efficient manner.

Goal 4.2: Maintain the existing service level for police and fire protection.

- **Objective 4.2.1:** Partner with the County and neighboring jurisdictions as necessary.

GOAL AREA 5: PARKS AND RECREATION

Goal 5.1: Provide opportunities for self-directed education and similar activities at the parks and recreation sites in the Township.

- **Objective 5.1.1:** Limit official programming at Township parks that would require major infrastructure or would otherwise attract large groups of people at one time.

Goal 5.2: Preserve the natural and environmental resources in the Township.

- **Objective 5.2.1:** Prevent developments that negatively impact local natural resources.



5. Physiographic Features

York Township is distinguished by varied natural features throughout the Township. It is a wonderful blend of gently rolling residential areas and large, flat swaths of cropland. The fertile soils of the south give way to the large areas of sand in the north, which support building and onsite wastewater systems. This topography is the result of the last glacial period in North America. The elevation of Stony Creek Road (and Ridge Road) suggest that twelve thousand years ago, they were the shoreline of glacial Lake Whittlesey, which has since receded to form Lake Erie. Looking to the southeast side of these roads, in many places, the former shoreline and lakebed are apparent. Unfortunately, lakefront property in York Charter Township is a distant memory.

PROTECTION AND PRESERVATION OF NATURAL FEATURES

Woodlands

Approximately 7.04% of York Township's is presently woodland. There are a total of 38 separate woodlots within the Township. Six of these woodlands are 5-10 acres in size, eighteen are 11-40 acres in size and fourteen have 40 or more acres. Areas defined as woodlands refer to lands that are at least 10% stocked by trees capable of producing timber or other wood products. Thirty-six percent of York Township's woodlots are over 40 acres in size. Woodlots of this size can support various types of wildlife and can act as a community within themselves. Woodlands are important for a number of reasons:

- A. They create and maintain a varied and rich habitat for plant and animal life. When connected with other woodlands or fence rows, they provide migration paths for wildlife.
- B. They could be a source of timber.
- C. They are a source of aesthetic enjoyment and provide areas for recreation.
- D. They moderate climatic extremes by providing shade and transpiring water.
- E. They protect watersheds from erosion by reducing the impact of rain on soil and by holding soil in place.
- F. They help recharge groundwater by holding precipitation, giving it time to percolate into the ground. The woodland floor also helps to filter the percolating water.
- G. They filter the air by absorbing pollutants.
- H. They absorb sound and act as buffers between land uses.

Therefore, woodlands are a valuable natural resource from environmental and aesthetic points of view. They play an important role by stabilizing soil and slowing runoff and erosion resulting from flooding and high winds. Careful management of woodlands must be of prime concern, including preservation of contiguous woodlands, removal and replacement of invasive species with native plantings, and enhancement of woodlands under public ownership or private conservation easements or deed restrictions.

Needless destruction of trees and the conversion of woodlands to other uses shall be discouraged. Uses and development patterns, which permit the land to remain forested, are encouraged. Woodlands are dispersed throughout York Township.

Floodplains

A flood plain is an area adjoining a lake, stream, river, or pond that receives excess water from flooding. Floods are a natural occurrence in the hydrologic cycle. A well-defined flood plain is produced when flooding recurs on the same area, which then becomes important in flood situations where excess water requires a natural reservoir. Water exceeding the normal average level is stored as a temporary lake across a flood plain. As long as the overflow remains on the flood plain, this volume is not added to the floodwater moving downstream. When flood plain storage is prevented by restricting the water flow to a channel, the volume and size of the flood may be increased downstream, causing higher water levels and more damage.

Flood plain areas are measured or delineated to indicate the chance of a flood occurring at a given location. This measuring or delineating is done regarding the probability of flooding, usually once in 50, 100, or 500 years. Flood plain delineation is required for home and business construction loans and the National Flood Insurance program. The National Flood Insurance Program accepts the 100-year flood plain as the minimum standard for protection. A 100-year flood is a flood, which has a probability of reaching a given elevation once in 100 years, or a 1% chance of occurring in any given year.

The Saline River drainage system within York Township is the most prominent water course to have a designated 100-year flood plain. The Saline River's unique character is quite extensive, extending into the central portions of the Township.

Groundwater Recharge and Wellhead protections Areas

Water which is stored in and slowly filtered through geologic formations is referred to as ground water. An aquifer is a geological formation that contains sufficient ground water to supply wells, lakes, springs, streams and/or wetlands. Precipitation reaches an aquifer by downward percolation from the surface. A land surface which readily permits water to move downward into an aquifer is referred to as a ground water recharge area. Groundwater recharge area are highly generalized and it must be emphasized that the boundaries are not precise. Underground aquifers serve three major functions:

- A. They are natural reservoirs of groundwater for human consumption and for irrigation.
- B. They are natural filters for groundwater, but they can be easily polluted by unsound land use practices in the recharge area.
- C. They interconnect with surface water systems and help stabilize surface water levels. They help reduce high water levels during wet periods and add water to surface water bodies during dry periods.

The Michigan Department of Environmental Quality administers the Wellhead Protection Program to protect groundwater quality. Several Wellhead Protection areas are located in York Township. The most extensive areas that are highly sensitive to pollution are in the north central and north eastern portions of the Township. Another Wellhead Protection Area is delineated in the northwest portion of the Township. The largest is north and west of the City of Milan. Wellhead Protection Areas are designated on Map 4, Wellhead Protection Areas.

On-site evaluation and analysis should be undertaken to determine the extent and susceptibility of groundwater recharge during site development. Wetlands and potential recharge areas are shown on Map 3.

Wetlands

Wetlands are transitional zones between dry land and aquatic systems. The water table is usually near or covering the surface. They are characterized by very low topographic change, poor drainage, specific types of vegetation, and standing water. Marshes, swamps, and bogs are well known terms which have historically referred to wetlands. Since wetlands are among the most environmentally sensitive lands, it is important to have reliable information that defines and classifies these sensitive areas. Wetlands perform the following basic functions:

- A. Wetland habitats are essential to the breeding, feeding, and survival of many species of fish and wildlife. In their natural condition, wetlands are among the most productive of land areas when the total quantity of animal and plant matter produced is considered. They also provide valuable predator escape cover, and a wide range of vegetative communities.
- B. Wetlands influence the quantity of water stored in a watershed and act to retain water during floods, and to reduce fluctuations in the water table level. Wetlands retain water during wet periods and release it slowly during dry periods. During dry periods, they help keep the water table relatively stable. Wetlands also recharge the ground water supply by allowing surface water to percolate into the underlying aquifers.
- C. Wetlands protect water quality by trapping and storing nutrients from upland runoff, and by serving as settling basins for silt from upland erosion. This function can only be performed if the nutrients and silt are not excessive in amounts. Excess runoff and nutrients due to development and agricultural activities can overload wetlands and result in the eventual destruction of their filtering function. The principal threats to the long term health and stability of wetlands includes:
 - 1. Dredging and filling of wetlands for development, agricultural, or mining purposes.
 - 2. High volumes and rates of surface water runoff, usually caused by upstream development.
 - 3. Surface runoff from fertilizers and other pollutants.
 - 4. Siltation caused by upstream erosion.

Wetlands were mapped using U.S. Geological Survey Quadrangles and Washtenaw County data, and then compared with aerial photographs. The most important wetlands within the Township are those that are contiguous to lakes, rivers, and streams, and that are important for stormwater storage. These wetlands, designated as first priority are shown on Map 3, Floodplains and Wetlands. These wetlands cover various areas of York Township, but are most extensive along the Saline River system.

Topography

The term “topography” is used to refer to slope. The natural stability of a slope is dependent on the interaction of vegetation, climate, soil, and underlying geology. In general, the greater the slope, the greater the sensitivity to disturbance. Slopes that are stable in their natural state can be undermined by human activity. Improper development practices on sensitive slopes can incur great economic and environmental consequences. Soil type, particle size, permeability, vegetative cover, organic matter, and moisture content will vary the rate of erosion on a particular slope. Slope of land is an integral part of the natural drainage system. Slope adds visual contrast to the landscape.

Within York Township, topography ranges from relatively flat areas to gently rolling areas. As can be seen from Map 5, Topographic Features, basically the southern half of the Township is flat and largely devoted to agricultural activities. Slopes ranging from 6 to 12 percent are located primarily in the northern third of the Township where numerous residential developments have

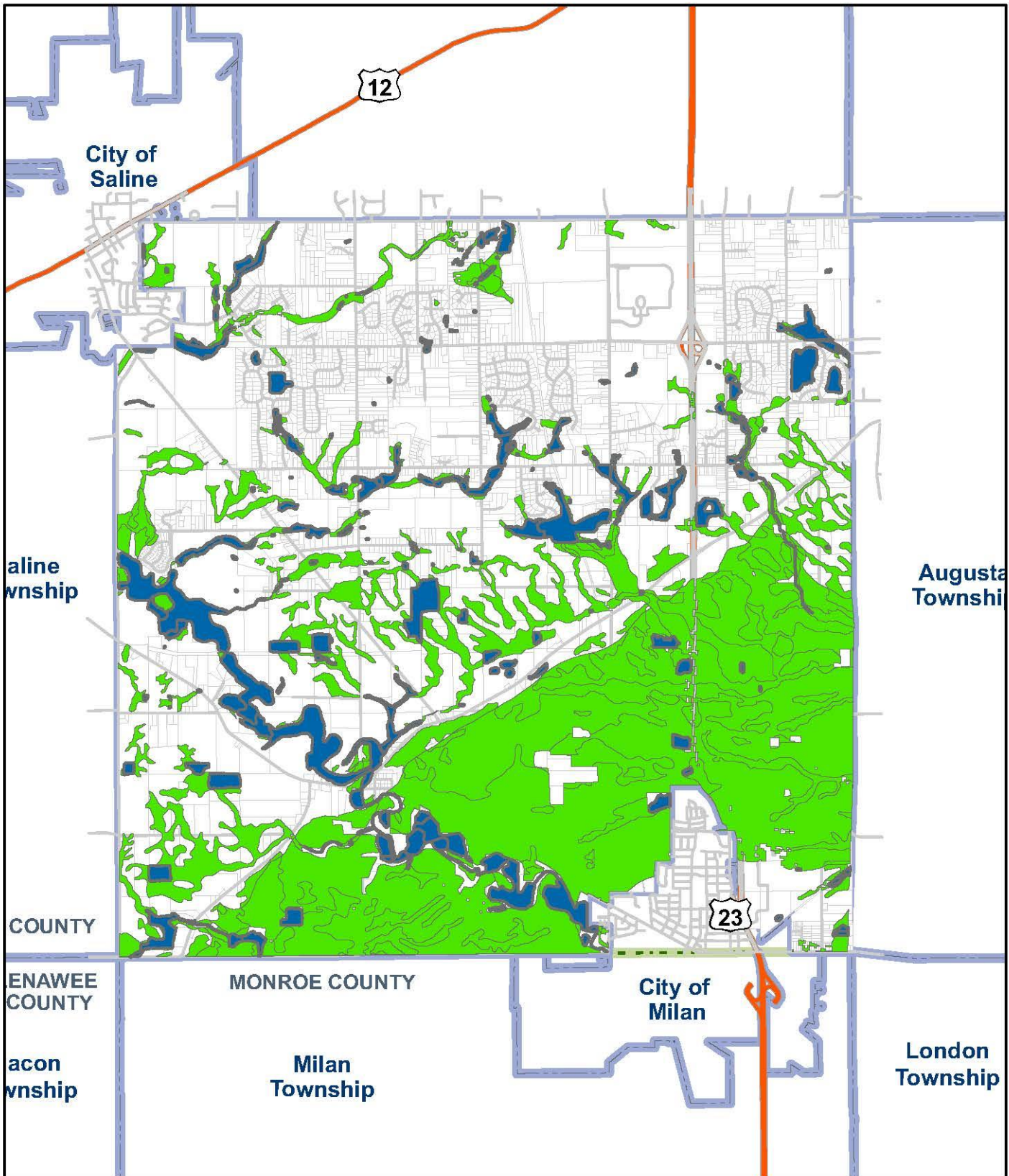
taken place. Slopes ranging from 12 to 18 percent are also generally located within the northern third of the Township scattered within areas of 6 to 12 percent slope. Soil slopes can be seen on Map 6.

Drainage

The major drainage system within York Township is the Saline River system. This system drains the northern third and western half of the Township. The eastern third of York Township is characterized by several small tributaries and drainage ways which flow easterly and out of the Township.

Soils

One aspect of soil analysis regarding natural resources is to identify soils that must not be disturbed from an environmental standpoint. Soils of this nature are usually organic by nature, classified as muck, and contain high water tables. These soils are often found in wetlands and floodplains. Due to the sensitive nature of these soils and the environmental function they perform, they should not be subject to development or alteration. These soils do not predominate the Township and wetlands and floodplains most often characterize these soils. Wetlands and floodplains are shown on Map 3. The Township has an overarching goal to preserve agricultural land. Much of the Township has soils suitable for agricultural cultivations. In general, agricultural soils are shown on Map 8.

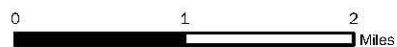


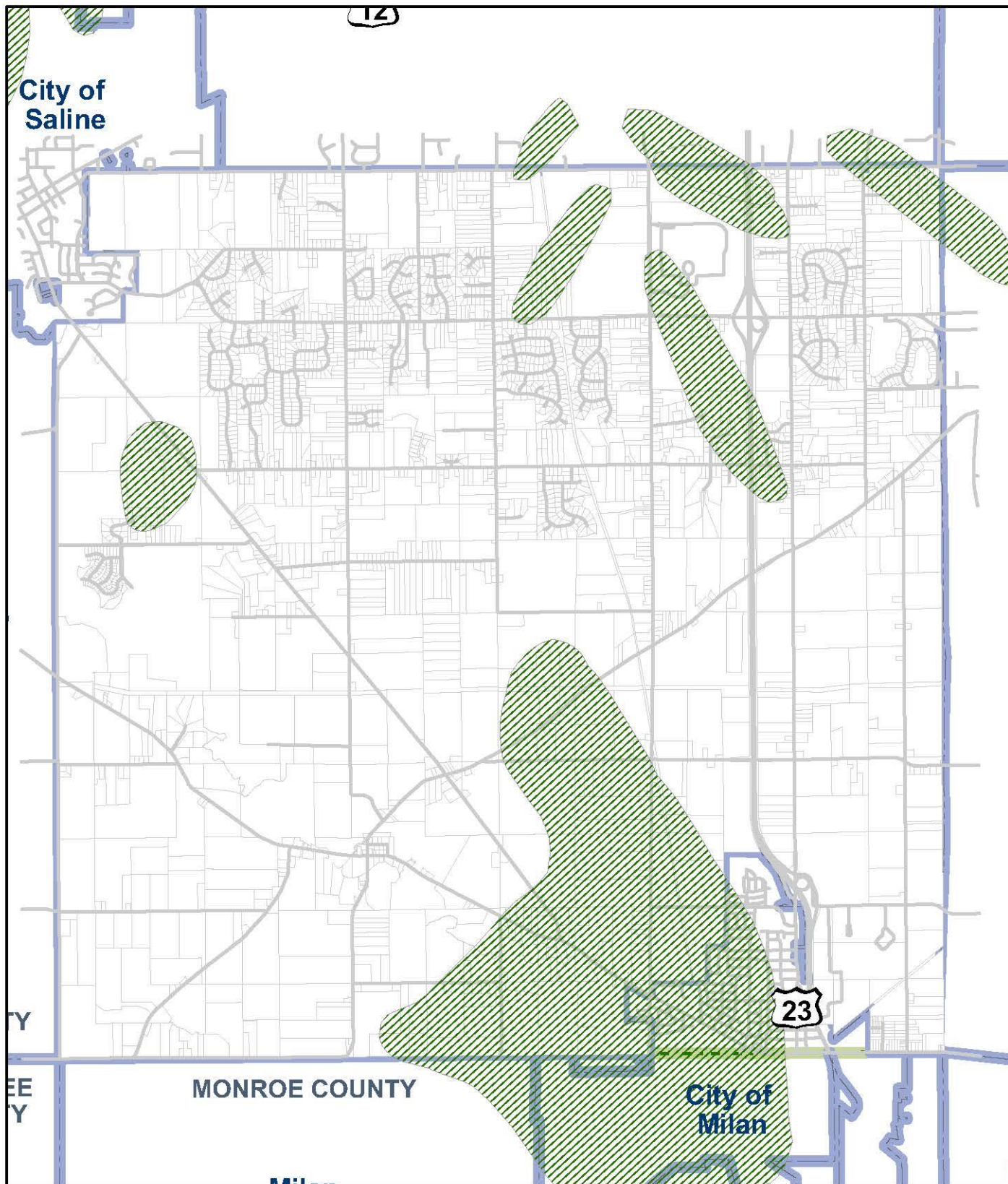
Map 3: Floodplains and Wetlands

York Township, Washtenaw County, Michigan

October 18, 2017

Data Source: Michigan Geographic Framework,
Michigan Center for Geographic Information, Version 12a.



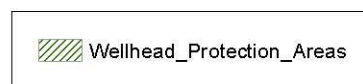
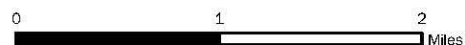


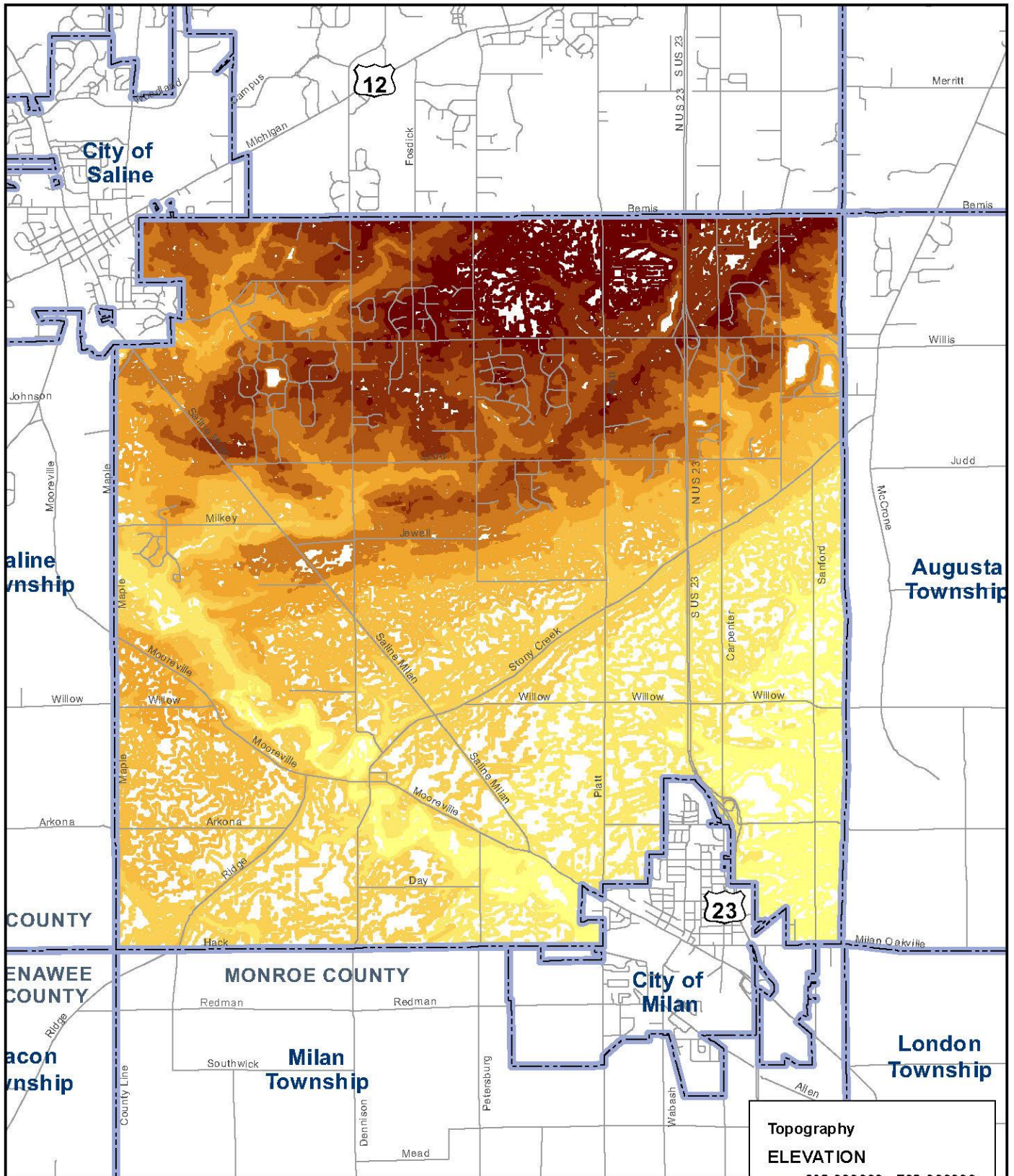
Map 4: Wellhead Protection Areas

York Township, Washtenaw County, Michigan

October 9, 2017

Data Source: Michigan Geographic Framework,
Michigan Center for Geographic Information, Version 12a.





Map 5: Topography

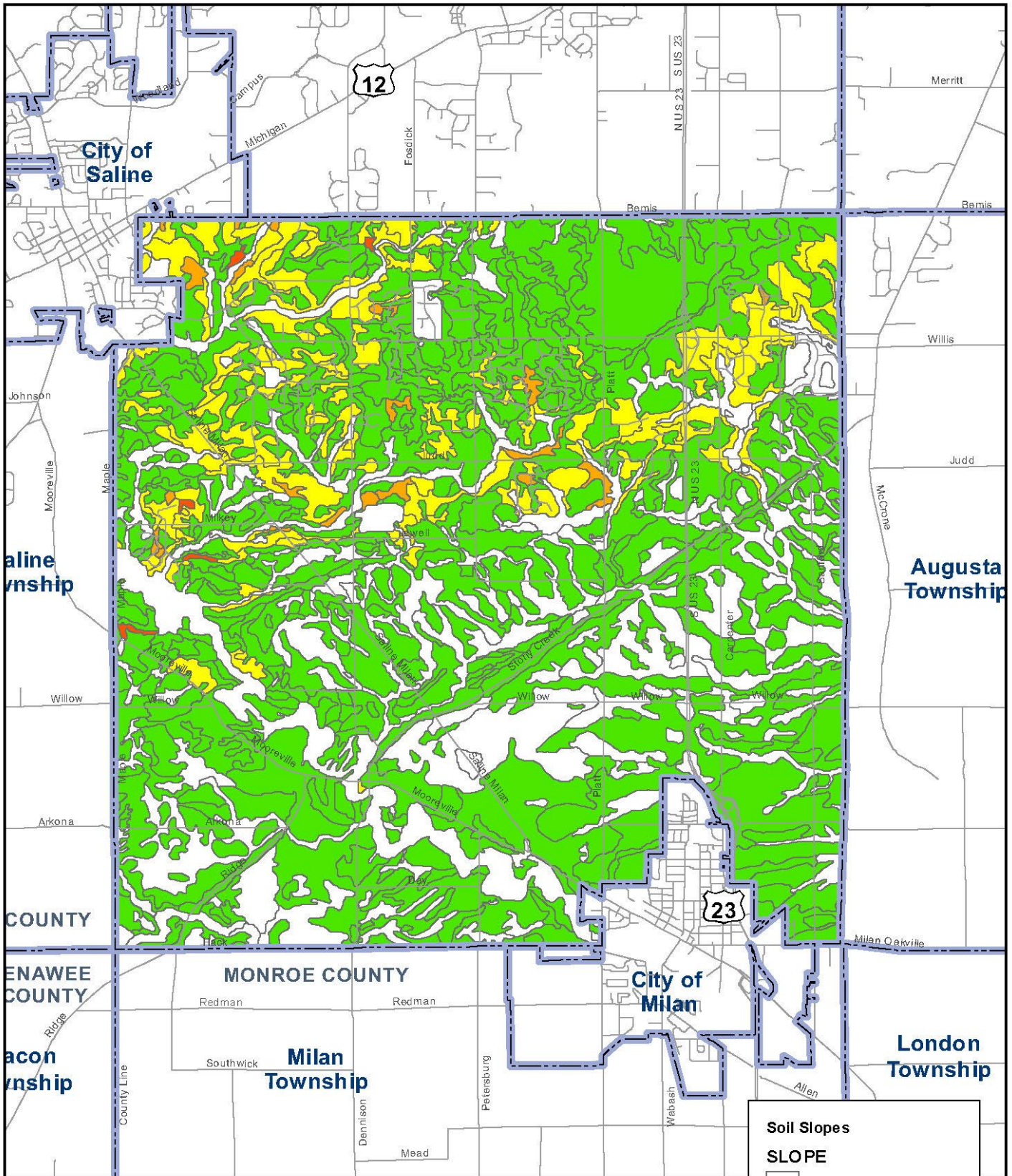
York Township, Washtenaw County, Michigan

October 9, 2017

Data Source: Michigan Geographic Framework,
Michigan Center for Geographic Information, Version 12 a.



Topography	
ELEVATION	
	682.000000 - 702.000000
	702.000001 - 716.000000
	716.000001 - 734.000000
	734.000001 - 752.000000
	752.000001 - 770.000000
	770.000001 - 790.000000
	790.000001 - 808.000000
	808.000001 - 822.000000
	822.000001 - 846.000000

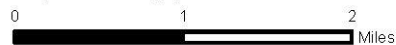


Map 6: Soil Slopes

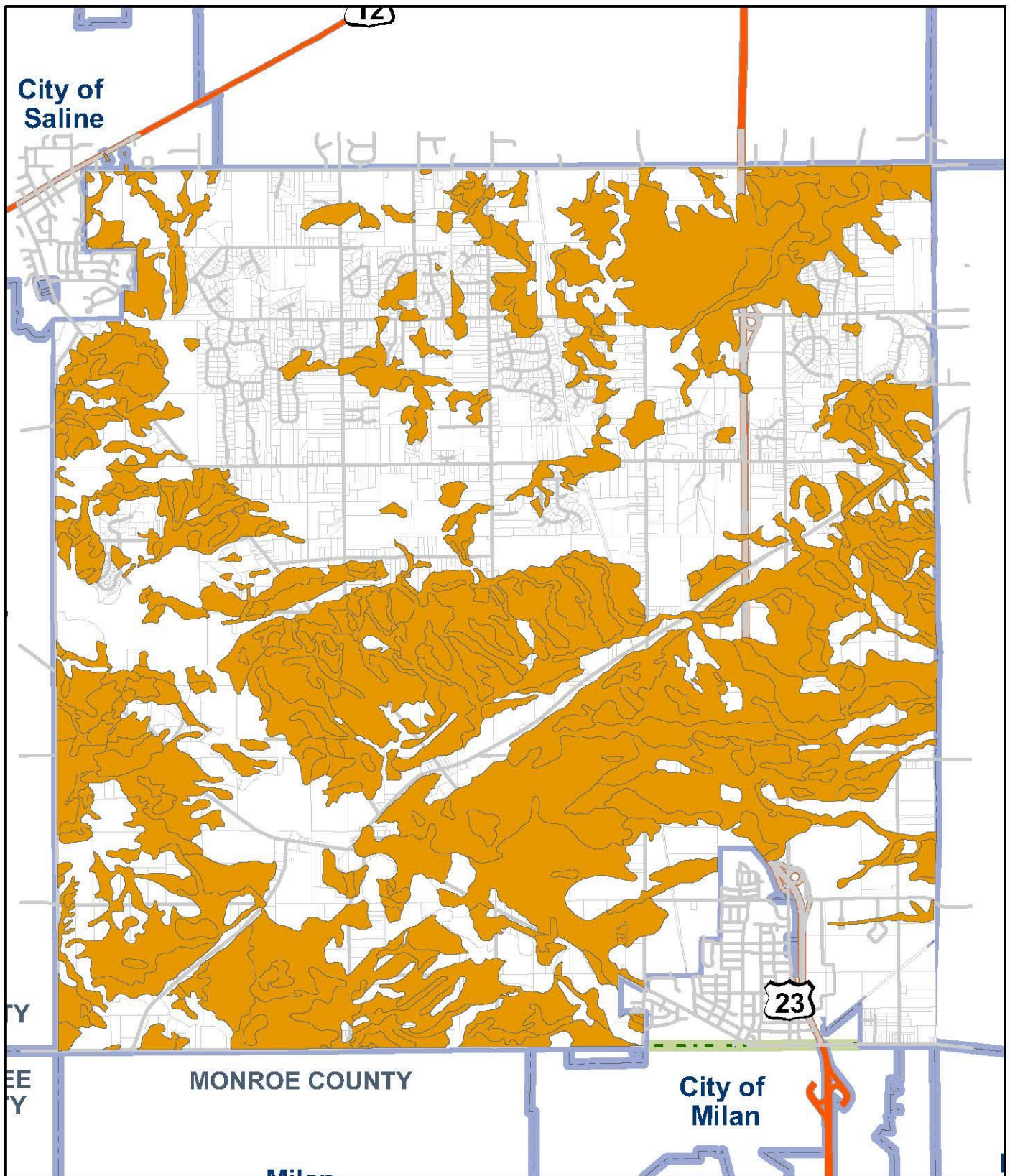
York Township, Washtenaw County, Michigan

October 9, 2017

Data Source: Michigan Geographic Framework,
Michigan Center for Geographic Information, Version 12a.



Soil Slopes	
SLOPE	
	0 to 2 percent slopes
	0 to 4 percent slopes
	0 to 6 percent slopes
	12 to 18 percent slopes
	18 to 25 percent slopes
	18 to 35 percent slopes
	2 to 6 percent slopes
	6 to 12 percent slopes

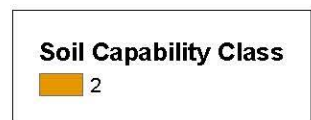


Map 7: Agricultural Soils

York Township, Washtenaw County, Michigan

October 18, 2017

Data Source: Michigan Geographic Framework,
Michigan Center for Geographic Information, Version 12a.



NATURAL RESOURCE CONCLUSIONS

- A. Significant natural features, including woodlands, wetlands, topographic features, and waterways, exist within York Township and contribute to the Township's unique character and wildlife habitat. These features should be protected.

- B. There are large, mature forested areas within York Township that should remain undeveloped. These areas enhance the rural nature of the Township, contribute to a unique environmental character, and provide significant areas for wildlife habitats and timber production.

- C. Limited areas of organic soils are found within the Township. These soils should remain untouched and in their natural state to allow positive interaction with the water table.

NATURAL RESOURCE GOALS, OBJECTIVES, AND POLICIES

GOAL 1: The preservation and management of natural features and creation of new natural features.

Objective 1.1: Surface Water Protection

Protection of the quality of surface water.

- **Policy 1.1.1: Flood Plain**
Development within the 100-year flood plain of existing water courses or in wetlands should be avoided.
- **Policy 1.1.2: Surface Water and Wetlands**
 - a. Surface water, stream corridors, and wetlands shall be preserved in their natural condition.
 - b. Disruption of the hydrology, alignment, topography or vegetation shall be discouraged.
 - c. Discourage mitigation of wetlands.
- **Policy 1.1.3: Storm Water Run-off**
Storm water run-off shall be managed to retain the quantity and quality of water in surface water features.
- **Policy 1.1.4: Private Waste Water Treatment Facilities**
Privately constructed community sanitary sewage treatment systems shall be prohibited except in carefully planned residential communities that possess appropriate safeguards to assure long-term maintenance.
- **Policy 1.1.5: Land Use**
Land use patterns shall be established that limit potential adverse impact on water features, including:
 - a. topographical disturbance, including grading and/or filling;
 - b. bio-chemical pollution;
 - c. thermal pollution;
 - d. stream channel alteration; and
 - e. loss of vegetative buffers.
- **Policy 1.1.6: Erosion**
Erosion shall be controlled during construction and after construction by:
 - a. limiting vegetation stripping and soil removal;

- b. minimizing the duration of exposure of disturbed areas;
- c. requiring the use of temporary vegetation, mulching, or other techniques to protect exposed areas;
- d. requiring establishment of permanent vegetation or other techniques to prevent erosion; and
- e. installation of temporary erosion control barriers.

Objective 1.2: Ground Water Protection

Ensure the quality of ground water through protection of the hydrological qualities of ground water recharge areas.

- **Policy 1.2.1: Ground Water Recharge Areas**

- a. A description of ground water recharge areas and rough delineation of their borders shall be required as part of the site plan review process.
- b. Control site coverage by impervious materials over ground water recharge areas.
- c. Storm water retention facilities shall be required to maintain water supply to ground water recharge areas in quantity and quality to match existing conditions.
- d. Surface vegetation shall be protected where needed to purify or retain storm water run-off.

- **Policy 1.2.2: Land Use**

Land uses that limit the potential for ground water contamination or harmful impact on the operation of the underground water system shall be encouraged. Certain land uses may be permitted on ground water recharge areas, taking into consideration:

- a. on-site septic systems;
- b. percent of site coverage by impervious surfaces;
- c. potential for water contamination from surface use of fertilizers and pesticides;
- d. potential for water contamination from spills of hazardous substances; and
- e. potential for contamination from road de-icing and dust-control materials.

Objective 1.3: Environmental Conservation

Require the establishment and protection of an interconnected system of natural environmental areas, including wetlands, woodlands, and open fields (in either prairie or agricultural use), which provide a diverse, viable habitat for wildlife and rare native plants.

- **Policy 1.3.1: Land Use**

- a. Land uses shall be established that minimize the potential for adverse impact from development in designated environmental conservation areas.
- b. Low density residential land uses may be permitted within environmental conservation zones
- c. Cluster development that protects designated natural features within environmental conservation zones shall be encouraged.
- d. Establishment of easements and deed restrictions to permanently protect designated natural features shall be encouraged.

- **Policy 1.3.2: Wildlife Habitat**

- a. Environmental features, including wetlands, woodlands, hedgerows, prairies, and meadows, that support a viable wildlife habitat within designated environmental conservation areas shall be protected.
- b. Natural links between protected areas within environmental conservation areas shall be retained to facilitate movement of wildlife between areas.
- c. Identification of fragile natural features within environmental conservation zones shall be required as part of the site plan review process for any development within designated conservation zones, including:
 - i. Wetlands
;
 - ii. woodlands;
 - iii. hedgerows;
 - iv. prairies or meadows; and
 - v. other fragile features, such as breeding grounds.

- **Policy 1.3.3: Recreational Uses**

- a. Development of public and private open space and recreational uses shall be coordinated with environmental conservation areas where the requirements for the recreational use are compatible with the requirements for environmental conservation.
- b. Development of pedestrian and bicycle trails shall be coordinated with environmental conservation areas.
- c. Continue to develop the Township wide parks and recreation plan.

Objective 1.4: Woodlands Protection

The protection of woodlands, upland brush, and landmark trees.

- **Policy 1.4.1: Land Use**

The impact of development on woodlands shall be minimized by means of the following methods.

- a. Low density residential development may be permitted in designated woodlands, provided that healthy, landmark trees are preserved.
- b. Clustering of developments shall be encouraged to minimize the impact of development on woodlands.
- c. Permanent protection and expansion of woodlands and areas of upland brush through the establishment of deed restrictions and easements shall be encouraged.

- **Policy 1.4.2: Wildlife Habitat**

The diversity and quality of wildlife habitats and their associated flora and fauna shall be protected, including:

- a. Landmark trees - trees over a specified diameter, based upon species, even when located outside of woodlands;

- b. Woodlands - concentrations of trees; and
 - c. Upland brush - areas of miscellaneous trees and shrubs located at the edge of woodlands and in environmentally sensitive areas.
- **Policy 1.4.3: Woodland Management and Reforestation**
The quality and diversity of native species in Township woodlands shall be protected and enhanced:
 - a. The Township will explore grant funding to improve existing woodlands on Township-owned parklands with new native plantings and removal of invasive species and diseased trees;
 - b. Property owners of private woodland parcels will be encouraged to remove and replace invasive species and diseased trees with disease-resistant species native to Michigan; and
 - c. Developers of parcels with existing woodlands will be required to prepare and implement a woodland management plan, including new native tree plantings and invasive species eradication. Where historical woodlands have been removed prior to submittal of a development proposal, a woodland restoration plan shall be required.

Objective 1.5: Open Space for Conservation and/or Recreational Use

Protection of strategic open space for nature conservation and/or recreational use.

- **Policy 1.5.1: Public Open Space**
Strategic properties should be identified and dedicated for open space or recreational use. Properties may include:
 - a. Parks in urban and rural residential areas;
 - b. Environmentally sensitive sites that are potentially endangered; and
 - c. Sites to buffer land uses.
- **Policy 1.5.2: Private Open Space**
The provision of private open space in new developments shall be encouraged and/or required, with such open space to be a significant feature, especially in planned unit developments.
- **Policy 1.5.3: Recreation Space**
See section 4.12, Public Recreation, and the Parks and Recreation Master Plan, a separate document.

Objective 1.6: Streetscape Creation and Protection

Attractive natural streetscapes along all Township roads and streets.

- **Policy 1.6.1: Existing Vegetation**
 - a. Existing landmark trees and hedgerows located adjacent to roads in the Township shall be protected.
 - b. Landscaping shall be required along all roads in the Township for all new development where applicable.

- c. Streetscapes along special corridors (i.e., roadways with a recognized scenic or historic character) shall be protected and/or enhanced. See Transportation, Part 7, of this Master Plan.
- d. The location of overhead and underground utilities shall be coordinated to minimize their impact on existing vegetation and wetlands. See Public Utilities, Part 8, of this Master Plan.

Objective 1.7: Urban Buffer

A buffer with significant areas of nature conservation and low intensity land uses to separate the Milan and Saline areas from York Township.

- **Policy 1.7.1: US-23 Corridor**

- a. Low density, open space, and agricultural uses shall be retained along US-23 between Willow and Judd Roads.
- b. Areas for development shall be clustered to maintain existing natural features and scenic vistas.
- c. Lands designated for development shall incorporate landscaped corridors adjacent to US-23.

- **Policy 1.7.2: Township Agricultural Lands**

Agriculture will remain the predominant land use in areas so designated as defined in the Agricultural Land Use section of this Master Plan.

Objective 1.8: Protection of Steep Slopes

Development shall work with the land to avoid adverse impacts to the land form.

- **Policy 1.8.1: Slope Protection**

- a. Slopes of 12 percent or greater shall be protected from erosion to maintain slope stability, control the amount and velocity of run-off, and maintain existing positive aesthetic qualities.
- b. Development shall be limited to low densities in areas of steep slopes and other sloping areas where soil conditions create serious erosion potential.
- c. The natural contours, vegetation, and drainage patterns shall be maintained or enhanced when development occurs in areas of steep slopes.
- d. Development on slopes of 18 percent or greater shall be discouraged.

Objective 1.9: Protection of Open Space and Agricultural Lands

Protection of strategic open space and designated agricultural lands from development.

- **Policy 1.9.1: Land Trust**

Public, non-profit land trust with the power to buy property and establish deed restrictions shall be encouraged.

- **Policy 1.9.2: Parks Commissions**

Donation of land to York Township or to public or private land trusts for open space, recreational, or agricultural use shall be encouraged.

- **Policy 1.9.3: Deed Restrictions and Easements**

Donation or sale of deed restrictions, view easements, and development easements

to a public or private entity empowered to hold them (e.g., P.A. 116 Local Open Space and Development Rights Easements) shall be encouraged.

- **Policy 1.9.4: Planned Unit Developments and Cluster Development**
The use of planned unit developments and cluster developments to establish permanent easements for open space use on common lands shall be encouraged or required.
- **Policy 1.9.5: Enabling Legislation**
The Township should work with the State legislature or appropriate agencies to establish enabling legislation for tools to restrict development potential within designated agricultural and environmentally sensitive lands.

Objective 1.10: Implementation Strategy

- **Policy 1.10.1: Require the following information for site plan review for all proposed development:**
 - 100-year flood plain;
 - Lakes, ponds, stream courses, and wetlands;
 - On-site watershed for on-site water features;
 - Slopes over 12% and slopes over 18%;
 - Organic soils;
 - Vegetation in buffer zone fifty (50 feet) adjacent to on-site and off-site surface water features, wetlands, and woodlands;
 - Woodlands;
 - Free-standing landmark trees;
 - Areas of upland brush;
 - Hedgerows;
 - Ground water recharge areas; and
 - Storm water management
- **Policy 1.10.2: Adopt ordinances to protect surface water features, wetlands, and woodlands. Place special emphasis on those features that provide viable wildlife habitat. Ordinances should include provisions for:**
 - Protection of wetlands in their original state;
 - Features that are part of designated nature conservation areas;
 - 50-foot buffers at edges of water features or wetlands;

- Protection of vegetation within buffer zones;
 - Clustering provisions to compensate for the loss of developable land for wetlands less than 5 acres in size;
 - Connections between protected natural features on the same property and those on adjacent properties; and
 - Zoning standards to control density in woodland areas.
- **Policy 1.10.3: Work to identify strategic sites for recreation and environmental conservation. Delineate the sites on an official public facilities map.**
 - **Policy 1.10.4: Work with existing or create non-profit land trusts to encourage donations and/or purchases of lands for open space, new recreational, or agricultural use.**
 - **Policy 1.10.5: Adopt standards for setbacks and landscape buffering along Township roads in appropriate ordinances.**
 - **Policy 1.10.6: Establish review standards for site design in areas of 12 percent or greater slopes.**
 - **Policy 1.10.7: Establish landscaping ordinance requirements in order to maintain the stability of slopes over 12 percent and to prevent erosion.**
 - **Policy 1.10.8: Encourage and review applications for P.A. 116, Local Open Space and Development Rights Easements, and PDR, Purchase of Development Rights Programs.**
 - **Policy 1.10.9: Work with the State legislature or appropriate bodies to establish enabling legislation for tools to remove development potential from agricultural and environmentally sensitive lands.**



6. Future Land Use

Future Land Use Plan for the York Township is intended to provide a guide to day-to-day rezoning decisions and land use problems. The Plan can also serve as a policy statement to residents to how the Township wants certain areas in the community should be developed and preserved.

The Future Land Use Map sets forth recommendations for continued use, new development, and reuse of land in the Township in the future. The Future Land Use Map is a link between what exists and what Township leaders and residents would like see come to fruition.

Together, York Township's adopted Goals and Objectives and the Future Land Use Map provide a guide to inform public and private decision-making for the betterment of the community. The land use designations on the map are generalized; they are not intended to be site specific or to follow specific property lines. The Future Land Use Map forms the basis for the Zoning Ordinance and other legal controls, the Plan and Map are intended to be policy documents and decision-making guides.

AGRICULTURAL FUTURE LAND USE

From Agriculture to a Suburban Culture

The northern portion of York Township continues to change from a primarily rural, agricultural community that existed through the 1960's and 1970's to a predominantly suburban one with numerous residential developments. It was understood in the previous Master Plan that the northern third of the Township was physically different than the north western, central, eastern, and southwestern portions of the Township. This area comprised a landscape of gently rolling vistas and did not possess the physical composition of soils for highly productive agricultural use. Due to these factors, this area has continued to develop with a residential character.

Agricultural Stability

Historically, the Township has consisted of large, stable and cohesive agricultural areas on highly productive soils. The northwestern, central, eastern, and southwestern portions of York Township have continued to remain solid agricultural. It is anticipated that these agricultural activities will continue to take place within these areas of the Township. This is based upon the following findings:

1. The quality of soils within the Township continue to support stable and productive agricultural activities.
2. The agricultural area has remained reasonably stable for agricultural activities with parcel splits taking place in northern portions of the Township.
3. Parcel sizes continue to remain large in the central and southern portions of the Township which tend to indicate the continuation of long term agricultural operations.

Agricultural Conclusions

1. High quality soils for agricultural production are found in the northwest, central, eastern, and southwest, portions of the Township.
2. These lands continue to support a large number of existing agricultural activities.
3. Few non-agricultural land use infringements have taken place within these areas.
4. The parcel size has remained large within these areas of the Township.
5. Numerous non-agricultural land use infringements have taken place within the northern third of the Township. This area has historically not been of prime agricultural classification due to the type of soils and the rolling nature of the landscape. The previous Growth Management Plan has designated this area as residential and has been successful in containing residential uses within this area.
6. The level of assessed valuation for parcels throughout the Township will impact long term agricultural production.
7. A continuation of agricultural crop production will remain viable in the Township; however, a change of the type of agriculture from cropland and/or livestock to more intensive agricultural activities may be seen. Intensive

agriculture, such as truck gardening and nursery operations, can be achieved on smaller parcels, and could withstand, to a greater extent, varying economic conditions.

Through goals and policies contained within this Master Plan, preservation of designated productive agricultural lands within the Township, for long term use, can be achieved. Since agriculture places few demands on Township services it is of economic benefit to the Township and should be encouraged. Non-rural development will continue to be directed to areas of the Township designated for non-agricultural use and away from areas of the Township designated for agricultural and rural use.

AGRICULTURAL GOALS, OBJECTIVES, AND POLICIES

GOAL 1: The preservation of agricultural and open space land use.

Objective 1.1: Agricultural Land Use

It is the goal of this Master Plan to maintain existing agricultural activities in designated areas of the Township and to retain the agricultural use of prime agricultural soils in recognition of the importance of the sustenance and economic benefits provided by the agricultural industry to the residents of York Township.

- **Policy 1.1.1: Lands Designated for Agricultural Preservation**

Within York Township are lands that continue to be suitable for long-term agricultural uses. The principal use characterized within these areas is primary crop and/or livestock production. These lands should not be considered land banks for future rural or urban development or as low-density residential areas.

In 2017, there are approximately 2,876 acres of York Township land under active P.A. 116 Farm Land Preservation agreements, and 489 acres in the Purchase of Development Rights program, permanent conservation easements. The State of Michigan indicates that there are approximately 65 active agreements currently in place.

The lands designated for Primary Agriculture on the Future Land Use Map are selected for the following reasons:

- This area is primarily comprised of prime agricultural soils according to the USDA-NRCS Washtenaw County Soil Survey.
- There are several 80+ acre parcels in this area.
- The area is comprised mostly of active agriculture according to the 2000 Southeast Michigan Council of Governments land use inventory. In 2017, this area has remained largely unchanged and is still actively used for agricultural purposes.
- The area is comprised mostly of agricultural lands according to the Agricultural Lands Map, Figure 4-1 of the Washtenaw County adopted A Comprehensive Plan for Washtenaw County.
- In Sections 6 and 7, there is a preserved farm under the Purchase of Development Rights program (PDR), an agricultural conservation easement.
- Several P.A. 116 contracts exist in the area.

In further recognition of these objectives, this area was selected in a manner:

1. To be non-exclusionary for potential interest by landowners in a PDR or other agricultural preservation option;
2. Where the township demographics indicate the lands contained in the area designated for Primary Agriculture provide the most potential for on-going or new agriculture activities;
3. To recognize that lands contained within the area designated for Primary Agriculture could be subject to pressures for development; and
4. To underscore continuity with adjoining communities which have also designated agriculture preservation goals.

To further protect the area designated for Primary Agriculture, specific Urban Service Districts have been identified within the Master Plan. These areas are designed to provide an urban infrastructure to accommodate urban residential, commercial, office, and research/technology type land uses while not creating hazards for the Township's environment nor creating adverse impacts on existing or proposed residential or agricultural uses nearby. By providing a place for urban land uses, surrounding rural and agricultural land uses will be protected and shielded from impacts.

Related to the Master Plan and Map 8, Future Land Use, designated lands for Primary Agricultural in the Township are located in the A-1 Essential Agriculture Zoning District. The purpose of this district is to preserve, for agricultural activity to the greatest extent possible.

This A-1 district is intended to ensure that land areas within York Township which are well suited for production of food and fiber are retained for such production, unimpeded by the establishment of incompatible uses which would hinder agricultural practices and irretrievably deplete agricultural lands.

The Essential Agricultural District has the following specific purposes and objectives.

- 1) Protect prime farmland from speculative increases in land values.
- 2) Prevent fragmentation of farmlands by division into small parcels.
- 3) Prevent loss of prime farmland.
- 4) Prevent conflicts between agricultural activities and residences.
- 5) Prevent encroachment of urban and suburban services into agricultural areas.
- 6) Minimize cost of providing services to rural areas.
- 7) Encourage long-term investment in improvements needed to maintain and expand agricultural production by creating a stable environment for such production.
- 8) Reduce the amount of land consumed in rural areas for non-agricultural use.
- 9) Prevent intrusion of uses into farm areas, which are incompatible with general farming activities.

- 10) Permit services, which are necessary to support farming activities.

The Essential Agricultural District is intended to be used in those parts of York Township which are designated for permanent agricultural use in the Township's adopted Master Plan.

Residential developments in the form of plats or site condominiums are considered in conflict with the intent and purpose of this district and shall not be approved within this district. All required zoning changes shall be made prior to submittal of any plat or site condominium.

Lands Designated for Primary Agricultural are best suited for intensive agricultural activities.

- **Policy 1.1.2: The principal land use agricultural lands shall be defined as agricultural use.**

Objective 1.2: Residential Land Uses in Agricultural Lands

- **Policy 1.2.1: Efforts shall be made to direct non-agricultural use away from areas of the Township characterized for Primary Agricultural Use.**
- **Policy 1.2.2: Residential land uses, however, may be permitted on agricultural lands with the stipulation that, in order to preserve agricultural activities, residential lots are:**

a. Taken from land unsuited for farming where available.

b. Clustered to allow continued agricultural use of the remainder of the acreage. Clustered housing shall:

- 1) Establish a lot size in accordance with Washtenaw County Environmental Health Department standards while maintaining a minimum density of one acre per dwelling unit for lands designated for agricultural preservation .
- 2) Require that the housing sites be positioned to allow continued agricultural use of the remainder of the acreage.
- 3) Require that a buffer of existing or new natural features be created between housing sites and agricultural acreage so that residential use will not interfere with agricultural activities. Under certain circumstances fencing may also be required.
- 4) Require that a buffer of existing or new natural features be created between housing sites and highways to preserve and enhance the visual character of rural areas.
- 5) Permit only agricultural or open space use of the acreage outside of the residential cluster through zoning, deed restrictions, purchase of development rights, and conservancy standards.
- 6) Provide density incentives for establishment of permanent deed restrictions on agricultural and open space acreage.

RESIDENTIAL FUTURE LAND USE

Rural Residential – General Guidelines

The rural residential area is primarily residential with certain agricultural activities permitted. The area that is designated for rural use comprises approximately 12 square miles. Portions of this area are currently developed as single family residential generally at a density of one acre per dwelling unit. Assuming that this general area will continue to develop at similar densities, the Township can expect approximately 3,150 dwelling units within this area. This would account for a projected population of approximately 7,500 residents within this area when fully developed. The following general guidelines apply to this area.

1. Single family detached dwelling are expected to be the predominant use. Agricultural activities will also be permitted in this area, either as principal uses of undeveloped land or on residential parcels.
2. Rural residential use is considered detached, single-family residential development with a minimum lot area requirement of one acre, typically subdivided and platted or developed through site condominium procedures.
3. In order to emphasize the rural character of this area and to preserved natural features and open space, and in order to permit property owners to utilize the allotted residential density, clustering of dwelling units on smaller parcels will be encouraged when possible. The remaining land in the total parcel would be held in common ownership; it could remain as open space or be used for agricultural purposes. Clustering of rural residences will be permitted in accordance with the following:
 - a. Each residence should be a single-family detached dwelling unit.
 - b. The minimum lot area may be no less than half acre or the minimum necessary to obtain County Health Department approval of a water supply well and drain field or through the provision of common sanitary and water facilities, in private ownership, where an appropriate mechanism to assure long-term maintenance can be provided.
 - c. Each lot for each dwelling unit should have at least one lot line that abuts the commonly owned open space or agricultural land.
 - d. PUD zoning will be utilized.
 - e. Clustered units should generally have the attributes of suburban residential use, as that concept is discussed in this plan.

Provision of public sanitary sewer services in this area would be incompatible with the low density of development and the intended character of the area. Therefore, these services will not be extended outside of the designated, urban service district.

Existing natural features in this area, such as fencerows, wetlands, woodlands, and stream corridors shall be preserved. They are essential components of the rural environment and should not be modified or removed for the purpose of either residential construction or conversion of land to agricultural use. The low density of development and clustering of dwelling units will permit natural features to be saved.

Urban Residential – General Guidelines

The area designated for urban residential use exists just to the east of the City of Milan, in proposed Urban Services District II. It's viability is dependent upon the provision of water and sanitary sewer services to this area.

Table 9: Residential Housing Densities

Housing Type	Density Range	Illustrative Dwelling Unit Types
Rural Residential	up to 1.0 DU/acre	Single-family detached; single-family clustered
Urban Residential	4.0 to 8.0 DU/acre	Single-family attached, mobile home parks; townhouses; quadplex; garden apartments; two-family dwellings; apartments

RESIDENTIAL GOALS, OBJECTIVES, AND POLICIES

GOAL 1: To allow a variety of housing types located within desirable residential settings, to ensure maximum choice of dwelling units and a diverse population within the Township

Objective 1.1: Environmental Conservation

Natural features, including wetlands, groundwater recharge areas, woodlands, streams, hedgerows, slopes, and agricultural lands, shall be protected from adverse developmental impact, and shall be enhanced.

- Policy 1.1.1: Agricultural Land Use**
 Residential development shall be directed away from the Township's agricultural lands. See Agricultural Land Use Section of this Growth Management Plan.
- Policy 1.1.2: Land Capacity**
 Land capacity shall be considered when determining the appropriate density of development. The density shall be established at a level that will neither damage environmental features nor intrude upon agricultural lands. See Natural Features and Agricultural land Use Sections of this Master Plan.
- Policy 1.1.3: Natural Feature Preservation**

1. Dwelling units shall be placed on portions of the site most suited to development in order to preserve natural features. See Natural Features Land Use Section of this Master Plan.
2. Measures that protect the environment during and after development shall be instituted and implemented.

Objective 1.2: Neighborhood and Community Identity

Strong, cohesive neighborhoods that contribute to a positive community identity.

- **Policy 1.2.1: Community Stability**

New residential development shall be compatible in density and character with existing residences and neighborhoods in the immediate area.

- **Policy 1.2.2: Neighborhood Design**

1. Residential development shall be organized around natural features or recreational amenities. Site and architectural design that will create neighborhoods of lasting value and stability shall be encouraged.
2. All residential developments subject to review under the Township's Zoning Ordinance shall be designed with lot and road layouts that:
 - a. Facilitate safe movement of pedestrians and bicyclists within the development, with special attention to safe pedestrian crossings and the safety of children living within the development; and
 - b. Include safe and convenient locations for school buses to stop and pick-up/drop-off children within the neighborhood. Each location shall meet minimum site distance and bus-maneuvering requirements as proscribed or requested by the school district.
3. All residential development that occurs at a density of 1 dwelling unit or more per acre shall be encouraged to be developed under a planned unit development or similar zone, thereby providing its own open space and recreational facilities.

- **Policy 1.2.3: Vehicular Circulation**

1. All suburban and urban residential development shall be required to include permanent provisions for off-street pedestrian circulation and bicycle/non-motorized transportation facilities within the development, and connections to existing or planned sidewalks and/or bicycle pathways along abutting primary roads.
2. See Part 7, Transportation, of this Master Plan.

- **Policy 1.2.4: Pedestrian Circulation**

See Part 7, Transportation, of this Master Plan.

Objective 1.3: Growth Management

Land uses best suited to the land and existing conditions, at a rate of growth that can be financially sustained by the Township Government and related infrastructures.

- **Policy 1.3.1: Density Calculations and Exclusions**

The following shall be excluded from the total acreage used in calculating the density of dwelling units:

- a. Existing rights-of-way and easements;
 - b. Rights-of-way and easements of proposed public and private roadways, and rights-of-way of local and collector streets;
 - c. Flood plains, swamps, and other wetlands, and stream corridors; and
 - d. Lands to be purchased for public use.
- **Policy 1.3.2: Rural Housing**

One category of rural residential use is designated. Definition: Rural housing with a minimum lot area requirement of one acre, typically subdivided and platted or developed through site condominium procedures. Clustering will be encouraged within this area to preserve natural features and open space.

 - a. Establishment of rural housing shall be encouraged in transition zones between agricultural, open space/conservation areas, and areas designated for more intensive residential development.
 - b. Additional development of rural housing may be permitted to complete pockets of existing rural housing to logical boundaries.
 - c. Development of rural housing in designated agricultural land use areas shall be discouraged.
 - a.

- **Policy 1.3.3: Urban Housing**

Definition: Housing at a density of one to four dwelling units per acre in platted subdivisions, planned unit developments, cluster housing, or site condominiums, with paved roads that have surface storm water drainage, and within public sewer and water service areas.

- a. A variety of urban housing types shall be encouraged within the sewer service boundary areas.
- b. A pattern of strong, cohesive single-family neighborhoods and multifamily housing developments should be established.
- c. Development of traditional neighborhoods that include a mix of housing types and densities, and planned unit developments, which may include pedestrian-scaled institutional, office, or commercial uses, and open space. The zoning should:
 - i. Permit clustering that maintains overall site density in order to provide permanent open space for recreational or environmental conservation use;
 - ii. Require comprehensive pedestrian circulation systems;

- iii. Require organization of residential development around focal points such as open spaces or village greens; and
- iv. Require open space buffers from adjacent suburban, rural, or agricultural land uses.
- d. Sewer Service Areas
- e. See Part 8, Public Utilities, of this Master Plan

Objective 1.4: Housing Options

A variety of housing types to meet housing needs for varied population groups.

- **Policy 1.4.1: Affordable Housing**

- a. The inclusion of affordable housing, i.e. housing for an individual or family that costs less than 30 percent of their gross annual income, for a variety of income levels as an integral part of residential neighborhoods shall be encouraged.
- b. A stable and pleasant residential environment should be provided for people of low and moderate incomes.
- c. Excessive concentration of peoples of one socio-economic group should be avoided.
- d. A population and housing mix should be provided that will result in residential neighborhoods that will be stable over a long period of time.

IMPLEMENTATION STRATEGIES

- A. See Natural Features Section of this Master Plan for environmental protection policies and implementation strategies.
- B. Adopt zoning provisions that:
 - 1. Reflect the ability of the land to support residential development without damaging natural features;
 - 2. Reflect the definitions and policies presented in the Residential Land Use Section of this Master Plan;
 - 3. Encourage and/or require the use of planned unit development zoning, where appropriate to the character of the area, to protect natural features and provide neighborhood recreational facilities; and
 - 4. Consider innovative housing designs and zoning techniques such as clustering, single-family attached, zero lot line, and semi-detached housing units, where appropriate to the character of the area, to protect natural features and provide neighborhood recreational facilities.
- C. Encourage cooperation with affordable income housing providers.

COMMERCIAL FUTURE LAND USE

Historically, two types of commercial activities existed within the Township. The first form had been the small hamlet type, generally originating around the needs of early settlers coming into a certain area. Sometimes the focal point for settlement was a waterway or regional access point. In many instances, these early settlements, continued to expand and became regional commercial centers, based upon the importance of their location. Others remained small with few commercial and residential dwellings and were generally surrounded by predominately rural agricultural areas. The Mooreville hamlet area became a focal point for early settlement in York Township. Despite the Hamlet's historical significance, it did not flourish into an urban center. Over the years the hamlet area has remained relatively small and today is characterized as a community of residential dwellings.

The second type of commercial activity that developed within and adjacent to the Township was oriented towards regional transportation networks, primarily along US-12 (the Sauk Fox Indian Trail) to the northwest of York Township and along Carpenter Road running north and south within the eastern portion of the Township. The City of Saline exists on US-12 to the northwest of York Township and the City of Milan has direct access to Carpenter Road whose regional transportation function has been replaced by US-23. Presently, these major commercial centers provide the primary commercial services to York Township residents.

It is presumed that the commercial needs of the residents will principally be met by commercial centers outside of the Township. Additional commercial use will be allowed at or near the Willis Road interchange with US-23. The following concepts will be encouraged with any new commercial development within the Township:

- A. Commercial uses will be confined to designated areas. Strip-style commercial development will not be permitted. Commercial development will have controlled access and parking configurations.
- B. Most commercial development will be in shopping center configurations. However, the planning area will still have individual commercial parcels that have been developed independently of adjacent parcels. These situations will continue, but vehicular and bicycle/pedestrian interconnections will be required in new developments to permit travel between adjacent parcels, where such movement is considered appropriate. Driveways should be combined, and existing extra driveways eliminated, where feasible, to reduce the number of turning movements on access streets.
- C. The largest part of any commercial development, whether individual lots or an urban center, is the parking lot. While adequate parking is essential to the viability of a commercial business and convenience of its customers, large pavement areas have adverse impacts, such as heat and glare, high rates and volumes of surface water runoff, transmission of pollutants from the surface of the parking lot directly to surface waters, and general unsightliness. Parking areas should be reduced to the minimum necessary to serve commercial establishments. Excess spaces should be held in landscape reserves, to be constructed only if experience on the site shows they are needed. Parking spaces in parking lots of larger commercial centers that are intended to be used for employee parking, or overflow parking during the one or two peak business periods of the year, should be reduced in size to reduce pavement area and to increase landscape area. These reductions in the size and number of

spaces should not be used as an opportunity for increasing building area on a site; the purpose of these reductions is strictly to reduce pavement area and to increase landscape area.

- D. Commercial sites shall be landscaped. Parking lots especially shall be landscaped, both along the perimeter and in the interior to reduce the adverse effects of paved areas. Loading areas and the rear parts of commercial sites shall be screened from view from streets and neighboring properties.
- E. Designated commercial areas abut residential areas in certain situations in York Township. In these situations, the commercial areas shall provide landscaped transition zones that will create visual and sound barriers for protection of the adjacent areas.
- F. Local and general commercial developments should be accessible by sidewalk and pedestrian/bicycle paths. The interior of shopping centers and larger commercial sites shall be attractive and convenient for pedestrian movement, both between the parking lots and stores, and between stores, sidewalks along abutting streets, and adjacent properties, where appropriate.
- G. Outside lighting of commercial developments should be designed to create a balance between efficiency and safety for commercial properties and customers on the one hand, and to reduce light pollution in the general neighborhood on the other.
- H. Commercial uses should be located only in established sanitary sewer and water service areas. The effluent from commercial operations should be discharged only into a public wastewater treatment system where proper treatment is certain; it should not be discharged into septic tanks and drain fields where no monitoring or control is possible. No commercial areas are designated outside the Urban Service Districts in the Master Plan.

New neighborhood or local commercial areas, beyond those discussed herein, should not take place within the Township. It is anticipated that existing major commercial centers in adjacent communities will provide the primary commercial services to Township residents. It is not likely that additional commercial development within the Township could challenge the market dominance of existing adjacent commercial developments, nor is it sound regional planning policy to encourage duplication of services which can result in vacant commercial space as well as unnecessary expansion of expensive infrastructure. Any new commercial development, however, will be encouraged to locate in Urban Service Districts. New commercial development on individual lots will be limited to existing lots of record that are located in designated commercial areas either as new development, fill in, or redevelopment of existing sites.

Commercial uses can also be located in mixed use areas that have industrial and office uses, such as business parks. Commercial uses will be considered as secondary to designated permitted uses, both in terms of number of establishments and percentages of total floor area. Therefore, mixed use areas are considered to be more industrial/technology or office in character than commercial. Commercial uses may be allowed in such areas, especially business/technology parks, to serve

employees, customers, and visitors. The Master Plan designates approximately 240 acres of land for additional commercial development by 2020, which results in a total commercial area of slightly more than 260 acres.

COMMERCIAL GOALS, OBJECTIVES, AND POLICIES

Goal 1: Commercial land uses integrated with surrounding land uses to serve the needs of Township residents. To accomplish this goal the following objectives and policies are set forth:

A. Concept

The intent of focusing more intensive development around the US 23/Willis Road and US 23/Carpenter Road interchanges is to permit commercial diversification, while meeting the needs of travelers, once the demand exists for such uses and public sewer is available to accommodate a more intensive use. York Township's policy is to direct this type of growth to these Urban Service District areas where there has been precedent for commercial and research/technology land use to take place. The regional transportation networks will be the central focal point for these areas and serve as an attractor for additional development. Physical limits of potential development can be defined by the transportation system and physical buffers, present within and around these areas.

By planning a logical area in which to concentrate potential intensive, largely non-residential development, York Township seeks to restrict unwanted non-residential development from other areas of the Township in order to preserve the established character of the Township. By permitting more intensive use in a concentrated area, it would also significantly enhance the economic feasibility of providing public sewer and public water service to the area. The land uses proposed will be designed to create an attractive gateway to the Township from US-23.

Existing land uses would be allowed to remain and would be buffered from potential new developments using existing woodlands and other natural features. New development that did not depend on public sewers would be permitted if the use met zoning standards and if County Health Department approval for an on-site septic system was granted. If public sewers were available to the area, all uses would be required to tap in, as provided by law.

Objective 1.1: Interchange Areas

The interchange areas will be integrated with surrounding land uses. These areas are designed to serve the demonstrated needs of Township residents and regional needs that depend on a freeway interchange and require visibility as can be provided from US-23. Land uses within this area will be designed to accommodate urban residential, commercial, office, and research/technology land use while not creating hazards for the Township's environment nor creating adverse impacts on existing or proposed residential or agricultural uses nearby.

A. Proposed Uses – Definitions and Policies in the Interchange Areas

• **Policy 1.1.1: Office**

Definition: Business and professional offices, such as legal, engineering, financial, insurance, accounting, and stenographic services; executive and administrative offices;

medical and dental offices and related laboratories; government offices; non-profit organization offices; and financial institutions but not including drive-up windows.

- a. Office development shall be permitted within these areas and encouraged as a buffer between adjacent residential and agricultural areas.

- **Policy 1.1.2: High Technology/Research**

Definition: Research activities that produce an insignificant amount of heat, noise, glare, offensive odors, and similar environmental disturbances and that do not present a pollution hazard for the Township's environment, including office and prototype manufacturing operations in support of and incidental to the research activity.

- a. High technology research facilities shall be permitted in these areas. They shall be located, designed, and operated in such a way as not to create hazards for the Township's environment nor create adverse impacts on existing or proposed residential or agricultural uses.

- **Policy 1.1.3: Commercial Support Services**

Definition: Support services, including retail, food, and convenience services, to meet the needs of businesses and employees of designated special use areas. Self-sufficiency of uses within the defined special use area shall be encouraged by permitting the provision of commercial support services, including retail, food, and convenience services, within individual employment centers to meet the needs of businesses and employees. These support services shall not be intended or designed to serve the general public. Large uses within employment centers should be largely self-contained, so as to reduce development pressures on the surrounding lands and the roads leading to the centers.

- **Policy 1.1.4: Commercial**

It is understood that limited commercial land uses presently exist within the Township. Those that do exist are oriented toward convenience products (grocery store items, etc.). The Master Plan is based upon the policy that large scale commercial activities are not warranted within the Township.

This is based on the presence of adequate commercial centers in adjoining communities. Any future needs of Township residents for commercial uses should be located within the defined areas. Provisions will also be made to meet limited highway service needs resulting from the US-23 interchanges.

Definition: Individual commercial land uses other than highway service uses are discouraged within this area. Commercial development within the defined areas are considered suitable and should not be expanded outside the designated areas. New commercial activities should be consolidated as may be found in a small shopping center development. This would include commercial uses that are compatible with and mutually supportive of each other in one or more buildings, of a unified architectural character, and managed as one operating unit.

- **Policy 1.1.5: Mixed Uses**

Definition: A combination of compatible office, high technology research, light industrial, and/or commercial support services uses.

The development of mixed-uses within the designated areas may be permitted as a cohesive unit under Planned Unit Development zoning.

- **Policy 1.1.6: Implementation Strategy**

- a. Development within the interchange areas will be according to planned development regulations as required within the York Township Zoning Ordinance. Additional zoning districts may need to be incorporated into the Township's Zoning Ordinance to implement the planned use of this area.
- b. Lands designated within the interchange areas will be dependent upon a coordinated interior road system with controlled access points onto Willis, Carpenter, and Arkona Roads. Future development will only be permitted where the road system is adequate to serve the anticipated traffic.
- c. Development will only be permitted where adverse impact to natural features will be avoided. Natural features located within these areas will be preserved and integrated into the site design.
- d. To the extent that development according to the goal and concept as outlined for the interchange areas eventually may require the availability of a public sanitary sewer system, construction of any future sewer system shall be with developer financing, through user fees, or through a special assessment district, to the maximum feasible extent.
- e. Extensive landscaping and preservation of natural features, found throughout these areas, shall be incorporated into development site plans. This type of buffering would also be used between land uses within these areas and surrounding agricultural or residential land uses. Extensive landscaping will be required along Willis, Carpenter, and Arkona Roads within these areas.
- f. It is understood that the intent of development as outlined is not established to seek uncontrolled development of these areas. It is a response to the possibility that interchanges with US-23 may attract future development due to its location as a focal point for highway access within York Township and the region. If development is proposed within these areas, the strategies outlined within this Section should be incorporated as a way to ensure it is appropriately developed at the same time adequate public services are available.

- **Policy 1.1.7: Highway Access**

- a. Willis Road shall serve as the central road west of US-23 to the vicinity of Platt Road. Additional curb cuts shall not take place along Willis Road. This would severely limit the function of the roadway. Access from interior parcels should be from collector roadways to Willis Road at controlled access points.
- b. Willis Road would serve as the central road east of US-23 and connect with Carpenter Road providing access to the south. Willis and Carpenter Roads

should expand and thereafter maintain a 120-foot right-of-way. Direct access from adjoining parcels should be restricted. Access from interior parcels should be from collector roadways to Willis and Carpenter Roads at controlled access points.

- **Policy 1.1.8: Public Services**

- a. Based upon environmental factors and the density of potential land uses within this area, public sewer service would be necessary concurrent with development at an intensity or density sufficient to require such service.

- **Policy 1.1.9: Other Areas**

Neighborhood commercial development in other areas shall be compatible with surrounding land uses, and landscaped and buffered to minimize visual impact.

- **Policy 1.1.10: Agricultural Commercial**

Definition: Commercial establishments that serve as agricultural outlets, including markets, orchards, nurseries, greenhouses, self-harvest, and agricultural co-ops

In Agricultural Zones Agricultural commercial land uses, such as small-scale roadside stands or small-scale open-air farmers markets, that primarily market products grown in the Township may be permitted in all agricultural zones. Such uses shall not involve extensive trucking activities nor shall they intrude upon adjacent agricultural or rural residential uses.

- **Policy 1.1.11: Nurseries and Landscaping**

Definition: Nurseries shall be defined as the use of land or greenhouses to grow plants intended to be transplanted for use in agriculture, forestry, or landscaping. Nursery operations may include retail and wholesale sales of plant material grown within the Township or imported into the Township, as well as small items incidental to the sale of plant materials.

Definition: Landscaping businesses shall be defined as nursery operations which include operations necessary to install and maintain plant materials off-site, including storage of trucks for transportation of plants, soils, and other landscaping materials; grading equipment; and tree moving equipment. Commercial snow-removal equipment, construction equipment, or road-maintenance equipment is not considered to be a part of nursery and/or landscaping operations.

Definition: Landscaping/Maintenance operations shall be defined as operations which include the use of commercial vehicles and/or equipment not permitted in nursery or landscaping operations. Landscaping/Maintenance operations may include the use and storage of large vehicles and equipment, significant noise levels, and emissions that are incompatible with surrounding land uses.

Nursery operations and landscaping businesses may be permitted in agricultural zones where the business has direct access to paved roads, where the nature of the business will not negatively impact adjacent uses, and provided the business does not pose an environmental hazard.

Landscaping/Maintenance operations may be considered as a special use in agricultural zones where the business has direct access to adequate paved roads, where the nature of the business will not negatively impact surrounding land uses, where equipment and/or materials storage can be adequately screened or housed, and provided the business does not pose an environmental hazard.

Objective 1.2: Integration of Commercial Uses

- **Policy 1.2.1: Special Use Centers**

Definition: Support services, including retail food and convenience services, to meet the needs of businesses and employees of planned office, industrial, and commercial centers.

- a. Self-sufficiency of employment centers shall be encouraged by permitting the provision of commercial support services, including retail food and convenience services, in employment centers to meet the needs of employment center businesses and employees. These support services shall not be intended or designed to serve the general public.

Objective 1.3: Location of Commercial Uses

Commercial land uses located to maximize their benefit to the Township and to minimize potential adverse impacts on the Township and its environment.

- **Policy 1.3.1: Natural Features**

1. Commercial land uses shall be permitted only where adverse impact to natural features will be avoided. See Natural Features Section of this Master Plan.
2. Existing natural features shall be integrated into the site design for commercial land uses.

- **Policy 1.3.2: Roads**

1. Commercial land uses shall be permitted only where the road system is adequate to serve anticipated traffic.

- **Policy 1.3.3: Utilities**

1. Commercial land uses shall be located only where public water and sanitary sewers systems are available.
2. Existing natural features shall be integrated into the site design for commercial land uses.

- **Policy 1.3.4: Adjacent Land Uses**

1. Expansions of commercial land use areas should be allowed only when and if existing or planned commercial developments, including those in adjacent communities, no longer adequately serve the needs of Township residents. Such locations shall be convenient to urban and suburban neighborhoods and/or employment centers.
2. Development of uncoordinated commercial establishments lining Township roads shall be prohibited.

- **Policy 1.3.5: Existing Commercial**

Existing commercial establishments located in areas not designated in this plan for commercial land use may be permitted to continue, but shall not be permitted to expand.

Objective 1.4: Character of Development

Commercial land uses that reflect the character of and are integrated with adjoining residential areas.

- **Policy 1.4.1: Scale and Character**

1. Commercial development shall be organized into compact, unified commercial centers that complement the scale and character of existing development or that promote the desired character for areas where new development is planned.
2. Piecemeal or scattered development shall be avoided and uncoordinated commercial strip development shall be prohibited. Where individual parcels of land are to be developed for commercial uses, coordination with adjacent properties, including common parking and driveways, shall be encouraged in order to reduce the number of access points to public roads.

- **Policy 1.4.2: Circulation and Site Patterns**

1. New commercial development shall be organized in compact, unified centers designed to create a pleasant and safe pedestrian environment.
2. Circulation patterns shall be integrated with the Circulation systems (vehicular, bicycle, and pedestrian) of adjacent properties.

- **Policy 1.4.3: Mixed Land Use**

1. Where appropriate, commercial, office, and residential components should be coordinated within Planned Unit Development zoning so as to create a diverse, pedestrian-oriented environment

- **Policy 1.4.4: Parking**

1. Parking areas for new commercial developments shall meet normal expected parking requirements. Alternative arrangements to meet peak demands shall be encouraged.

2. Parking areas shall be located, designed, and landscaped to minimize the visual impact.

- **Policy 1.4.5: Other Environmental Characteristics**

1. Commercial centers shall be landscaped and screened by landscaping from adjacent residential areas to reduce heat and glare from pavement areas, to partially screen parking areas from view, to control noise, and to increase the attractiveness of such centers. It is the intent of York Township that commercial centers not be wastelands of buildings and pavement. The overall design of each commercial center should be in keeping with the existing and planned future visual character of the surrounding areas.

EMPLOYMENT CENTER FUTURE LAND USES

Employment Centers in the Township contain a variety of future land use designations, including Industrial, Research and Technology, and Public / Quasi-Public.

Locations of employment operations have historically developed according to the following guidelines within the Township:

- A. Within and adjacent to the Center for Forensic Psychiatry between Willis and Bemis Roads and west of US-23. This area historically has employed several hundred people and housed several thousand residents for medical assistance. The center was relocated in 2002 adjacent to Bemis Road.
- B. Along major transportation corridors. The US-23 limited access roadway runs through the Township providing access to adjoining communities and regions. Access from the interchanges at Willis and Carpenter Roads have allowed suitable locations for this type of development. Future employment center development will continue to develop at major access points within the Township that have access to US-23.

Industrial / Research and Technology Uses

Industry will be concentrated in these two areas of the Township; however, the primary industrial area in terms of acreage and future expansion will be between Willis and Bemis Roads, west of US-23. Industrial operations in this corridor will range from single user sites to park type developments. This corridor is designated for industrial use because of the following conditions:

- A. The Willis Road interchange west of US-23.
- B. History of previous development on this site by the State of Michigan.
- C. Large parcels of flat developable land.
- D. Proximity to the Ann Arbor/Ypsilanti urban areas (via US-23).

The second area consists of lands immediately east of US-23 and north of Arkona Road. This area continues to be designated as industrial due to existing lands uses and the close proximity of the US-23/Carpenter Road interchange.

The following guidelines will be followed when industrial development is proposed within the Township:

- A. Industrial uses will be permitted only in the designated industrial areas. Scattered and isolated industrial sites will not be permitted.
- B. Industrial uses will be required to locate in public sanitary sewer service areas so that effluent can be monitored and controlled. Industrial effluent should not be discharged into septic tanks and drain fields. Therefore, no industrial sites will be permitted outside the sanitary sewer service area boundary.
- C. Industrial operations that use large amounts of water in processing will be required to locate in public water districts or will not be permitted. Therefore, uses will be limited to research, and the light, high technology types of industrial operations that do not use large volumes of water in industrial processing.
- D. Park or campus type settings will be encouraged for new industrial areas, with infrastructure and landscaping provided for each development.
- E. Support activities such as commercial and office services will be encouraged in larger industrial/technological developments for convenience of employees, customers, and visitors. These services should be designed into the overall setting of the industrial areas; they should be incidental to the industrial character of the development.

Office Related USES

- A. Office uses will be concentrated primarily south of Willis Road between Carpenter Road and US-23. While most new office development is expected to occur within this corridor, individual office sites might be permitted and encouraged as transition uses between nonresidential and residential sites. In these transition situations office buildings and sites should be designed to present a residential character and to blend in with neighboring residences.
- B. Commercial support services are encouraged in office parks, provided these services are strictly incidental to the office character of the development and are intended for the convenience of employees and customers.

EMPLOYMENT CENTER GOALS, OBJECTIVES, AND POLICIES

Goal 1: Employment centers that are integrated with surrounding land uses to serve the demonstrated needs of Township residents, and that neither create hazards for the Township's environment nor create adverse impacts on existing or proposed residential or agricultural uses. To accomplish this goal the following objectives and policies are set forth:

- A. **Types of Employment Center Uses.**

Objective 1.1: Uses in Employment Centers.

- **Policy 1.1.1: Offices Uses**

Definition: Business and professional offices, such as legal, engineering, financial, insurance, accounting, and stenographic services; executive and administrative offices;

medical and dental offices and related laboratories; government offices; non-profit organization offices; and financial institutions but not including drive-up windows.

- a. Office development shall be permitted in areas designated for use as employment centers. Within employment centers, office development shall be encouraged as a buffer between adjacent residential and agricultural areas and other employment center uses. Such uses shall not create hazards for the Township's environment or adverse impacts on existing or proposed residential or agricultural uses.

- **Policy 1.1.2: High Technology Research**

Definition: Research activities that produce an insignificant amount of heat, noise, glare, offensive odors, and similar environmental disturbances and that do not present a pollution hazard for the Township's environment, including office and prototype manufacturing operations in support of and incidental to the research activity.

- a. High technology research facilities shall be permitted in areas designated for use as employment centers. Such uses shall not create hazards for the Township's environment or adverse impacts on existing or proposed residential or agricultural uses.

- **Policy 1.1.3: Light Industrial**

Definition: Light manufacturing and non-manufacturing industrial operations that:

1. Emit a minimum of noise, vibration, smoke, dust, dirt, gasses, offensive odors, glare, radiation and other pollutants.
 2. Do not involve storage or handling of explosive or highly flammable gasses or liquids.
 3. Do not store materials, supplies, products, equipment, or refuse outdoors.
- a. The Location of light industrial uses within the Township is permitted with the Light Industrial District. Such uses shall not create hazards for the Township's environment or adverse impacts on existing or proposed residential or agricultural uses.

- **Policy 1.1.4: Moderate and Heavy Industrial**

Definition: Manufacturing and non-manufacturing industrial activities that may:

1. Emit (within prescribed limits) noise, vibration, smoke, dust, dirt, gasses, offensive odors, glare, or radiation.
2. Involve storage or handling of explosive or highly flammable gasses or liquids.
3. Store materials, supplies, products, equipment, and refuse outdoors.

- a. The location of moderate or heavy industrial uses within the Township is discouraged and may be permitted only in Heavy Industrial districts. Such uses shall not create hazards for the Township's environment or adverse impacts on existing or proposed residential or agricultural uses

- **Policy 1.1.5: Commercial Support Services**

Definition: Support services, including retail food and convenience services, to meet the needs of businesses and employees of employment centers.

- a. Self-sufficiency of employment centers shall be encouraged by permitting the provision of commercial support services, including retail food and convenience services, within employment centers to meet the needs of employment center businesses and employees. These support services shall not be intended or designed to serve the general public. Employment centers should be largely self-contained so as to reduce development pressures on the surrounding lands and the roads leading to the centers. Such uses shall not create hazards for the Township's environment or adverse impacts on existing or proposed residential or agricultural uses.

- **Policy 1.1.6: Mixed Use**

Definition: A combination of compatible office, high technology research, light industrial, and/or commercial support service uses.

- a. The development of mixed-use employment centers may be permitted within employment centers planned to function as cohesive units under Research Park District (RPD) or Planned Unit Development zoning. Such uses shall not create hazards for the Township's environment or adverse impacts on existing or proposed residential or agricultural uses.

- **Policy 1.1.7: Research Park District (RPD)**

Definition: The RPD area is defined for the purpose of this Master Plan as:

1. Lands north of Willis road and south of Bemis Road, west of US-23 and east of the railroad track.
2. Lands east of Carpenter Road, south of Willow Road and north of Arkona Road.
 - a. The RPD area is intended to develop as a regional center with subcenters of complementary activities surrounding the central core.
 - b. Natural resources within this area should be preserved as open space as well as serve as buffers to adjoining properties and between uses within this area.
 - c. An internal collector transportation network has been developed, north of Willis Road, south of Bemis Road, and centering on Platt Road to access interior portions of the RPD area. These roadways connect with controlled access points. Also, internal collector road improvements would be necessary with access points onto Carpenter and Arkona Roads in Section 25.

B. Location of Employment Centers

Objective 1.2: Location of Employment Centers

Employment centers located to maximize their benefit to the Township and to minimize potential adverse impacts on the Township and its environment.

- **Policy 1.2.1: Natural Features**

1. Employment centers shall be permitted only where adverse impact to natural features will be avoided.
2. Natural features located on employment center sites shall be preserved and shall be integrated into the site design.

- **Policy 1.2.2: Utilities and Infrastructure**

1. Employment centers shall be permitted only where the road system is adequate to serve the anticipated traffic.
2. Employment centers shall be located only where public sanitary sewer and water systems are available.
3. It is the desire and intent of the Township to prevent urban or suburban sprawl.
Employment centers shall not, therefore, be located in areas of the Township where the existing or planned infrastructure is insufficient to support such centers.

- **Policy 1.2.3: Adjacent Land Use**

1. Employment centers shall be located only in areas of the Township where adverse impacts on existing or proposed residential or agricultural areas will be avoided.

- **Policy 1.2.4: Existing Industrial**

1. Existing industrial properties not located within designated employment centers may be permitted to continue but shall not be permitted to become nuclei for future industrial or other development. In areas where significant residential growth has occurred, and where infrastructure may have been anticipated but has not occurred and is not likely to occur, the appropriateness of existing industrial properties should be periodically reevaluated.

C. Character of Development

Objective 1.3: Character of Employment Centers

Employment centers in campus-type settings that are compatible with adjoining residential areas.

- **Policy 1.3.1: Site Design**

1. Employment centers shall be located within planned centers in campus-type settings that include large open spaces, extensive landscaping, and preserved natural features. A minimum parcel of 300-400 contiguous acres is generally necessary to achieve this objective.

- **Policy 1.3.2: Buffers**

1. Landscaping and/or natural feature buffers shall be provided between employment centers and adjacent agricultural or residential land uses and streetscapes.

- **Policy 1.3.3: Circulation Patterns**

1. Pedestrian and bicycle systems shall be provided and shall be integrated with the circulation systems (vehicular, bicycle, and pedestrian) of adjacent properties.

Policy 1.3.4: Other Environmental Characteristics

1. Negative impacts of employment centers, including noise, air pollution, glare from night-lights, and the visual impact of large parking lots, shall be minimized.

EMPLOYMENT CENTER IMPLEMENTATION STRATEGIES

- A. Designate areas for future development as employment centers on Map 8, Future Land Use, only where the roads are adequate to serve the development and where public sanitary sewer and water systems are available to the property.
- B. Rezoning for planned employment centers may take place only when public sanitary sewer and water systems are available or in conjunction with such development to property within areas designated for future development as employment centers, and only in response to a showing of a regional need.
- C. Continue to monitor the Zoning Ordinance and site review process to achieve the character of development described above.
- D. Work with landowners and developers to communicate Township standards and expectations early in the development process.

YPSILANTI STATE FACILITY

The former Ypsilanti State Psychiatric Hospital on Platt Road between Bemis Road and Willis Road has been successfully demolished and a portion of the 700 plus acre site has been redeveloped with the new Toyota Technical Center. The new engineering design and crash test facility includes two buildings and over 530,000 square-feet of new floor area, with substantial undeveloped land for future expansion. To replace the former state hospital, a new, smaller state facility, the Center for Forensic Psychiatry, has been constructed on the south side of Bemis Road across from the Huron Valley State Prison in Pittsfield Township.

Peripheral impacts to adjoining properties have been anticipated and contained within the Urban Service District through use of extensive screening and buffering on the Toyota Technical Center parcel. Necessary roadway improvements to expand the capacity of Willis Road and

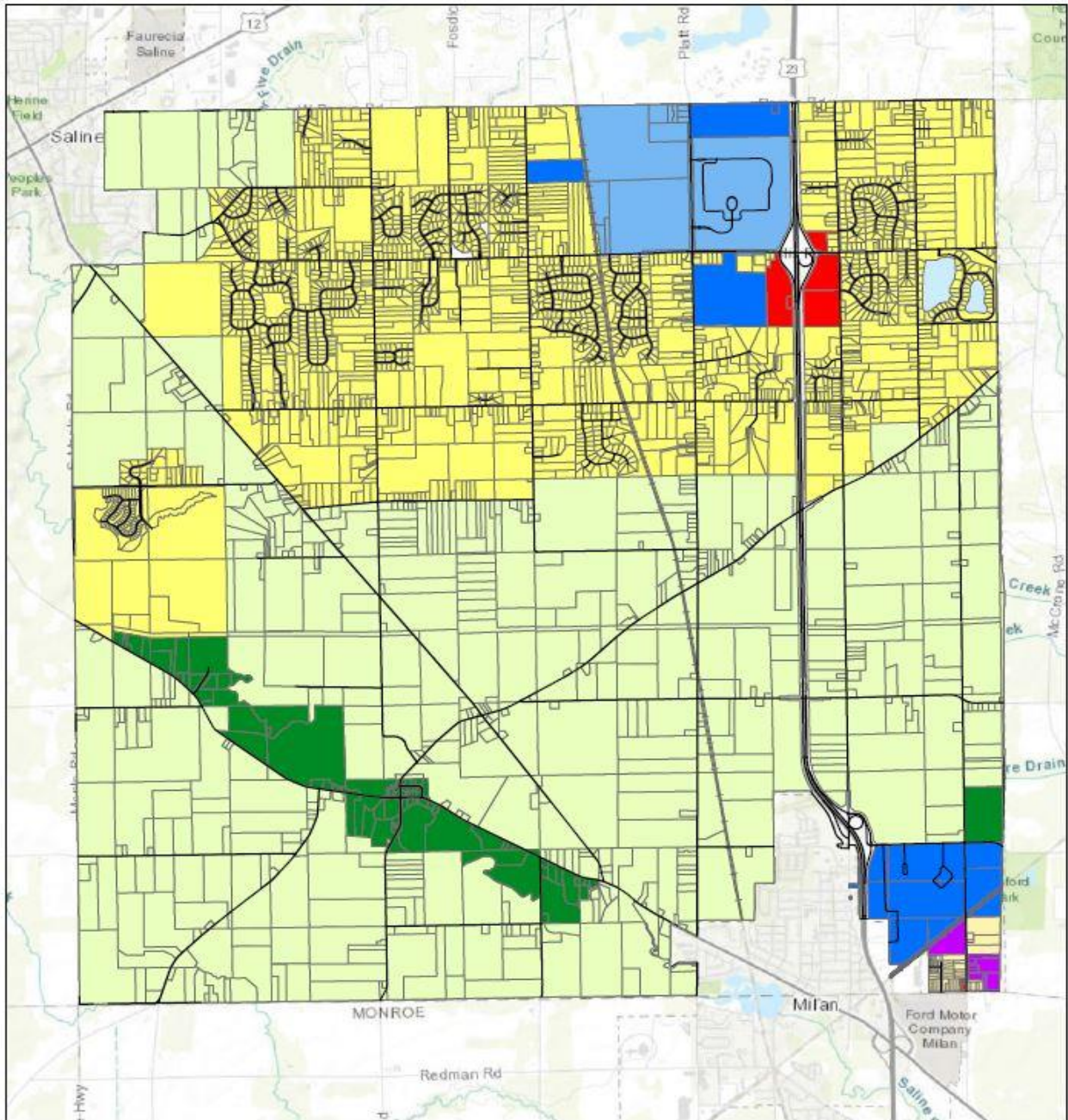
Platt Road have been completed. Intersection improvements have been completed for the Carpenter Road/ Willis Road intersection.

The land use effects of the Toyota Technical Center on the immediate vicinity will be a major policy issue for the Township in coming years. An expanding workforce may increase pressure for new housing, and new commercial and service businesses in the vicinity. When the Michigan economy improves, the Toyota facility may also increase interest from related businesses and suppliers to locate facilities within or adjacent to the Technical Center. This may increase pressure on the Township to expand Urban Service District I (see Map 10, Urban Service Districts), or extend public utilities outside of the existing district boundaries. A strong and persistent planning and regulatory effort will be necessary to preserve the structure and balance of the Township's Urban Service Districts and related land use policies.

FEDERAL AND STATE PRISONS (PUBLIC / QUASI-PUBLIC)

York Township contains a Federal prison and State of Michigan Center for Forensic Psychiatry with additional State prison facilities to the north within Pittsfield Township. The location and impact of these institutions has been analyzed in the planning process and are a part of the Master Plan. Even though the Master Plan recognizes the existence of these facilities and their impacts, the Plan does not support continued expansion of these land uses or construction of additional facilities or related land uses.

MAP 8 | Future Land Use



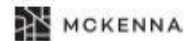
Future Land Use York Township, Washtenaw County, Michigan

Legend

- | | | |
|--------------------|----------------------|------------|
| Community Boundary | Primary Agricultural | Commercial |
| Urban Residential | Industrial | Roads |
| Rural Residential | Public/Quasi Public | Railroad |
| Natural Resource | Research Technology | |



Source: McKenna 2018.
Aerial source: ESRI, Accessed 2018
Roads, County Drain, and Parcels York Township 2017
Municipal Boundaries source: Genecog, Accessed 2018





7. Transportation

An integral part of the Master Plan is the Township's internal transportation network. The degree to which land uses interact effectively is dependent upon this concept. The primary objective is to develop a roadway network, which provides safe, convenient and efficient vehicular circulation.

The implementation of a functional transportation network depends upon close cooperation between private developers, Township, County and State officials, and strict adherence to sound planning principles and standards. Realignments, improvements, and new roadways must be of adequate right-of-way. Right-of-way easements must be obtained as soon as possible before new development makes them too costly or impossible. Of primary importance in this Master Plan are streets designated as collectors, which by definition have limited direct access and minimal curb cuts, and are necessary to:

- A. Allow for greater traffic safety by reducing start and stop traffic on roads which are designed to have unobstructed flow.
- B. Increase speed and efficiency of arterials.

- C. Discourage the use of residential streets by through traffic, thereby increasing pedestrian safety. Bemis and Willis Roads comprise York Township's principal east-west roadways. Principal north-south roads consist of Carpenter, Platt, Warner, and Moon Roads. Due to the transverse nature of Saline-Milan, and Stony Creek/Ridge Roads as they pass through the Township, both north south and east west traffic can be accommodated. The US-23 freeway contributes significantly to the Township's transportation network. These roads will continue to be the principal roads continuing to gain increased importance.

TRANSPORTATION GUIDELINES

- A. All new streets in the designated Urban Service Districts must be paved. Existing unpaved streets in the Township should be paved as development occurs in areas other than agriculture, to provide safe and convenient access to adjoining properties.
- B. Streets located in areas subject to sanitary sewer service should be constructed to urban standards, based on Washtenaw County Road Commission requirements for urban streets, including curbs and gutters. Exceptions may be considered for the paving of existing gravel roads for interim periods, in order to facilitate paving of these roads at the earliest possible time. They should eventually be upgraded to urban street standards as well. New streets in the designated suburban and rural parts of the Township may have rural road section streets, based on County Road Commission standards, which include ditches instead of curbs and gutters.
- C. Plans for new development should provide for extension of streets to connect with existing or future streets at common boundaries where such extension is determined to be necessary for continuity in the public street system or to provide vehicular access to interior lands. Interconnection of streets is intended to be a means of creating physical integration of all parts of the community.
- D. Gates will not be permitted on any residential street in York Township.
- E. New streets shall be designed and constructed to Washtenaw County Road Commission standards and, preferably, dedicated or otherwise conveyed to the Washtenaw County Road Commission. Where the Road Commission will not accept responsibility for new streets, private roads should be conveyed in such a fashion as to ensure long-term maintenance and community interconnectedness.
- F. Through traffic should be routed around rather than through neighborhoods and other use areas. Local and through traffic should be separated to the greatest extent possible by the design of the street system. In existing residential areas with grid street patterns, the street system should be revised where possible to discourage arterial traffic from cutting through neighborhoods. Nonetheless, the interconnectedness of adjacent neighborhoods is an important goal.
- G. Each new development will be required to provide its share of street improvements.
- H. The number of driveway openings on arterial streets should be minimized in order to reduce the need for additional lanes and to improve traffic safety. The number of driveway openings on collector streets shall also be limited in certain areas where

necessary to obtain the same objectives. However, in residential areas on certain sections of collector streets, frontage of residential lots is not considered incompatible with the traffic carrying function of those streets.

- I. The design and character of streets should be consistent with and subservient to the desired character of York Township. The freeway, by its nature, creates barriers between different parts of the community. The right-of-way, number of lanes and pavement width of other streets should not be so large or dominant as to create barriers between areas on opposite sides of these streets. The maximum rights-of-way width should be 150 feet and five lanes with 64 feet of pavement.

TRANSPORTATION GOALS, OBJECTIVES, AND POLICIES

Goal 1: A safe, efficient transportation system that facilitates movement within the Township while minimizing adverse impacts of traffic, especially of regional traffic, flowing through the Township.

Objective 1.1: Hierarchy of Roads

A hierarchy of roadways to provide convenient vehicular circulation, to minimize congestion and to minimize traffic on gravel roads.

- **Policy 1.1.1: Roadway Design**

1. Roadways shall be designed and constructed according to the following functional classification system:
 - a. Definition: Primary roadways carry the highest traffic volumes in the Township and serve both regional and local traffic. Primary roadways connect local roadways with the interstate system and major roadways in adjoining communities. Some primary roadways also serve as special corridors. (See Special Corridors in this section.)
 - b. The following design standards are established for primary roadways:
 - i. 120- to 150-foot right-of-way (R.O.W.), with exceptions as noted below;
 - ii. 2 paved lanes minimum; and
 - iii. use of driveways and access roads, where feasible, to minimize access points to primary roadways
 - c. Primary roadways are designated as follows:
 - i. East/West:
 1. Bemis Road.
 2. Willis Road.
 - ii. North/South:
 1. Carpenter Road.
 2. Platt Road.

3. Moon Road
- iii. Transverse
 1. Stony Creek/Dennison Road.
 2. Saline-Milan Road.
 3. Ridge Road.

- **Policy 1.1.2: Collector Roadway Design**

Definition: Collector roadways primarily serve local traffic and distribute traffic from local roadways to primary roadways. Some collector roadways also serve as special corridors. (See Special Corridors in this section.)

- a. The following design standards are established for collector roadways:
 - i. 66- to 120-foot R.O.W.;
 - ii. 2 paved lanes minimum; and
 - iii. Minimal access to individual lots.
- b. The following streets are designated as collector roadways in York Township:
 - i. Arkona Road between Platt running easterly to the eastern border of the Township.
 - ii. Mooreville Road.
 - iii. Milkey Road.
 - iv. Willow Road between Platt and Sanford.
 - v. Judd Road.
 - vi. Sanford Road.

- **Policy 1.1.3: Local Roadway Design**

Definition: The primary function of local roadways is to provide access to abutting properties. Local roadways are intended to primarily serve local traffic, rather than regional or through traffic. However, some local roadways also serve as, and should be treated as, special corridors. (See Special Corridors in this section.)

- a. The following standards are established for local roadways:
 - i. 66-foot R.O.W.
 - ii. 2 lanes paved in new urban developments.
 - iii. 2 lanes gravel in rural areas; and
- b. The following roadways are designated as local:

- i. East/West
 - 1. Jewel Road.
 - 2. Begole Road.
 - 3. Day Road.
- ii. North/South
 - 1. Petersburg Road.
 - 2. Warner Road.
 - 3. Crane Road
 - 4. Maple Road

c. A system of slow-moving, low-traffic roads should be retained to permit movement of farm equipment between non-contiguous farm parcels.

- **Policy 1.1.4: Special Corridors**

Definition: Special corridors are roadways that have a recognized scenic or historic character that will be protected, and other roadways, such as Township entrances, that require special treatment.

- a. The character of special corridors shall be protected during maintenance. Special corridors shall not be improved, unless necessary and any such improvements shall not alter the character of the special corridor.
- b. The natural landscape shall be preserved along Natural Beauty Roads that may be designated by the Washtenaw County Road Commission (WCRC). Preservation of the natural landscape shall also be encouraged along roadways characterized by significant natural resources or vistas. These roadways shall be designated as scenic roads. Natural beauty and/or scenic roads in York Township include:
 - i. Maple Road
 - ii. Milkey Road
 - iii. Warner Road north of Willis Road.
 - iv. Fosdick Road north of Willis Road.
 - v. Crane Road north of Willis Road.
 - vi. Bishop Road.
 - vii. Judd Road.
- d. Landscaping is required inside and outside of the right-of-way to retain a scenic quality along Special Landscape Corridors. These roadways may be subject to increased development in the future and/or are considered entranceways into

and through the Township where scattered development has taken place. Special Landscape Corridors in York Charter Township include:

- i. Arkona Road.
 - ii. Saline-Milan Road.
 - iii. Willis Road.
- e. Historic sites and structures should be protected from adverse impact from tragic and road improvements.
- f. The character of the major entrances to the Township shall be protected and enhanced. Entrances of particular concern are:
- i. Arkona Road.
 - ii. Willis Road.
 - iii. The interchanges of Willis and Carpenter Roads with US-23.

Objective 1.2: Improvement to Existing Road System

Safe and convenient vehicular circulation with minimal negative impacts on existing land uses.

- **Policy 1.2.1: Improvements**

Improvement of Willis Road interchange with US-23.

- **Policy 1.2.2: Controlled Design**

Controlled access design of entrance points from Willis and Platt Road into the Toyota Technical Center property.

- **Policy 1.2.3: Carpenter Interchange Improvement**

Improvement of Carpenter Road interchange with US-23.

- **Policy 1.2.4: Increased Access Points**

Limit additional single access points along Carpenter and Platt Roads. Access should be coordinated to serve more than one parcel or land use.

Objective 1.3: Road Systems for New Development

- **Policy 1.3.1: Impact on Existing Road System**

- a. Because of the limited availability of State and Federal funding for road improvements, the Township is unable to ensure that proposed new development will have adequate and convenient vehicular access. Budgetary limitations should be taken into consideration during the planning process, and new developments should be appropriately scaled to road conditions.
- b. New developments shall be required to provide legally permissible street improvements if necessary, to ensure safe and convenient traffic flow.

- **Policy 1.3.2: Access**
 - a. The number of curb cuts to primary streets shall be minimized.
 - b. Frontage roads shall be required, where feasible, to reduce the number of curb cuts.
 - c. Access patterns should be designed to encourage placement of buildings to face primary and collector streets.
- **Policy 1.3.3: Residential Road Systems**
 - a. Plans for new development shall provide for extension of roadways into new development areas where such extension is determined by the Township to be necessary for the continuity of the public street system or to provide adequate vehicular access to interior lands.
 - b. Residential areas shall be interconnected by streets accessible to the general public to the extent practical. Residential developments that are intended to be isolated from the rest of the community by a system of private streets and absence of street connections with adjacent parcels will be discouraged.
 - c. Residential areas should be interconnected with local commercial areas in planned developments unless such connection disrupts the pedestrian environment or encourages through traffic in the residential area.
 - d. Access to new development shall be from existing paved roads wherever feasible.
 - e. Safe and convenient location(s) shall be provided for school buses to stop and pick-up/drop-off children within the neighborhoods. Each location shall meet minimum site.
- **Policy 1.3.4: Through Traffic**
 - a. Through traffic will be routed around and not through agricultural land use areas. Through and local traffic should be separated by the design of the street system.
- **Policy 1.3.5: Private Roads**
 - a. Private roadways are not favored, though the Township recognizes that this is ultimately within the control of the Washtenaw County Road Commission.
- **Policy 1.3.6: Road Standards**
 - a. Roadways in new urban and suburban developments shall meet appropriate Washtenaw County Road Commission standard specifications.
- **Policy 1.3.7: Financing Road Improvements**
 - a. Roads with new developments shall be funded through development financing with subsequent dedication to the public.

- b. Road improvements needed to serve more than one property shall be funded through developer financing or through special assessment districts for all adjacent properties that substantially benefit from the road improvements. Provisions shall be included in such special assessment districts to exclude single-family dwellings and to exclude farmlands that are retained in farming for a predetermined period of time after the improvements are made, or to minimize the costs to such single-family dwellings and farmlands to the extent allowed by law.

Objective 1.4: Pedestrian and Bicycle Circulation

Bicycle and pedestrian circulation systems to connect adjacent residential areas, residential areas with local commercial areas, residential areas with recreation facilities, and employment centers with supporting commercial areas.

- **Policy 1.4.1: Urban Developments**

1. Sidewalks shall be required as an integral component of the circulation system in Urban Service Districts and residential development. They should:
 - a. Be provided along all urban streets.
 - b. Be separated from streets by landscaping or other amenities to provide for safety and pedestrian comfort.
 - c. Be barrier-free; and
 - d. Be coordinated with a bicycle system where feasible.

- **Policy 1.4.2: Suburban and Rural Development**

1. A cohesive pedestrian and bicycle circulation system shall be required within all developments.

- **Policy 1.4.3: Pedestrian and Bicycle Circulation Systems**

1. The development of a safe, comprehensive pedestrian and bicycle circulation system to link areas of the Township with each other and with pedestrian and bicycle systems in adjacent communities shall be investigated. Bicycle and pedestrian trails shall be constructed, where feasible, to connect parks and open space areas.
2. The Township may work with residents and Washtenaw County to facilitate the development of local bike routes and regional non-motorized routes, as identified on the Transportation Strategy Map.

- **Policy 1.4.4: Financing Pedestrian and Bicycle Circulation Systems**

1. Pedestrian and bicycle circulation systems shall be constructed with developer financing, user fees, or special assessment districts and shall not be constructed with ad valorem taxes.
2. Maintenance of pedestrian and bicycle circulations systems shall be the responsibility of homeowner associations when within or adjacent to residential

developments and by business associations when within or adjacent to commercial or industrial developments. Development agreements between the developer and the Township shall be utilized.

Objective 1.5: Public Transportation

Public transportation options to commercial centers and employment centers from urban residential areas.

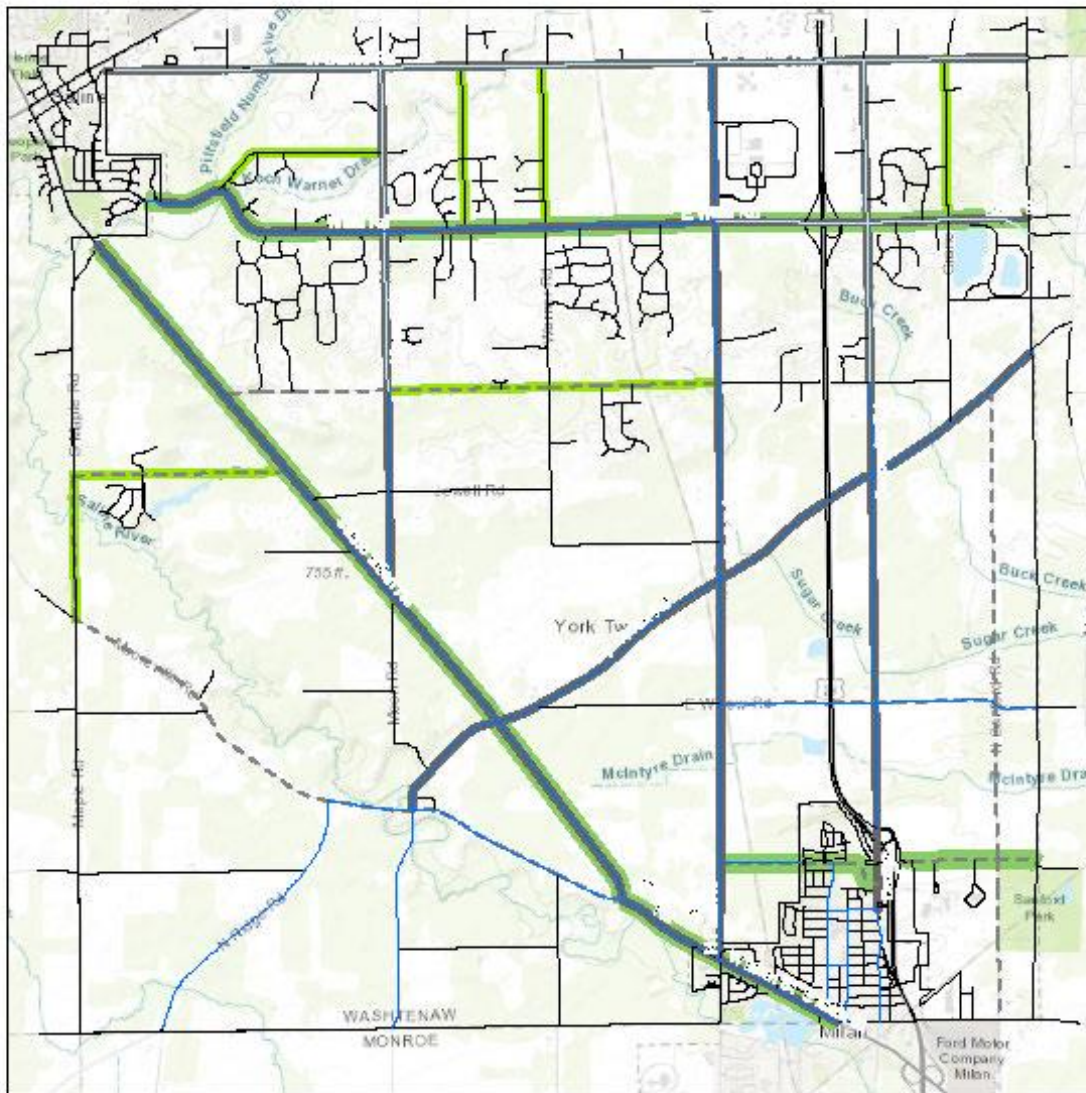
- **Policy 1.5.1: Bus Access**

1. The circulation systems in urban developments should be designed to accommodate public bus transit as follows:
 - a. To provide locations for bus stop sites along primary streets, at employment centers, and at commercial centers.
 - b. To provide locations for bus stop sites along primary streets, at employment centers, and at commercial centers.
 - c. To separate bus stops from traffic flow with sufficient space to provide a safe, sheltered waiting area or facility.

TRANSPORTATION IMPLEMENTATION STRATEGIES

- A. Adopt zoning requirements to establish setbacks from proposed rights-of-way.
- B. Coordinate with the Washtenaw County Road Commission to:
 1. Provide designated rights-of-way for all public roadways;
 2. Minimize the number of curb cuts requiring access from primary roadways;
 3. Support designation of and cooperate in protection of natural beauty roads; and
 4. Develop bicycle paths or lanes along Township roadways.
- C. Adopt criteria for landscape treatments along Special Corridors.
- D. Require construction of public sidewalks or bicycle paths along public rights-of-way for all new development in all districts and where applicable, along collector and primary roads.

MAP 9 | Transportation Strategy



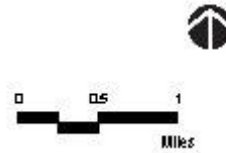
Transportation Strategy

York Township, Washenaw County

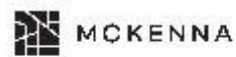
October 9, 2019

LEGEND

- Nonmotorized Facility Needs
- Urban Nonmotorized Facility Deficiencies
- Local Roadway
- Collector Roadway
- Primary Roadway
- Landscape Corridor
- Scenic Roadway
- Community Boundary



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8. Public Utilities

Currently, the community of Mooreville, Urban Service District III, is served by a public sanitary sewer system within the Township. This system, which collects sewage within the community and transports it to the City of Milan, resulted from the need to correct the failure of existing septic systems.

The adjoining communities of Milan and the City of Saline have municipal systems. Although extensions of publicly-owned sanitary sewer and water lines have served State of Michigan facilities in the Township, they were designed only to serve these facilities on a specific contract. Additional public sanitary sewer and public water systems have been constructed to service Urban Service District I located adjacent to the US-23/Willis Road interchange. Additional public sanitary sewer and public water will be needed for Urban Service District II adjacent to the US-23/Carpenter Road to service anticipated urban development.

The Township's involvement and/or management of any future public sanitary sewer system will be to serve the public health, safety, and welfare of the Township and residents and to protect the Township's environment. Extension of public sanitary sewer and public water systems will only be allowed within the designated Urban Service Districts.

PUBLIC UTILITIES GOALS, OBJECTIVES, AND POLICIES

Goal 1: Utilities that serve the public health, safety, and welfare and that serve to protect the Township's environment.

Objective 1.1: Public Sanitary Sewer

Management of any public sanitary sewer system will direct development away from areas designated for agricultural and rural residential land uses.

- **Policy 1.1.1: Sanitary Sewer Service Area**

1. Publicly-owned sanitary sewer lines and facilities shall be limited to only designated Urban Service Districts of York Township. Extension to any other area shall require prior amendment to the Master Plan.
2. Extension of publicly owned sanitary sewer lines into designated agricultural zones shall be prohibited.

- **Policy 1.1.2: Phasing of Sanitary Sewer Expansion.**

1. A cost-efficient strategy should be adopted to expand public sanitary sewer systems (within the service boundary) only in predetermined phases.

- **Policy 1.1.3: Financing System Extension**

1. Extensions of the public sanitary sewer system will be constructed with developer financing, user fees, or through a special assessment district, and shall not be constructed with ad valorem taxes.

- **Policy 1.1.4: Financial Impact**

1. Extension of any public sanitary sewer system shall be permitted only if such extension will not adversely affect the financial and functional integrity of the Township and any established sewer service district.

- **Policy 1.1.5: Lift Stations**

1. Prohibiting construction of lift stations when gravity alternatives are available shall minimize long-term maintenance costs. Alternatives may be considered by the Township on a case-by-case basis.

- **Policy 1.1.6: Community Wastewater Systems**

1. Community wastewater systems may be acceptable under limited circumstances in areas of the Township planned for Rural Residential uses outside of designated Urban Service Districts. Community wastewater systems shall only be permitted where the following conditions are met.
 - a. Approval Required. The Michigan Department of Environmental Quality (MDEQ et seq.), Township Board, and Washtenaw County Environmental Health Division approval is required for the system.

- b. Discharge. To minimize downstream impacts on the Saline River/River Raisin watersheds, discharge of treated wastewater from community wastewater systems into the surface waters of the Township/State of Michigan will be strictly limited and carefully considered before approval.
 - i. A discharge permit will be required from the appropriate agencies.
 - ii. Subsurface discharge will be limited only to locations where soil and other site conditions are conducive to such discharge without impacting groundwater resources.
- c. Compatibility of Development(s). The development(s) to be served by the system will be consistent with the adopted Master Plan in terms of use and density.
- d. Liability and Removal. The Township will be indemnified from any costs or liability for the design, construction, operation, maintenance, repair and/ or replacement of a community wastewater system, and will retain the right to require abandonment and removal of a community wastewater system upon extension of publicly owned sanitary sewer lines to the development.
- e. Expansion. Any expansion or alteration of a community wastewater system will be subject to review and approval from the Township and appropriate agencies.
- f. PUD. Development shall be in accordance with Planned Unit Development (PUD) procedures, and will consist of a single land use type, as categorized by the Washtenaw County Environmental Health Department.
- g. Open Space Preservation. Development will include significant preservation of important wetlands, natural features, open spaces or agricultural lands in the Township. Significant preservation should include, at a minimum, the permanent conservation of fifty percent (50%) of the land proposed for development.
- h. Adequate Reserve. Adequate replacement reserve will be provided should the community wastewater system fail or improperly function. This should include a financial contingency sufficient to provide for future operation and maintenance, reservation of additional land area(s) for replacement facilities, and provision of adequate reserve capacity.
- i. Buffering. Extensive buffering will be provided from all abutting properties to minimize noise, light, and odor impacts from system operation.
 - i. Buffering shall include both adequate separation distance and provision of fencing and extensive landscaping using plant materials with year-round screening characteristics.
 - ii. A PWS will be separated from drinking water wells and groundwater recharge areas to prevent contamination or degradation of groundwater.
 - iii. A PWS will satisfy all isolation distances required by the Washtenaw County Environmental Health Division, MDEQ et seq., and other applicable agencies.

- **Policy 1.1.7: Temporary Private Septic Systems in Urban Areas**

1. All new development in the designated Urban Service Districts shall be required to connect to public sanitary sewer systems if available. However, private, on-site septic systems may be permitted as an interim facility to serve an individual lot when publicly owned sanitary sewer lines will not be available for a significant period of time.
2. Any property permitted to develop with a private, on-site septic system in the designated Urban Service Districts shall be required to connect with publicly owned sanitary sewer lines when these become available.

Objective 1.2: Public Water

Management of a public water system to direct development away from areas designated for agricultural, rural, and suburban residential land uses.

- **Policy 1.2.1: Water Service Area**

1. Any water service area should coincide with the sanitary service area. Thus, public water service shall be limited to the designated Urban Service Districts of York Township. Service to any other area shall require prior amendment to the Master Plan.
2. Extension of water service into other areas of the Township should only be considered to address health, safety, and environmental issues for existing development.
3. Extension of public water services into designated agricultural zones shall be prohibited.

- **Policy 1.2.2: Phasing of Public Water Service Expansion**

1. A cost-efficient strategy should be adopted to create a public water service (within the service boundary) only in predetermined phases.

- **Policy 1.2.3: Financing System Extensions**

1. A public water service system shall be constructed with developer financing, user fees, or through a special assessment district, but shall not be constructed with ad valorem taxes.

- **Policy 1.2.3: Financial Impact**

1. A public water system shall be permitted only if such extension will not adversely affect the financial and functional integrity of any Township and sewer service districts.

- **Policy 1.2.4: Looping**

1. Transmission and distribution lines should be looped to ensure adequate pressure and continuity of service.

- **Policy 1.2.5: Private Wells in Urban Areas**

1. All new development in Urban Service Districts shall be required to connect to public water systems if available. However, private wells may be permitted as interim facilities for individual parcels where public water systems will not be available for a significant period of time.
2. Any property permitted to develop with a private well in the designated Urban Service Districts shall be required to connect with public water when it becomes available.

- **Policy 1.2.6: Private Community Wells in Urban Areas**

1. Private community wells shall be allowed in areas designated for public water service, however, they shall be designed to connect to a public water system. Such wells shall be required to meet applicable standards of Washtenaw County Department of Environmental Services.
2. Community wells shall be prohibited in other areas unless it can be determined that the water quality and quantity is sufficient to serve the proposed development and that the environment will not be adversely impacted by the well.

Objective 1.3: Storm Drainage

A storm drainage system that manages storm water run-off in a safe, sanitary, and environmentally sound manner. The drainage system shall limit storm water run-off from any development area to that which existed under undeveloped, natural conditions in terms of volume, velocity, and water quality.

- **Policy 1.3.1: Site Evaluation**

1. Storm drainage shall be included when evaluating the suitability of a site for development and when determining the appropriate density of development.

- **Policy 1.3.2: Drainage System Design**

1. Drainage systems shall meet at least the following criteria:
 - a. All drainage systems shall be designed to meet, at a minimum, the standards of the Washtenaw County Water Resources Commission.
 - b. All drainage systems within residential developments shall be dedicated and deeded to the Washtenaw County Water Resources Commission, subject to the approval and conditions of the Water Resources Commissioner.
 - c. In the event a drainage system is not dedicated and deeded to the Washtenaw County Water Resources Commission, the developer or his agents shall provide to York Township a maintenance plan for the drainage system outlining necessary procedures to maintain the system in proper working order, and a description of the entity which shall be responsible for such maintenance.
 - d. On-site drainage systems shall be adequate to deliver surface runoff to established drainage courses.

- e. Drainage systems shall be located and designed to prevent sediments and pollutants in surface run-off from entering watercourses and groundwater aquifers.
 - f. Impervious surfaces should not be connected to drainage systems. Run-off should be routed over grassy swales or similar areas, which help to filter run-off.
 - g. Open and natural drainage courses should be utilized as part of the drainage system where possible when natural drainage courses will not be adversely affected.
 - h. Open courses should be landscaped to enhance the open space or landscape scheme of the site or area, or be designed to function as natural wetlands.
 - i. Existing wetlands should not be incorporated into site drainage systems, unless it can be proven that the wetlands shall be protected from any adverse impacts. Clearing of vegetation which buffers the wetlands from erosion and filters sediments and pollution from run-off shall be prohibited.
- **Policy 1.3.3: Storm Water Management System**
 1. Storm water management system shall meet at least the following criteria:
 - a. A storm water management system shall be incorporated into the development plan for each project on private property, or as part of an area-wide drainage system, or as a combination of the two.
 - b. A storm water management system shall be designed to control the volume, quality, and rate of storm water run-off and, where appropriate, to recharge the groundwater supply.
 - c. Storm water management systems shall meet the requirements of the Washtenaw County Water Resources Commission.
 - d. Natural water storage areas (wetlands) shall be preserved in their natural form and condition. Each storage area, including its fringe vegetation, shall be protected from encroachment from development and adverse impact from excessive storm water flow, including quantity, quality, and rate of flow.
 - e. Storm water discharge to adjoining properties shall be adequately controlled to prevent any negative impacts to adjoining properties.

Objective 1.3: Cable Utilities

A system of electricity, telephone, and cable television lines serving the Township should be placed underground.

- **Policy 1.4.1: Urban Service**
 1. Distribution lines servicing urban and suburban development should be placed underground.
- **Policy 1.4.2: Rural Service**
 1. Overhead lines servicing low-density (1 dwelling unit or less per acre) rural

residential development may be permitted provided that their alignment and visual and physical impact does not adversely affect the Township's natural or aesthetic environment.

- **Policy 1.4.3: Rural Service**

1. Overhead lines servicing low-density (1 dwelling unit or less per acre) rural residential development may be permitted provided that their alignment and visual and physical impact does not adversely affect the Township's natural or aesthetic environment.

- **Policy 1.4.4: Transmission Lines**

1. Overhead lines for transmission and major distribution may be permitted provided that their alignment and visual and physical impact does not adversely affect the Township's natural or aesthetic environment.

- **Policy 1.4.5: Design Standards**

1. All distribution systems, including overhead lines and all easements or rights-of-way for overhead or underground cables shall meet the following criteria:
 - a. They shall be located to avoid disruption of tree stands, specimen trees, significant fencerows, wetlands, or other natural features.
 - b. They shall be located to avoid unwise or inappropriate division of land use or ownership parcels.
 - c. Surface-mounted equipment shall be judiciously placed as part of a landscape design in order to be attractively and effectively screened.
 - d. Substations shall be located, designed, and landscaped to fit the character of the surrounding areas.

- **Policy 1.4.6: Shared Distribution Systems**

1. Joint use of trenches for all underground cable utilities shall be encouraged to minimize construction costs, and joint use of poles for all overhead utilities shall be required to minimize visual clutter.

PUBLIC UTILITIES IMPLEMENTATION STRATEGIES

- A. Adopt a Capital Improvement Plan that adequately addresses any sanitary sewer needs of the Township.
- B. Adopt a Capital Improvement Plan that adequately addresses any public water needs of the Township.
- C. Work with the Washtenaw County Water Resources Commission to periodically update standards and requirements and to incorporate appropriate standards within the zoning and site plan review ordinances.
- D. Incorporate the criteria and standards listed in this Section into the zoning and site plan review ordinances.



9. Public Facilities

Numerous types of public facilities exist within York Township. They include a Township Hall and meeting rooms, and facilities for police accommodations. Further facilities may be planned in the future to address increased needs of township citizens. The following are Township strategies to provide these facilities.

PUBLIC FACILITIES GOALS, OBJECTIVES, AND POLICIES

Goal 1: Public facilities to adequately serve Township residents, to protect the public health, safety, and welfare, and to enrich the quality of life.

Objective 1.1: Fire Protection

Consider a substation to serve the Township effectively in times of urgent need.

- **Policy 1.1.1: Existing Facilities**

1. No facilities currently exist within the Township.

- **Policy 1.1.2: New Facilities**

1. A substation to serve potential areas of future population density and technology development should be considered.

Objective 1.2: Police Protection

Locate police stations and substations to serve the Township effectively in times of urgent need.

- **Policy 1.2.1: Existing Facilities**

1. A police station should remain located within the Township Hall.

- **Policy 1.2.2: New Facilities**

1. A substation to serve potential areas of future population density and technology development should be considered.

Objective 1.3: Government Facilities

Provide for government and civic centers which best serve the needs of Township residents.

- **Policy 1.3.1: Township Hall**

1. The Township Hall functions as the center of government and civic activities in the Township.

- **Policy 1.3.2: Additional Facilities**

1. Consideration should be given within Township government to expand and accommodate additional civic activities.

Objective 1.4: Public Schools

Support and coordinate with School Districts to provide for school sites serving community residents.

- **Policy 1.4.1: Neighborhood Schools**

1. The Township should work with the local school districts to retain neighborhood schools and to develop new schools as required to serve areas of population concentration.

- **Policy 1.4.2: School Sites**

1. The Township will work with local school district authorities to find the best fit for future sites.

- **Policy 1.4.3: School Facilities**

1. The Township should encourage the local school boards to develop school facilities as neighborhood activity centers by permitting their use for civic, educational, and recreational activities.

PUBLIC FACILITIES IMPLEMENTATION STRATEGIES

- A. The Township expects to work with the Fire and Police Chiefs to evaluate the need for additional facilities and potential locations when significant developments are under consideration.
- B. The Township expects to work with developers to provide sites for additional police and fire substations in areas where a need has been determined.
- C. The Township expects to work with the school district authorities to identify areas where additional school sites may be needed prior to approval of major residential developments.
- D. The Township expects to work with developers to provide school sites when the need has been identified by the school district.



10. Implementation Policies

Policies in the Master Plan are implemented, for the most part, by day-to-day decisions made by the Township's administration, Planning Commission, and Board of Trustees. A government agency might undertake a major project called for in the plan, such as, construction of a road or acquisition of a tract of land for a public school, park or other facility, but these are infrequent events and are not the primary means of policy implementation.

To be effective the plan must be used in daily decisions. Used in this manner, the York Township Master Plan will provide advance notice to prospective users of land and assurance of stability to property owners and residents. The Master Plan can be a forum for modifying certain policies, with all affected parties involved, when conditions underlying the Master Plan change or new opportunities arise. Thus, in terms of policy implementation, the plan is both a communication and a reference document. Its continuous daily use will ensure that it will be

kept current and viable. York Township has used its Master Plan in this fashion in the past and will continue to do so in the future.

ZONING PLAN RELATIONSHIP TO THE MASTER PLAN

The Township Master Plan sets forth the goals, objectives, and policies for future growth and development in the Township. The Township Zoning Ordinance is one of the most important tools available to implement the policies of this Plan related to the use and development of land. Zoning is enacted under the police power of the State for the purpose of promoting health, safety and general welfare. The purpose of zoning is to assist in orderly development and growth. It is also used to protect property values and investments.

Because of the impact it can have on the use of land and related services, the Michigan Zoning Enabling Act (Public Act 110 of 2006, as amended) requires that a “zoning plan” be prepared as the foundation of a zoning ordinance. It must be based on an inventory of conditions pertinent to zoning in the township and the purposes for which zoning may be adopted. These matters are regulated by the specific terms in the Township’s Zoning Ordinance.

This chapter, in conjunction with the supporting elements of this Master Plan, shall be considered to be the zoning plan referred to in the Michigan Zoning Enabling Act. This zoning plan is intended to guide the implementation of and future changes to the Township Zoning Ordinance.

Table 10: Zoning Plan – Chart and Descriptions

Future Land Use Designation	Zoning Districts
Urban Residential	MHP, R-1, R-2
Rural Residential	A-1
Commercial	C-1, C-2, C-3
Industrial	I-1, RPD
Public / Quasi Public	C-P
Research Technology	I-1
Primary Agriculture	A-1
Natural Resource	C-P

Source: McKenna Associates 2019

ZONING REGULATIONS

The principal means of implementing comprehensive plan policies is the Zoning Ordinance. Zoning will be used in any one or combination of the following.

- A. Zoning Districts: Land shall be zoned in a manner that is consistent with uses and densities designated in the Master Plan. In many cases, land that is designated in the Master Plan for various densities of residential use or nonresidential uses in the future is currently zoned for agricultural use. Since most land owners in these situations do not want their land zoned for other uses until they are ready to sell it or develop it, rezoning

to a use district that is consistent with the designation in the Master Plan should await petition by property owners.

B. **Density Transfer** This concept involves moving (transferring) proposed development (density) from one part of a site to another part that is considered to be more suitable for development. The process results in a portion of the site remaining undeveloped and the developed part having a higher net density, although the overall density of the site will not be increased. Density transfer may be used to preserve natural features such as wetlands, woodlands, open space, or stream corridors, while permitting a reasonable use of the entire property. This method is applicable to larger parcels and should be used only in conjunction with a special zoning district, such as the PUD district. Density transfer should meet the following standards:

1. All lands involved in the transfer are located in York Township and the owner has fee simple title to the lands.
2. All lands involved are contiguous.
3. The total number of dwelling units allocated to the total land area by the Master Plan will not be exceeded.
4. The transfer is made as part of a single PUD or similar special zoning district that includes all lands involved in the transfer at the same time.
5. The land that receives that transfer of density will, with the additional dwelling units, be compatible with the existing and planned use of the neighboring area.
6. The transfer will not affect the Township's contractual obligations for sanitary sewer services.

C. **Special Districts**

The Township's current Zoning Ordinance has two special districts: Planned Unit Development (PUD), and Research Park District (RPD) District. Additional special districts could be created in the future.

The principal characteristic of a special zoning district is its area plan. An area plan is a form of a site plan that is sufficient to describe the essential features of a proposed development. The features include land use densities, a list of specific uses, and the aesthetic characteristics that will be incorporated on the site. Future use of the property, once the special district is approved, must be in accordance with the approved district.

Major changes to any of these features will require a zoning amendment, which will create a new version of the special district. A request for a district modification must be presented to the Planning Commission and approved by the Township Board.

Special zoning districts should be used for one or more of the following purposes:

1. To create a compatible mixture of uses on a site, where a mixture is desirable and consistent with adopted policies.
2. To fit a proposed use into an existing developed area in a compatible manner.

3. To condition zoning on an understanding between the petitioner and Township on uses, densities and layout.

D. Overlay Zones

Overlay zones can be used to regulate the use of a specific part of a parcel of land. The regulations of the overlay district are in addition to and supersede the regulations of the underlying basic district. Overlay districts could be used to protect wetlands, woodlands, stream corridors, flood hazard areas, and ground water recharge areas. An overlay zone might not be clearly identifiable at the time the zone is adopted and shown on the official zoning map. The boundaries of such areas, especially wetlands and stream corridors, seldom follow property lines or other features commonly shown on maps. In addition, the boundaries of such areas might be somewhat indeterminate until detailed surveys are made. Therefore, overlay district regulations should be designed to recognize this fact and to provide a mechanism for the property owner and Township officials to agree on a reasonable delineation of such features at the time of development or use review.

E. Site Plan Review

Site plan review is a means of ensuring that proposed developments will meet certain established standards of the Township, including applicable policies in the Master Plan. The review process should be a mechanism whereby the property owner or developer and Township officials coordinate a proposed development to the specific site while remaining harmonious to immediate neighborhoods and to the policies in the Master Plan. All new developments will be processed through site plan review except single-family detached residences or two family attached residences on individual lots and new farm buildings. Completion of all site improvements shown on an approved site plan will be assured by appropriate financial guarantees.

F. Community Wastewater Systems

The Zoning Ordinance has been amended to allow limited use of community wastewater systems only as part of a Planned Unit Development (PUD) in areas planned for future Rural Residential uses for the purpose of facilitating open space preservation.

REGULATION OF LAND DIVISION

Land may be divided into smaller parcels by one of three methods: by metes and bounds descriptions, by platting under the Land Division Act, and as a condominium under the Condominium Act. In the first method, review at the Township level is made by the administration to ensure compliance with the Zoning Ordinance and other Township regulations. This is usually a simple process; major issues regarding Growth Management policies are usually not involved. However, overlay-zoning districts might add some complexity to this part of the review process. Nevertheless, Planning Commission or Township Board review is not a part of this method of land division.

Subdividing, or platting, is a more complex method of land division and is regulated by the Land Division Act and the Township's subdivision ordinance. This method of subdividing involves technical review by the Township Engineer and Planner, Planning Commission

recommendations, and Township Board action on the various stages of the plat. This process is aimed primarily at zoning compliance, compliance with the Master Plan, proper vehicular and pedestrian circulation, future street extensions, buildable lots, proper relationship with neighboring properties, and provision of all public facilities and utilities. The Township's review should be coordinated with those of County and State agencies.

Subdivision review should be used as a means for the Township to ensure that proper infrastructure planning and construction occur without public expense and that natural features are protected. The site condominium is the third method of land division. In this method, land ownership is divided through the Condominium Act. Purchasers acquire fee simple rights to described physical spaces in which dwelling units may be constructed. (Site condominiums may also be used for non-residential developments.) The site condominium is a variation on the principals of land division involved in subdividing. However, the Condominium Act does not provide a specific review process, as does the Subdivision Control Act. Since the issues and interests are the same from the Township's point of view in either approach to land division, the Township's review process for site condominiums should be as similar as possible to that exercised in subdivision review. The site plan review process should be used to review proposed site condominium developments. Completion of all improvements shown on an approved site plan will be assured by appropriate financial guarantees.

INFRASTRUCTURE

A. Roads

All public roads in York Township except US 23 are under the jurisdiction of the Washtenaw County Road Commission. Costs of road construction and maintenance are the responsibility of the Road Commission or MDOT. New developments must provide internal roads at the developer's expense. The developer should also be required to pay a reasonable share of any improvements to existing roads, or future roads proposed in this Master Plan, which may be required to adequately and safely serve a new development. An example of this policy would be paving of unpaved roads. The reasonable shares should be negotiated by the developer and the agency with jurisdiction, and all agreements should be in place before the Township grants final development approval.

B. Publicly-Owned and Operated Sewer and Water Systems

Map 10 depicts the limits of the Township's Urban Services Districts, where public sanitary sewer and/or water services are available. These districts are discussed in more detail in Chapter 12.

C. Stormwater Drainage

On-site retention of stormwater is a requirement of all developments. Large-scale retention areas serving several properties will be encouraged, in place of retention areas on each property. Drainage courses, retention areas, and outlets should be constructed at the developer's expense, and should be maintained at the expense of the property served by the facilities. Long-term maintenance of all segments of a drainage system should be established in an acceptable manner before the Township gives final development approval. Open drainage facilities, such as drainage courses and retention

areas, should be designed as landscape features, maintained in a manner appropriate for the character and setting of the features, and should remain accessible for use by the property owners.

D. Privately-Owned Community Wastewaters Systems and community wells

Those areas outside the designated Urban Service Districts are intended by the Township to be served primarily by individual, on-site septic systems and private wells. However, to facilitate clustering of development and reservation of significant agricultural areas or open space areas within the Township, limited use of community wastewater systems and/or community wells may be appropriate in areas planned for Rural Residential uses, provided the proposed development is of sufficient size to support such infrastructure and appropriate provision is made for their long-term maintenance.

REZONING TO IMPLEMENT THE MASTER PLAN

The Future Land Use Map and Urban Service District Map of this Master Plan provide the basis for evaluating future rezoning requests. Zoning actions that are consistent with a community's master plan usually receive deferential and favorable judicial review if challenged. This Plan should be the principal source of information in the investigation of all rezoning requests.

When considering whether a rezoning request is consistent with this Master Plan, the Planning Commission and Township Board should keep in mind that this Plan is based upon a ten to twenty-year planning period. While the Plan may identify certain Township lands for more intensive development, the time for such development may not yet have arrived within the planning period. More intensive land uses should be phased-in over a period of time consistent with infrastructure and land capacity, and the policies of this Plan.

The Planning Commission should conduct a periodic appraisal of the Township's Master Plan, Zoning Ordinance, and Official Zoning Map with the assistance of the Township Planner. The review should ensure that environmental, land use, circulation, and all other elements of this Plan are adequately reflected in the text and maps, and that no changes to the Plan or Ordinance are necessary.

PHASING OF ZONING MAP CHANGES

Although the Future Land Use Map and Urban Service District Map, are not zoning maps, together they will be used as a guide to future changes to the Township's Official Zoning Map. A key to successful Plan implementation is the timing of such rezonings, as initiated by the Planning Commission or by petitioners. In addition to the Zoning Ordinance provisions of Section 21.05 (Findings of Fact Required), the Planning Commission shall consider the following in making its findings and recommendations on proposed amendments to the Official Zoning Map:

A. Evaluation of existing zoning and development pattern.

Review the existing zoning and set of principals permitted and special land uses for compatibility with Master Plan policies, the surrounding development pattern, and site characteristics. Determine whether there are conditions or circumstances that warrant a change or reasonably prevent the site from being developed or used as zoned.

Consider whether the boundaries and size of the proposed district are compatible with the surrounding area and the scale of future development on the site.

1. The requested rezoning should not create an isolated or incompatible zone in the area.
2. New development within designated Urban Service District boundaries should occur as a natural extension of areas within the District previously developed with urban services.

B. The apparent demand for the types of uses permitted in the district(s).

Consider the apparent demand for the types of uses permitted in the district(s) in relation to the amount of land currently zoned and available in the Township and surrounding communities to accommodate the demand.

1. Consider whether there is a demonstrated market demand for more land to be classified in the requested district; and if so, whether this is the most appropriate location.
2. Consider the availability of land already planned and/or zoned for the types of land uses and intensity of development possible under the proposed zoning district.
3. Consider the amount of land in the Township or adjoining jurisdictions that is already prepared and/or ready for development consistent with the proposed zoning district's intent and list of permitted land uses.

C. Availability of public services and infrastructure to serve all of the potential land uses.

Rezoning of undeveloped land to a more intensive zoning district should only take place in conjunction with the availability of public services and infrastructure to serve all of the potential land uses in the proposed district.

1. Capacity of available utilities and public services to accommodate the uses permitted in the district without compromising the health, safety, and welfare of Township residents or burdening public entities or the Township with unplanned capital improvement or operational costs.
2. Capacity of the existing road system to safely and efficiently accommodate the expected traffic generated by uses permitted in the zoning district. Complete Streets Concepts will be considered and utilized when appropriate.
3. Capacity of existing police, fire, ambulance, schools, and other public services to serve all potential land uses on the site.

D. Compatibility with the surrounding area.

Evaluate the proposed district and existing zoning of surrounding properties in terms of all uses permitted and the district intent. Determine the adjacent uses and their general character. Consider the surrounding vicinity on both sides of the road and all sides of the site. Finally, determine whether development that could occur on the subject site is compatible with the surrounding character in terms of traffic, noise, scale, and types of uses in comparison to current activities in the area. Isolated and abrupt changes in land

uses and densities not consistent with Master Plan objectives and policies are considered spot zoning and are not recommended planning and zoning practice.

E. Consistency with Master Plan future land use recommendations.

Determine whether the intent and all of the allowable uses within the requested zoning district are compatible with the future land use designation(s) for the site, as shown on the Future Land Use Map and Urban Service District Map.

1. Rezoning inconsistent with this Plan.

A rezoning inconsistent with this Master Plan should only be considered where specific findings are made that demonstrate conditions have changed significantly since the Plan was prepared, and/or new information supports a change. In such cases, the Township may first consider an amendment to the Plan.

2. Phasing in of new Development.

The future land use recommendations of this Master Plan are based upon a ten to twenty-year timeframe. Consider whether the timing of the proposed rezoning is appropriate, given trends in the area, infrastructure capacity, and other factors.

3. Consistency with the Township's policies on natural features.

Compatibility of all the potential uses allowed in the proposed zoning district(s) with the site's physical, geological, hydrological, and other environmental features. If the subject site possesses significant natural features, ensure that the types of uses and the intent of the district will enable proper preservation of these areas in accordance with Master Plan policies and Zoning Ordinance requirements.

EXTENSION OF DEVELOPMENT APPROVAL

Development plan approval, including Planned Unit Development (PUD) area plan approval (Article 8.0) and preliminary/final site plan approval (Article 17.0), is required by the Zoning Ordinance. The purpose of the development review process is to verify that proposed developments are consistent with this Plan, and in compliance with the standards of the Zoning Ordinance and other applicable regulations. In recognition that site conditions and applicable standards can change over time, the Zoning Ordinance limits such approvals to specific periods of time.

Upon written request by the applicant, Sections 8.12 and 17.15.C. of the Zoning Ordinance authorize the granting of an extension of PUD area plan approval and final site plan approval by the Township, subject to a finding that "good cause" exists for the extension. The following criteria shall be considered in determining whether good cause exists to grant such an extension:

A. Mitigating Factors and Conditions.

Required the applicant to demonstrate that the following mitigating factors or conditions warrant the requested extension:

1. The applicant has demonstrated that unforeseen local economic factors or economic conditions specific to the business or development have temporarily delayed the development project; and that such factors or conditions can be mitigated or resolved within the requested extension period.
 2. The applicant has demonstrated that unforeseen delays in securing necessary infrastructure, road improvements, or outside agency approvals have temporarily delayed the development project; and that such delays can be resolved within the requested extension period.
 3. The applicant has demonstrated that other unforeseen events, conditions, factors, or circumstances justify the extension.
 4. The request shall not be based solely on macro-economic conditions generally affecting the state, region of the country, or the country as a whole.
 5. The Township's interests are not adversely affected by the requested extension of approval.
 6. Documentation has been provided showing that all property taxes and required development review fees and escrow deposits associated with the project have been paid.
 7. Except where the Planning Commission finds that extraordinary events, conditions, factors, or circumstances warrant, an approved development plan shall not receive more than one (1) extension of approval.
- B. Confirmation that site condition have not changed in a way that would affect the character, design or use of the site.

Consider the following factors in determining whether a change in site conditions would adversely affect an approved development plan:

1. A change in the capacity of public sanitary sewer facilities, private community wastewater treatment and disposal system (PWS), or individual on-site septic system that would restrict the use or development of the site.
2. A change in the capacity of public water facilities or a private well to provide potable water services that would restrict the use or development of the site.
3. A change in road configuration, alignment, or access management standards that that would restrict or alter vehicular or pedestrian access to the site.
4. A change in drainage patterns, extent of wetlands, or condition of other natural features on the site that would require alterations to the approved site plan to conform to the requirements of Township ordinances or state or federal environmental regulations.
5. A reduction in the estimated capacity of soils, on- or off-site stormwater management facilities, or other elements of the site to support the proposed development, as determined by the Township Engineer.

6. A change in the character, development or use of adjoining properties or road rights-of-way that would require alterations to the approved site plan to comply with Zoning Ordinance requirements.
- C. Confirmation that the approved development plan remains in conformance with all applicable ordinances and standards.

Require, at the discretion of the Planning Commission, review of the approved development plan by the Township Planner and Township Engineer to verify that the approved development plan remains in conformance with all applicable ordinances and standards. The applicant shall be responsible for the cost of such reviews.

ZONING ORDINANCE AMENDMENTS

It is recognized that in order to implement the Master Plan, the York Township Zoning Ordinance must contain regulations that will support the Master Plan. The following list is intended to help prioritize future ordinance amendments that may occur gradually over the life of the Master Plan (5 to 10 years). It is also recognized that all of the recommended zoning ordinance changes may not be implemented in the ordinance within the planning period.

A. Readability and Organization

1. Continue to reorganize ordinance standards and regulations into tables within the document whenever possible.
2. Continue to expand the use of sub-section headings and paragraph titles (in bold print) to improve access or ordinance information.

B. Graphics

1. Explain, through flowcharts, various zoning and development approval procedures (such as site plan review and amendments).

C. Development

1. Focus on improving the visual appearance of new development from frontage roads through landscaping, screening and larger open space setbacks from primary road rights-of-way to preserve and enhance natural vegetation along primary roads.
2. Require additional perimeter tree preservation and/or new landscape plantings along primary roads identified as special corridors in the Master Plan.
3. Focus on preservation of natural resources as part of new development projects, including woodlands, wetlands, open space within the development, and wildlife corridors.
4. Improve ordinance standards to protect natural areas along the Saline River as part of any new development activity along the river. Wherever possible, riverfront areas should be included in common open space areas of a development, and direct riverfront parcels should be avoided to ensure reasonable access and visibility of the river from road rights-of-way and pedestrian ways.

5. Consolidate all of the natural features and environmental provisions of the ordinance into one new article to improve readability and coordination of these regulations.
6. Add general woodland and significant individual tree preservation and replacement provisions that would apply to development projects in the Township.
7. Revise language to clarify that every residential development that is subject to site plan review must provide either open space, or active or passive recreation land.
8. Update the ordinance to reinforce the relationship between single-family residential development and abutting primary roads. To minimize rear yards backing directly onto a primary road, the use of marginal access streets, perimeter open space strips, and similar development features should be required.
9. Continue to increase the level of coordination between the Zoning Ordinance and the Master Plan to ensure that the policies of the plan are respected and implemented as new development occurs in the Township.
10. Encourage provision of enhanced “gateway” treatments, improvements and uses as part of any new development located at entrances to the Township, such as Carpenter Rd., Platt Rd., and the US-23/Willis Rd. interchange.
11. Expand the review fee provisions of the ordinance to allow for both fees to cover fixed review costs and escrow deposits to cover certain variable costs (such as consultant reviews) to be paid for by developers through funds submitted at the time of application.
12. Update provisions for open space residential or “clustered” projects per current zoning practices.
13. Expand provisions for Township Board/developer approval of a development agreement following final site plan approval for new residential and non-residential development projects per current zoning practices.

D. Land Use and Zoning Districts

1. Update the Hamlet Center District to encourage development of an expanded village residential/commercial environment in the Mooreville area, consistent with road and utility capacity for this area.

E. Sign Regulations

1. Eliminate all content-based regulations that potentially conflict with the First Amendment and court decisions. Sign provisions should be limited to “time, place and manner” restrictions on the location, size, height, and number of permitted signs.
2. Respond to Michigan court decisions strengthening Township authority to regulate billboard signs.
3. Clarify sign illuminating standards, temporary and season sign regulations, and provisions for nonconforming signs.
4. Add sign graphics to illustrate regulatory concepts.

5. Group sign standards into easy-to-read tables where possible.
6. Consolidate standards for freestanding, wall, temporary and other signs for consistency between similar types of commercial and other non-residential uses across zoning district boundaries, and to minimize sign proliferation in the Township.
7. Add a “sign exception” process, as an alternative to variances.
8. Clarify sign regulations that apply to PUD districts.
9. Update the size limitations for various types of permitted signs consistent with current zoning practices.

F. Parking Regulations

1. Consider methods to modify parking standards that reduce stormwater runoff.
2. Parking standards for certain uses should be revised to reflect current zoning practices.
3. Coordinate parking regulations with land use table.
4. Update the design standards for parking facilities per current zoning practices. Utilize diagrams where possible.
5. Require perimeter landscaping and snow storage areas for all new parking lots.

G. Nonconformities

1. Disputes over whether a use is nonconforming (rather than unlawfully established) can result in difficult and expensive litigation. To guide nonconforming use determinations, we recommend that a new “nonconforming use determination” process be inserted into this article, with specific criteria and minimum information standards.
2. Move authority for determining the appropriateness of proposed expansions and substitutions of nonconformities from the Zoning Board of Appeals to the Planning Commission, since this process requires a site plan and can be made similar to a Special Use approval.
3. Add specific standards for nonconforming single-family detached dwellings designed to minimize unintended conflicts with regards to mortgages and insurance requirements for homeowners
4. Add standards for nonconforming sites developed prior to current site design standards to ensure public safety deficiencies are corrected, and to provide a menu of Township priorities for other site improvements as part of site plan approval.
5. Update damaged structure and cessation requirements for nonconformities per current zoning practices.

H. Landscaping and Screening

1. Add a comprehensive set of plant material standards for landscaping, screening, and replacement purposes (starting size, permitted species, variety, etc.) to ordinance that would apply to all projects subject to site plan approval.
 2. Update the greenbelt buffer standards to add a menu of potential screening options (greenbelt plantings, hedgerow, dense evergreen screening, decorative or privacy fence with plantings, berm, etc.) that may be applied to the unique circumstances of a particular development, subject to Township approval.
 3. Add specific standards for berms (permitted location, maximum slope, use of retention walls, planting requirements, naturalized vs. geometric form, allowances for pathways on berms, etc.) that would apply to all development projects.
- I. Site Plan Review Standards
1. Add a provision for technical review of proposed site plans or other documents submitted by developers to the site plan approval process (per current procedures).
 2. Consolidate preliminary and final site plan information requirements into one table.
 3. Consider adding a mandatory pre-application meeting with Township officials and/or the Township Planner and Engineer for all development projects.
 4. Add an expedited or limited site plan approval process and standards for review of changes to existing, previously developed sites in the Township (such as building additions), and changes to existing sites that do not require more than incidental engineering review.
 5. Consider adding an administrative site plan approval process for review of a limited range of minor changes to existing sites, with review by Township consultants and approval by the Zoning Inspector.
- J. Planned Unit Development (PUD) and Urban Service District Standards
1. Consider adding a density increase for developments that do one or more of the following: preserve more open space by use of a transfer of development rights (TDR), preserve more open space via a cluster design, used a superior layout and exterior design of buildings relative to the area in which it was located, or provides other substantial improvements or amenities beyond that required by ordinance, as accepted by the Township Board.
 2. Update the Planned Unit Development (PUD) area plan regulations to maximize flexibility within specific boundaries, and to minimize the need for ZBA variances for PUD projects. Allow Township Board approval of limited deviations from strict ordinance standards as part of a PUD area plan approval, after Planning Commission recommendation.
 3. Expand and update provisions for a development agreement as part of a PUD approval per current zoning practices.

4. Revise Section 8.05A to correct the references to the date of PUD approval to refer to the “effective date” of the approval consistent with the Michigan Zoning Enabling Act provisions for zoning map amendments.
5. Revise the minimum 20-acre lot area requirement for PUD projects to maximize flexibility for Township consideration of smaller PUD projects. The minimum area requirement should be replaced by a comprehensive set of eligibility criteria.
6. Consider allowing preservation of “off-site” open space as part of a PUD project (may be used to allow transfer of permitted dwelling unit density between non-contiguous parcels in the Township).
7. Clarify the effects of approval of a PUD area plan per Section 8.05D to improve consistency of site plan approval requirements, and to clarify the extent of permitted site work, if any, prior to final site plan approval.
8. Require residential PUD projects to provide a transition area of lower density development where adjacent to the C-P, A-1, and A-2 zoning districts.

K. Other New Regulations

1. Add provisions to the Zoning Ordinance referencing the Washtenaw County Road Commission’s access management standards and those of the MDOT Access Management Guidebook.
2. Clarify Section 20.03 to require zoning compliance approval for all fences, except agricultural or farm fences.
3. Clarify ordinance regulation of development of steep slopes.
4. Add a formal revocation procedure with adequate due process for special use, site plan, PUD, and other development approval processes.
5. Consider adding specific shielding and light intensity standards for non-residential exterior lighting (parking lot lighting, “wall packs”, etc.) to minimize glare and light pollution for all projects subject to site plan approval.
6. Consider adding limited building form and composition standards for residential and/or commercial buildings in the Township.
7. Add a list of duties and responsibilities for all officials, boards and commission under the ordinance.
8. Clarify height and setback standards to require that any building or structure permitted to exceed zoning district height standards (such as communication towers and buildings in a PUD project) shall be set back from all road rights-of-way and lot boundaries a minimum distance equal to their height.



11. Plan Monitoring Program

The planning process, in order to be effective, must be continuous and must be part of the day-to-day decisions that affect the physical character of the Township. Thus, the Master Plan must be in a form that encourages its regular use in the planning process.

The Master Plan is, in effect, the continuously changing representation of the Township's policies for the future. If the Master Plan is to perform its proper function in the continuous planning process, it must be updated on a regular basis. The Master Plan will be evaluated yearly to ensure that policies are consistent with the objectives of the Master Plan. A major review of the comprehensive plan should be made at intervals no longer than 5 years to enable the Planning Commission and Township Board to see the implications of accumulated annual revisions and to apply new perspectives to adopted policies. Annual reviews might indicate the need for a major review in less than 5 years.

BENEFITS OF A MONITORING PROGRAM

There are several benefits to the Township from a regular monitoring program.

1. The Master Plan will be kept up to date
2. The maintenance program broadens the area of community agreement on basic development policies over time. The process invites reconsideration of alternatives to major decisions and encourages exploration of new issues and secondary questions.
3. Annual review of the Master Plan will keep current the Planning Commission and Township Board's knowledge of the plan's elements. Along with the Master Plan's use in day-to-day decision making, the annual review process will assure that the Master Plan will be a living document, that its policies will not be frozen in time.
4. Annual review will avoid delays that might otherwise be caused by calls for more study on certain issues before the basic plan is adopted. An annual review program assures that issues that require further examination will be studied at proper levels of detail at later times, and the policy changes resulting from such studies will be made in the plan.

DESCRIPTION OF THE PROGRAM

The Maintenance program will have two objectives:

1. To determine the extent to which the Township is actually implementing the policies of the Master Plan; and
2. To determine that the Master Plan's policies are still desirable and appropriate in light of changing circumstances.

The basis of the maintenance program will consist of an annual review by the Planning Commission. Such review might result in a change to a portion of the plan reflecting either a policy area or a geographic area. The results of the review will be forwarded to the Township Board in a report.

The actual components of an annual review will be determined by the Planning Commission at the start of work. The following should be among the elements studied by the Commission; others might be added as events suggest.

- A. Development proposals, approved or denied rezoning petitions, site plans, and subdivision plats.
- B. Land use regulations, Zoning Ordinance and subdivision ordinance amendments made in the past year or expected to be needed in the future.
- C. Building permits issued, by land use categories; estimate of the number of dwelling units, by type, added to the housing stock; estimates of the current population of the planning area.
- D. State equalized evaluation by assessor's categories; track changes in agricultural and development classifications.
- E. Traffic counts; relation to road capacities.
- F. Programmed road improvements.

- G. Changes in public transportation service during the past year and proposed in the future that affect the planning area.
- H. Land division other than in approved subdivision plats and condominium site plans.
- I. Major zoning and land use changes on the perimeter of the planning area in the past year and those that are likely to occur in the coming year.
- J. Policy changes by adjacent municipalities that affect York Township, in the past year and that are likely to occur in the coming year.



12. Urban Service Districts

York Township is currently characterized as a rural community situated within a growing suburban region. The most dominant views in the Township are not of houses, traffic lights, or commercial districts, but of open spaces, agricultural fields, wetlands, and large woodland areas, which dominate and characterize the landscape and are a vital part of the character of York Township.

Within the Township, there are no strip malls, few stoplights, and the roads are primarily two-lane and relatively uncrowded. Generally, the northern third of the Township is developing into rural residential dwellings, which is according to the existing Master Plan. The central portion of the Township contains farm fields separated by widely spaced homes.

Even though limited amounts of urban development have taken place at the interchange of Willis Road and US-23 it has historically remained within this general area. Some urbanization, adjacent to the City of Milan and the Carpenter Road/ US-23 interchange, has infringed into the Township. Recently large development projects have been planned for York Township, that if

unchecked can serve as a catalyst, to spread into nearby areas resulting in impacts to the Township's natural resources, as well as the character of the Township. The State property, west of US-23 and north of Willis Road has been developed by Toyota into a research/technical center. Previous revisions to the Master Plan directed Urban types of growth into two general areas of York Township. These areas are:

- The Willis Road/ US-23 interchange area and the adjacent Willis/Carpenter Road/US-23 area.
- The Carpenter/US-23 Interchange area and areas peripheral to the City of Milan, currently within York Township.

Recognizing the magnitude of development that has been recently proposed within the Township and the potential spin-off impacts, it has become evident that additional policies and criteria must be established to maintain the compatibility and character of development for these areas. Comprehensive policies must be in place to restrict the potential for spillover, leapfrog, or unwanted sprawl effects resulting from potential development outside of designated development areas. This section establishes identifiable Urban Service District.

Urban Service Districts are designed to serve the demonstrated needs of Township residents and regional needs that depend on a freeway interchange and require visibility as can be provided from US-23. Land uses within these areas will be designed to accommodate urban residential, commercial, office, and research/technology type land uses while not creating hazards for the Township's environment nor creating adverse impacts on existing or proposed residential or agricultural uses nearby. Based upon land use delineations contained within the York Township Master Plan it is anticipated that the intended uses within these Urban Service Districts can consist of these intended uses either as individual uses or designed in combinations. Intended for the Urban Service Districts are a full line of urban oriented uses and services. These include road improvements, availability of public sewer and water, public transit terminals designed to connect with other urban centers, non-motorized pedestrian trail systems, comprehensive storm water management systems, internal and peripheral use of natural resources for buffering and screening, and incorporation of existing natural resources to create natural and visual environments.

Therefore, three defined Urban Service Districts (USD) are established for York Township:

District I

- On the west by the rail road tracks in Section 3.
- On the east by US-23, north of Willis Road.
- Northeastern portion of Section 11.
- Adjacent to the US-23 interchange in Sections 2 & 11.

District II

- On the north by Arkona Road.
- On the west by US-23 and the City of Milan.
- On the east by the Township boundary.
- On the south by the Township boundary.

District III

- Encompassing the hamlet of Mooreville.

The accompanying map delineates these districts. These selected areas are a direct response to the influence of major interchanges along the US-23 corridor, the need to provide a location for urban services within the Township and a response to acknowledged uses acceptable to the Township. In establishing these areas consideration was given to the unique character of York Township and its suitability for particular uses judged in terms of the trend in land and population characteristics. These designated areas will maintain York Township's resources in accordance with their character and adaptability, avoid the overcrowding of land by buildings or people and strive to lessen congestion on public roads and streets as well as facilitating provisions for a system of transportation, adequate public sewer and water systems, recreational potential and other public improvements.

If urban land uses are to accelerate within these specified districts, precise design guidelines are necessary to ensure that development must take place in a coordinated manor and of a quality and character determined by York Township. Therefore, detailed criteria for development are set for utilization within the designated Urban Service Districts. This section will present development policies, goals, objectives and strategies upon which specific regulations will be incorporated into the Zoning Ordinance. Graphics are provided to enhance design concepts specified within the text. These graphics are not to be interpreted literally, but to be understood as guides promoting a high level of design and coordination within the Urban Service Districts.

Because this section of the Master Plan incorporates new policies on land uses within designated Urban Service Districts, infrastructure improvements and other measures related to further improving quality of life in the Township, changes have been made to the Zoning Ordinance to make it fully consistent with this Master Plan. Therefore, as the principal tool for implementing this Plan, each regulatory policy of the Plan is reflected in one or more zoning requirements.

Special zoning districts will use the Planned Unit Development (PUD) authority under the Zoning Enabling Act, P.A. 110 of 2006 as amended, to allow development within the Urban Service Districts. PUD's provide considerable flexibility to the land developer to provide opportunities for development designs that respect both the natural environment and efficiency in the provision of infrastructure and public facilities, and provide the Township with flexibility to ensure mitigation of negative impacts on adjoining properties. Design guidelines incorporated in the PUD structure will allow flexibility to the developer and the opportunity for the Township to help fashion a coordinated design that is compatible with adjoining properties.

Overall, the Master Plan for York Township is intended to serve as the guide for future development and preservation of the unique character prevalent within the Township by 2020. As a result the Master Plan is thereby intended to deal primarily with long-range needs, and in that context serves as a continuing reference to guide developers and the Township's officials in the carrying out of their responsibilities. By planning a logical area in which to concentrate potential intensive, largely non-residential development, York Township seeks to restrict unwanted non-residential development from other areas of the Township in order to preserve the established character of the Township. This section is not intended to replace other sections

of the Master Plan regarding overall goals, objectives, and policies for specific land uses at designated locations. This section is intended to complement those sections of the Master Plan while providing additional detail, recognizing specific needs within areas of the Township designated as Urban Service Districts. This section provides the necessary tools to carry out to a greater extent this intended purpose.

PRINCIPAL DEVELOPMENT STRATEGIES

Inefficient and incompatible arrangement of land uses will not be tolerated within the Urban Service Districts. Every effort will be undertaken to eliminate the results of sprawl, strip, hit-or-miss, or spotty development commonly creating unattractive landscapes, which downgrade the entire community's appearance creating traffic problems, and an uneconomic use of land. Poor, unorganized development can only attract more of the same, while desirable types of development, conducive to a properly planned and organized development concept, is attracted to and results in a more ordered and stable area. Allowing disordered development will remove lands having some of the best potential for favorable development locations in the future.

The answer to spotty, strip development is a compact, grouped concentration of uses. By encouraging the clustering types of residential, commercial, office, office of residential character, and technology activities in select areas, a unique type of development is encouraged that has a definite competitive advantage over strip development. Grouped concentrations of uses provides for the preservation of natural resources that can be incorporated into developments, better services to residents, is more economical in providing governmental services, and creates an environment more conducive to a community governing body. Therefore, greater value and stability are created.

FUTURE LAND USE

Land uses within these areas are planned to accommodate urban residential, commercial, office, and research/ technology type land uses while not creating hazards for the Township's environment nor creating adverse impacts on existing or proposed residential or agricultural uses nearby. Surrounding land uses must be shielded from the impact of potential development within these designated areas through the use of buffering and screening techniques.

Development within these designated areas should only take place in a coordinated manner. The following implementation strategy must be reviewed and incorporated into any development proposed within designated Urban Service Districts:

- A. Development within the Urban Service Districts shall be according to Planned Unit Development (PUD) regulations as required within the York Township Zoning Ordinance. Specific zoning districts have been incorporated into the Township's Zoning Ordinance to implement the needed planned use of this area.
- B. Lands within the Urban Service Districts will be dependent upon a coordinated interior road system with controlled access points onto adjoining collector roadways. Future development will only be permitted where the road system is adequate to serve the anticipated traffic needs in a safe and efficient manner.

Streetscapes, especially those of major streets, convey an image of a community to visitors and is an important part of self-image to the residents of York Township. Such images might not be wholly accurate, but accurate or not, they have their effect. In the Urban Service Districts, the streetscapes of major concern, and which should be the target of an ongoing improvement program, are Willis, Platt, Carpenter, Arkona,

Saline/Milan, Mooreville, and any other future collector designated roadway that would connect to these roads or connections between these roads. In particular, areas immediate to the US-23 corridor and interchanges with Willis and Carpenter Roads would be enhanced. These roadways currently have limited development and much of their appearance and character can be established by the development review process and by careful planning and implementation of street improvement projects.

Willis and Arkona Roads, both east and west of the interchanges with US-23 are characterized as entrance zones and therefore an important part of the overall streetscape character. These entrance roadways offer a special opportunity to express the image and character that York Township residents wish to convey.

- C. Development within the Urban Service Districts shall only be permitted where adverse impact to natural features will be avoided. Natural features located within the Urban Services Districts shall be preserved and integrated into all site designs.

Natural features are important as visual amenities, are critical elements in establishing and maintaining the identity of the Urban Service Districts, and are important to the local ecosystem within these areas. The Urban Service Districts have these features to varying degrees, but the patterns that they collectively create are somewhat unique to York Township and the Urban Service Districts. They perform many interconnected functions and disruption in any of these can have adverse effects on the others and negatively impact the quality of life in both the Urban Service Districts and neighboring areas.

- D. Complete development within the Urban Service Districts shall eventually require the availability of public sanitary sewer and public water systems. It is understood that extension of any future publicly-owned sanitary sewer and/or water lines shall be with developer financing, through user fees, or through a special assessment district and shall not be paid for with ad valorem taxes.
- E. Extensive landscaping and preservation of natural features, found throughout the defined Urban Service Districts, shall be incorporated into development site plans. This type of buffering shall also be used between land uses within the Urban Service Districts and surrounding agricultural or residential land uses. Additional landscaping shall be required along secondary roadways as designated within other portions of the Master Plan.
- F. It is understood that the intent of the Urban Service Districts are not established to seek expanded development of these areas. It is a response to the possibility that the designated areas may attract future development due to their location as a focal point for highway access within York Township and the region. When development is proposed within these areas, the strategies outlined within this section, and other applicable

sections of the Master Plan, should be incorporated as a way to ensure these areas are appropriately developed and adequate public services and infrastructures are available.

- G. Development policies of York Township shall be closely coordinated with those of neighboring communities. York Township will continue to coordinate its economic and social policies with those of neighboring communities and to recognize the interests of those communities while promoting and protecting its own interests in the formulation and implementation of its policies.

URBAN SERVICE DISTRICT DESIGN COHESIVENESS

Visual cohesiveness is a primary goal for any escalation of development that is anticipated to take place within any of the designated Urban Service Districts. By providing for continuity of building types, setbacks and side yards, landscaping features, and architectural detail, a standard of character and identity can be maintained or enhanced within these areas.

Development must contain quality design criteria pertaining to site layout, building elevations, landscaping plans, principal arterial and collector roads, and parking arrangements that contain basic design concepts. Part of the review process will incorporate design review taking into consideration architecture and site characteristics. It is anticipated that when designated areas are developed, a distinct architectural and visual character or theme, will be apparent.

A. Site Design Guidelines

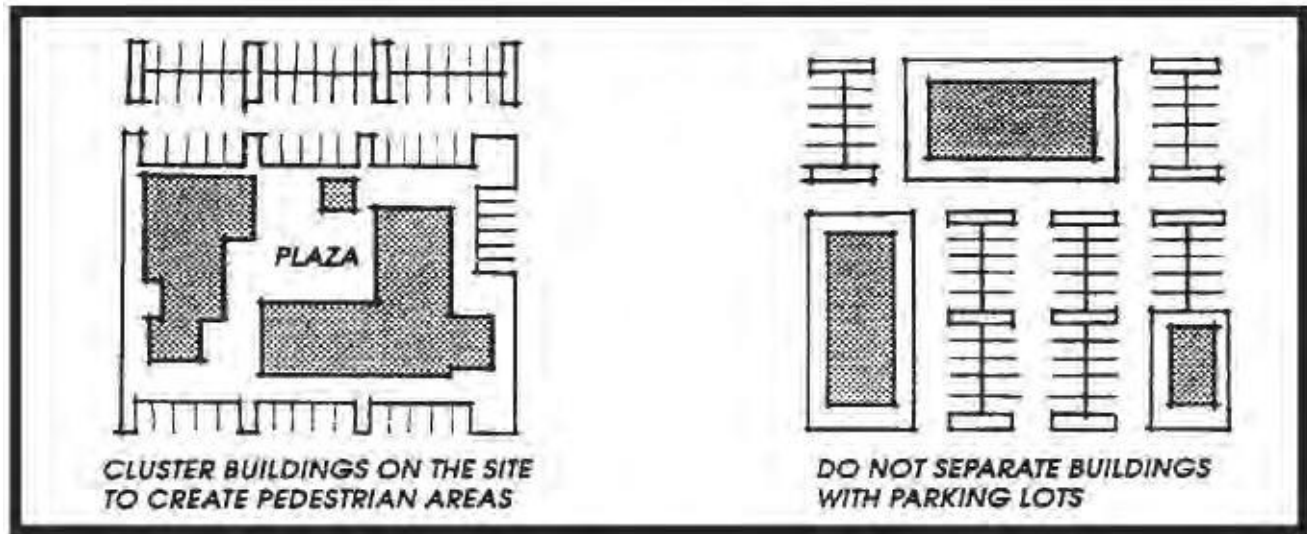
Conformance to specific design guidelines are intended to enhance and maintain the quality of individual sites and incorporate architectural design regarding residential, commercial, office, and high-technology areas, etc. The character, visual prospective, and quality of proposed development must be created through:

- Generous setbacks to emphasize the natural landscape and rural character;
- Attractive architecture consisting of finished materials and appropriate shape and design;
- Accommodations for pedestrian access, connections, and maneuverability;
- Clustering of facilities to preserve maximum areas of natural open space;
- Natural landscaping for buffered, attractive development sites with minimal change and impacts to native vegetation, surrounding landscapes; and
- Site lighting and signage that is uniform, compatible with building architecture, ensures public safety, and protects rural character.

Through Planned Unit Development regulations and site plan review the Township will seek creative and cost-effective means to gain compliance with these design criteria. Following are examples of these design guidelines:

1. In multi-building complexes, a distinct visual link must be established among various buildings by using architectural or site design elements such as courtyards, plazas

landscaping, and walkways to unify each individual project and provide relationships to adjoining projects.



2. Natural amenities such as views, mature trees, creeks, and similar features unique to each site must be preserved and used to enhance the design of any development.
3. Development design should utilize the opportunities and reflect the constraints created by floodplains, slopes, soils, vegetation and other physical features found within the four Urban Service Districts. Engineering techniques should not be utilized to force-fit development into the environment without design, environmental or specific site analysis. Natural greenways should be preserved along watercourses to conserve the natural character of floodplains, wetlands, and wooded areas. Utility easements can provide opportunities for greenways that could link to other open space systems throughout designated development areas. Pedestrian walkways should be provided within existing natural resource areas that provide open space systems, which would allow linkages to other adjacent future uses that may not be subject to development at this time.

B. Storm Water Management

It must be recognized that stormwater runoff has been traditionally treated as a by-product of development to be disposed of as quickly and efficiently as possible. The result has often been increased flooding, degradation of water quality, soil erosion and sedimentation, and a failure to capitalize on the benefit of creative stormwater management. It is also recognized that certain community development standards may contribute to decreased pervious surface and increased stormwater runoff.

Due to the environmental sensitivity of stormwater management concerns within the Urban Service Districts, it must be understood with clarity that the use of Best Management Practices (BMP) which are structural, vegetative, or managerial practices be designed into any potential development and designed to treat, prevent, or reduce degradation of water quality due to stormwater runoff. All development projects subject to review at this time must be, at a minimum, designed, constructed, and maintained in accordance with Washtenaw County Water Resources Commissioner rules and regulations. The objectives of these standards will contribute to the prevention of flooding, protection of water quality, reduction of soil erosion, maintain and improve wildlife habitat, and substantial aesthetic values of development projects. The particular stormwater management facilities and measures required must reflect and incorporate existing grade, natural features, wetlands, and watercourses on the site, to the maximum extent feasible. Creative approaches should be considered and evaluated.

It is also understood that assurance must be provided that approaches to open storm drainage and detention will recognize the environmental sensitivity of the existing natural habitat systems of the individual Urban Service Districts and adjoining lands while also being creative and aesthetic. Open storm drainage and detention areas should be incorporated into the design of future development as an attractive amenity or focal point. Such improvements must be designed as amenities and an asset to entire development areas, while providing safe, efficient removal of storm water.

Storm water drainage and retention/detention should be based upon a pre-development hydrological assessment undertaken by the applicant for the subject site prior to development. The preliminary site plan should contain the results of this assessment with methods to address storm water management for each individual site as well as all of the sites together. All mediation for storm water management and preservation of the existing natural hydrological system should be based upon this assessment. The storm water discharge rate and volume for subject development sites should not exceed the predevelopment hydrological assessment for the subject site. The following design standards should be addressed in the storm water management plan.

1. Open detention basins should be incorporated into the design as an attractive amenity or focal point in the site design.
2. Wet bottom basins are encouraged. The need to provide water movement should be handled creatively with such elements as spray fountains or waterfalls.
3. Dry basins could also be utilized and designed as a primary focal element of the site and as an extensively landscaped open space. If properly designed and maintained, dry bottom basins could be designed as wetlands to remove non-point source pollutants from storm water runoff.
4. Slopes for retention/detention basins should be at a ratio that would not require fencing. Basins should be open to allow views into and across landscaped areas.
5. Natural drainage areas should be preserved with adequate green space to protect existing riparian systems and to allow maintenance access. When natural areas are altered, landscaping should be planted to re-establish the previous riparian habitat.

Walkways are encouraged to facilitate pedestrian circulation throughout an individual site and link into adjacent roads and properties, and to pedestrian/trail systems throughout the development areas.

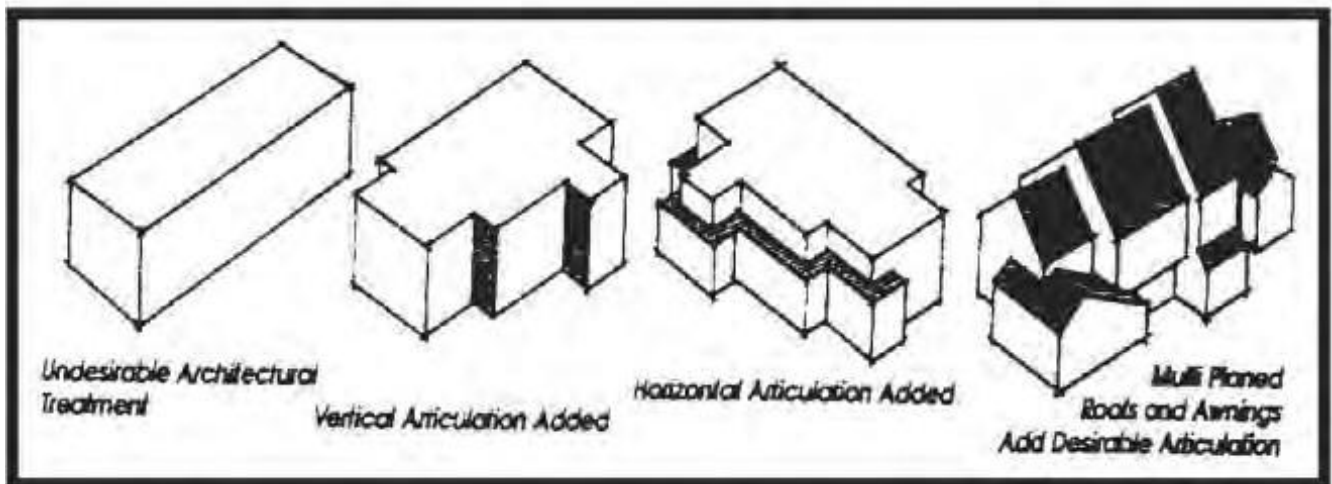
6. Detention basins serving multiple owners and/or development sites within the subject area are recommended in order to reduce the number of basins, to create watersheds of adequate size to support wet bottom basins or wetlands, and to distribute the cost and maintenance of the basins.

C. Building Architecture and Design

The intent of developers to design buildings in a coordinated, attractive, and interesting manner that defines an intended image and character when development occurs must be part of the initial Planned Unit Development petition and following site plan procedure. The highest development standards, including building materials and architectural design must be acknowledged within each development. Consistent architectural design, including building materials and colors, should be carried throughout a particular development; however, dissimilar materials could be considered when incorporating other characteristics such as scale, form, architectural detailing and color to make the building compatible with the overall type of development.

Renderings of anticipated building elevations and sections showing layout, dimensions, and building materials for the exterior of all structures, including exterior finish materials and colors should be provided as part of the Planned Unit Development petition and site plan review process.

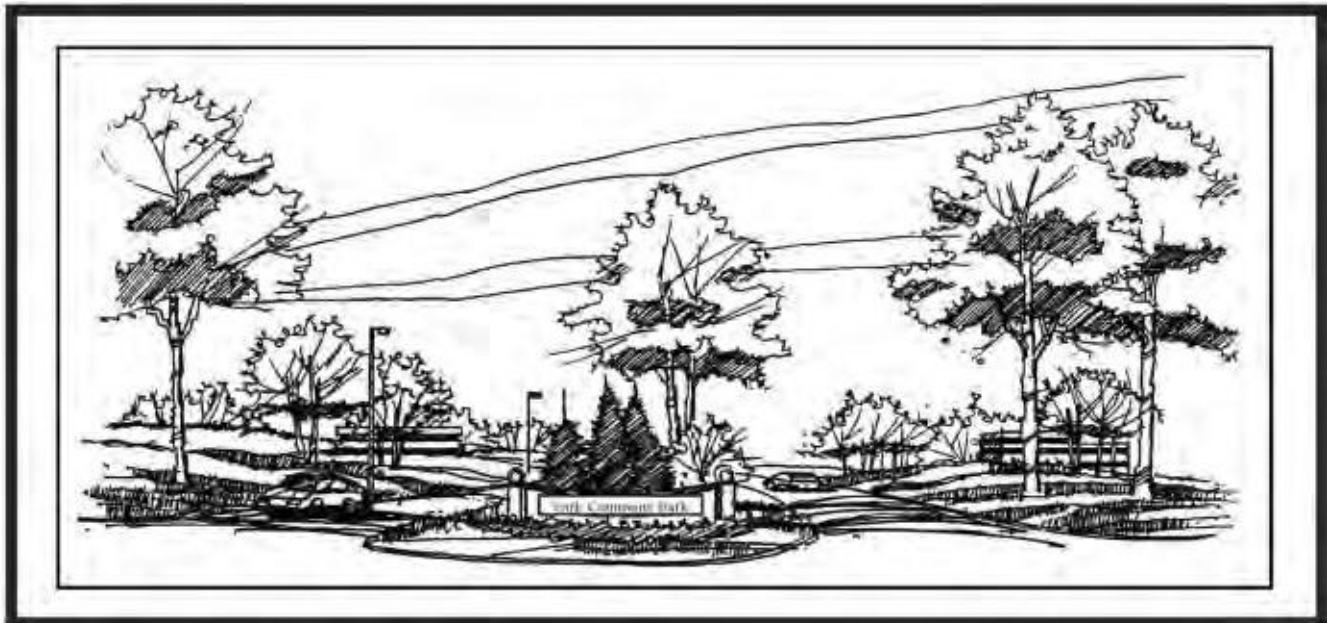
1. All sides of single or multiple buildings within a development must be equally attractive. Architectural details such as texture, pattern, color, and building form used on the front facade should be incorporated on all visible building facades.



2. Building massing, including the arrangement and placement of buildings and site amenities, should be varied to create a logical hierarchy of building forms. Long expanses of façade should be broken up to create shade and shadow and to create human scale and be pedestrian oriented.
3. Human scale should be created by the use of architectural elements such as colonnades, canopies, walkways, street-level display windows, lighting, and a variety of building materials in commercial and office developments.
4. Individual corporate image architectural design elements and colors would be incorporated only as secondary elements to the development and not as the dominant element.
5. Service and mechanical areas should be designed as an architectural feature of the building and entirely screened from view.
6. Public entrances and primary-building elevations should face the street. Main entrances to the buildings must be well defined.
7. In the proposed multi-building development complexes, a comprehensive architectural concept should be developed and maintained. Various site components should be unified through the use of similar design, material, and colors.

D. Landscaping

Landscaping shall be considered as the organization of outdoor space and must be treated as a design element incorporating building placement, vehicular circulation, and visual perspectives. Landscape improvements associated with proposed developments should recognize the value of native plant communities on the site. Plants native to York Township have evolved over thousands of years existing in particular soil, topographic, and hydrological conditions found within each plant community.



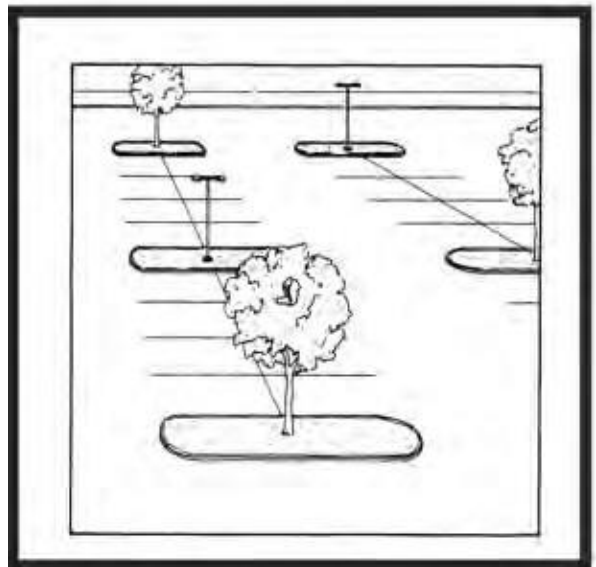
Therefore, existing hydrology of a site should be maintained to the greatest extent possible. The incorporation of native plant species and communities in appropriate areas of the development sites, that will complement the general landscaping of the site, must include but not be limited to, foundation plantings, lawn areas, screening and greenbelt areas, parking lots, and surface stormwater conveyance and detention features. Landscaping with native plants also encourages environmentally sound maintenance practices by requiring little or no pesticide or fertilizer use, and minimal irrigation.

A concept-landscaping plan must be presented to the Planning Commission as part of the Planned Unit Development petition and preliminary site plan. The concept-landscaping plan would be generalized and coordinated with the required formal landscape plan when the final site plan is submitted. Any portion of the project not developed with buildings, drives, parking and loading areas, and similar improvements must either be maintained in a natural state or landscaped with grass or other ground cover, shrubbery, trees, bushes, vines, or other suitable plantings.

1. Landscape Concept

The landscape concept should be designed to create variety, interest, and view corridor for visibility and to achieve the following purpose.

- a. To integrate the various elements of the site.
- b. To preserve and enhance the identity of the site.
- c. To improve and enhance the character of the site; to screen or filter views, where necessary to; to help unify the various parts of the site; blend inharmonious land uses; and buffer incompatible uses.
- d. To define and articulate outdoor and architectural space.
- e. To control soil erosion; moderate harsh or unpleasant sounds; remove air pollutants; control glare and reflection; and slow the effects of erosive winds or water and promote storm water retention, thereby helping to prevent flooding; and to block, divert, or channel winds.
- f. To moderate the effects of



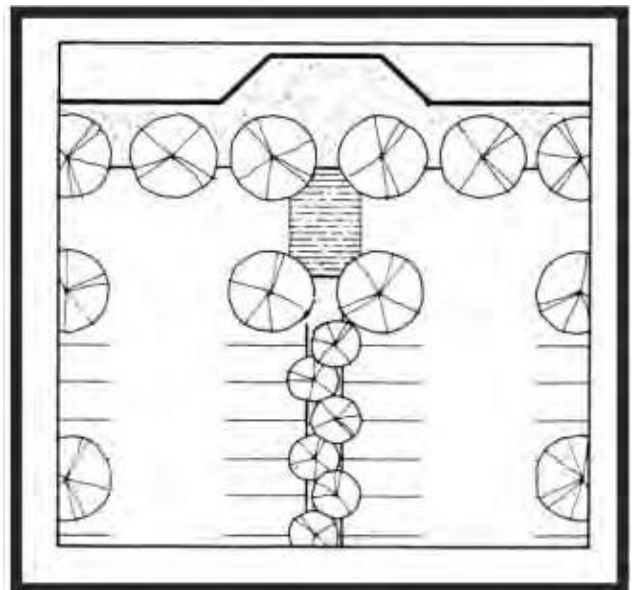
climate and to create a more desirable microclimate.

- g. Landscape concepts should be combined to form plazas, unified or continuous networked open spaces, and other focal points within each development and promote relationships to adjoining developments.
- h. If portions of the projects are to be constructed in phases, each phase must be self-contained and land clearing, grubbing or grading must only be conducted immediately preceding the construction of that phase. This is to reduce the probability of erosion and limit aesthetic impacts.

2. Internal Parking Lots

In considering the significant amounts of Vehicular parking required for development, it should be noted that all internal parking areas should be integral to the visual perspective of each proposed development. Landscaping within parking lots should minimize the visual impact of surface parking, and address environmental and climatic impacts.

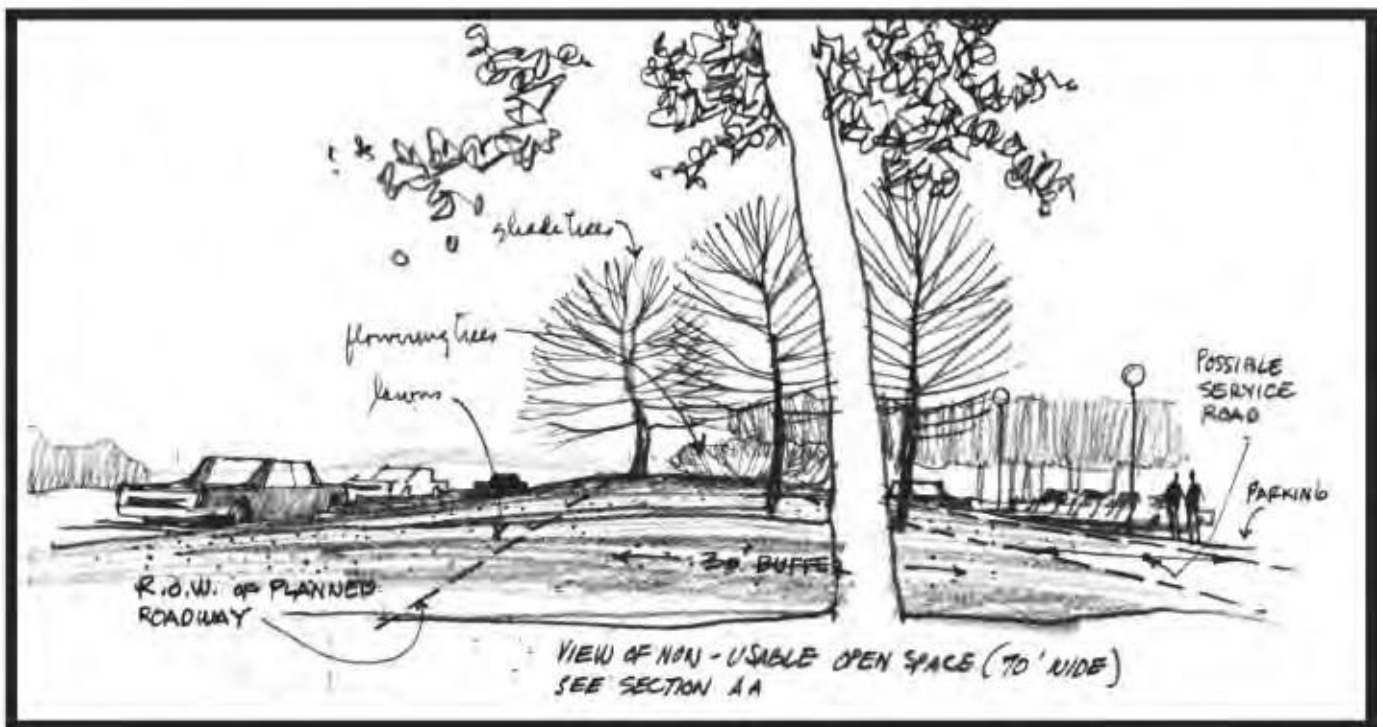
Parking areas shall be divided by vegetated landscape islands or vegetated medians for the purpose of channeling traffic flows, breaking up the visual impact of large paved areas, reducing heat and glare from paved surfaces, and improving the attractiveness of individual land uses.



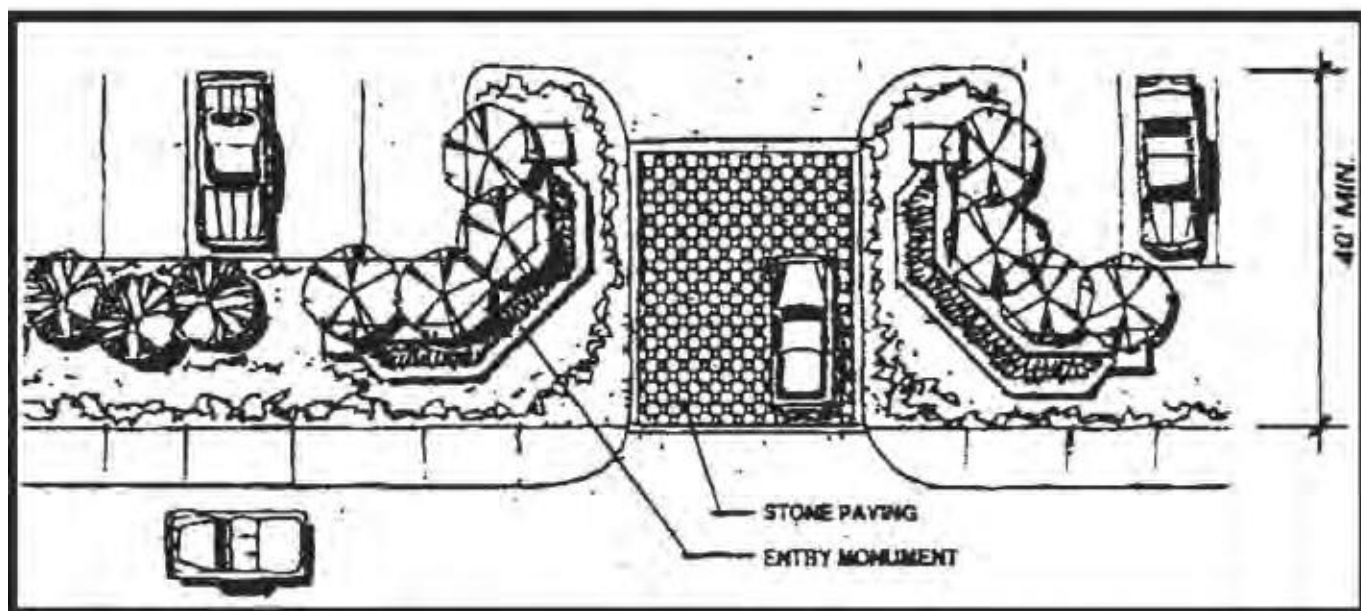
3. Roadway Landscaping

Streetscapes, especially those of major streets, convey an image of a community to visitors and even impart a self-image to the residents of the Township. Such images might not be wholly accurate, but accurate or not, they have their effect. The notable streetscapes of US-23, Willis, Arkona, Platt, Mooreville and Saline-Milan Roads are integral to the visual prospective envisioned for these areas. The anticipated appearance and character of these roadways can be established within the development review process incorporated with careful planning and implementation of street improvement projects.

The Willis/US-23 and Carpenter/US-23 interchanges and adjoining arterial roads are entrance zones to the Township. Potential developments offer special opportunities to express the image and character that the Township wishes to convey. The following should be considered:



- a. An extensive landscaped buffer, exclusive of roadway right-of-way shall be provided along US-23 and all arterial roads connecting with US-23 within the Urban Service Districts. A substantial landscaped buffer, exclusive of roadway right-of-way should be provided along other collector roadways within and adjacent to the Urban Service Districts.



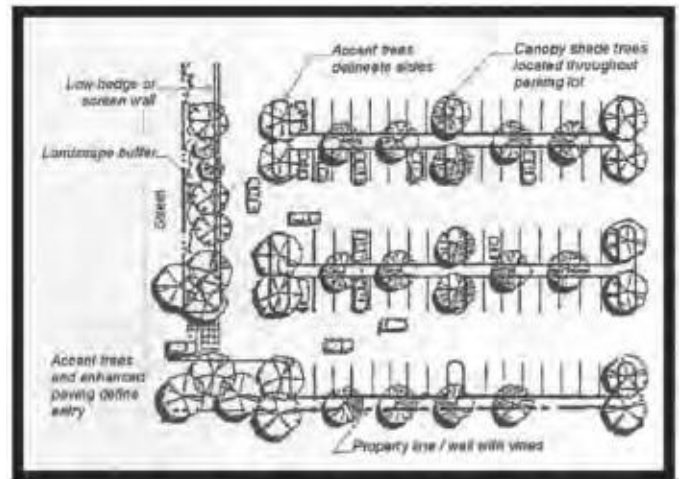
- b. The landscaped buffer would extend across the entire width of any development fronting on the roadways. No road or driveway would be located in this landscape buffer, except to cross such buffer, in a more or less perpendicular direction, for the purpose of providing vehicular access to the property from an adjacent street.

E. Natural Resources

All of the Urban Service Districts have a variety of natural features - wooded areas, streams, wetlands and varied topography. It is important that these features be protected and set aside into natural systems as development begins to take place within these areas. Integration of natural resources into development patterns will be directed toward preservation and properly protecting the resource. It is the intent of this plan to protect and preserve natural resources

within all designated Urban Service Districts to ensure that wooded areas are not randomly removed to make way for development; streams are not subject to pollutants and sediments from surface runoff and by flooding caused by increased runoff; and that wetlands will not be adversely altered or destroyed by changing drainage patterns and by disruption of the ecosystem. Topographic features shall be taken into consideration when providing building sites and roadways, to ensure that natural drainage ways are not subject to increased erosion potential, or detrimental impacts to the area's visual character.

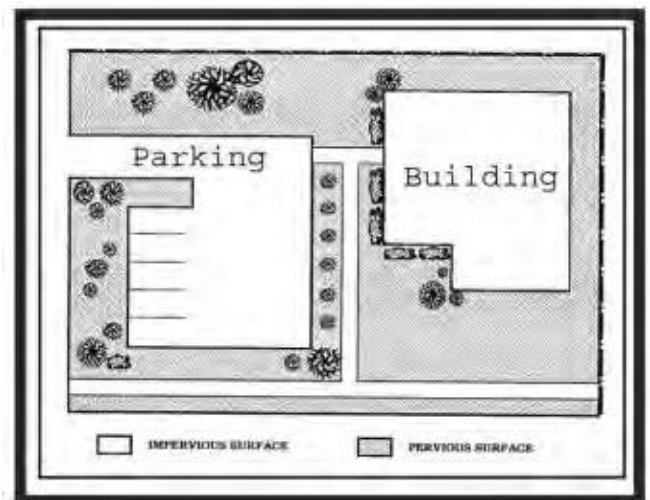
Preservation of these natural features offers York Township the opportunity to provide the Urban Service Districts with the physical basis for a unique identity.



F. Parking and Circulation

To avoid large expanses of paved areas, and to provide easy accessibility to buildings, large parking lots should be divided into smaller parking areas and dispersed around the site. Dedicated pedestrian pathways should be provided through large parking lots to allow clear access to buildings. The following should be considered in the design of parking of vehicles.

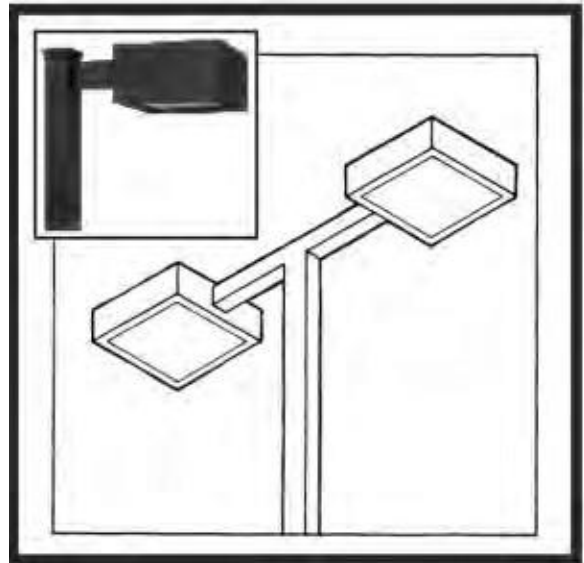
1. Where large parking lots are needed, adequate landscaped pockets should be integrated into parking areas and contain significant landscaping areas.
2. Landscape strips between parallel parking rows should be considered with a minimum 10 feet in width. When incorporating pedestrian walkways, such strips shall be a minimum of 20 feet in width.
3. An alley should be considered on both sides of entrance drives to create pleasing tree lined entrances, to direct vehicles into and out of the site, and to provide adequate space for vehicular stacking at exits onto perimeter roadways.



G. Lighting

All site lighting must be designed to preserve, protect, and enhance the lawful night time use of any and all property through the use of appropriate lighting practices and systems. Individual lighting systems and fixtures must be designed, constructed, and installed to control glare and light trespass, minimize obtrusive light, conserve energy and resources while maintaining safety, security and productivity, and prevent the degradation of the night time visual environment. A detailed lighting plan will be submitted as part of the final site plan review. Attention must be given to the following:

1. Utilization of a consistent style of light fixture to be installed along all interior roadways. Decorative lighting should be installed for parking lots, walkways or buildings on each development site.
2. The style of lighting should reflect the architectural character of development within the overall development areas.
3. Lighting should be used to highlight architectural features and create visual interest.
4. Parking lot illumination should be accomplished with individual light poles and fixtures, which are properly down shielded.
5. Location of all freestanding, building mounted and canopy light fixtures.
6. A photometric grid overlaid on the proposed site plan, indicating the overall light intensity throughout the site (in foot-candles).
7. Specifications and details for the type of fixture being proposed, including the total foot-candle output, type of lamp and method of shielding.
8. Use of the fixture proposed (i.e. parking lot, sidewalk, decorative, sign, etc.).
9. Any other information deemed necessary to determine compliance with lighting standards by the Planning Commission.



H. Signage

Signs should be in harmony with the style and character of the development proposed and must be an integral design component of the building architecture, building

materials, landscaping, and overall site development. Road entry to each development parcel should have an identification sign designed as a ground sign.

I. Pedestrian Circulation

Pleasant and functional pathways for pedestrian travel must be ensured within any future developments. Pedestrian circulation patterns should be considered of equal importance to that of the vehicle and building arrangement. The following must be evaluated.

1. Sidewalks must be depicted on both sides of all arterial and collector roadways within all Urban Service Districts. Additional sidewalks would be provided to connect these walkways with trails within greenways or other

open space systems and linkages within the Urban Service Districts and adjacent areas.

2. Where walkways pass through

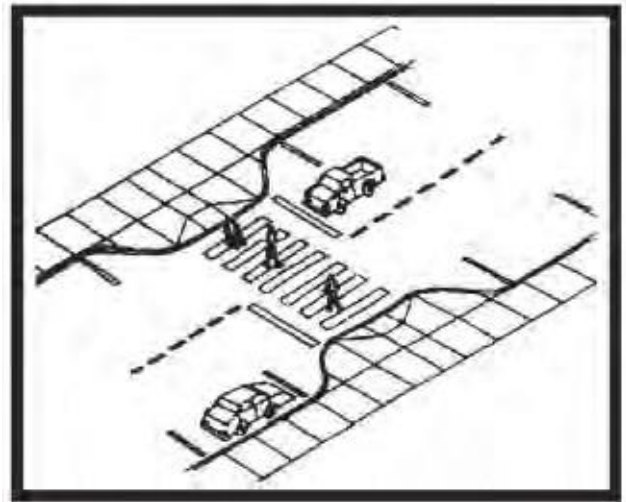
paved parking areas and drives, a decorative paving

material (i.e. pavers,

stamped/textured concrete, or color concrete) should be used to delineate the walkway crossing. Trees should be

planted between access drives and the sidewalk, with shrubs

and berms located between the sidewalk and the access drive or parking lot



J. Transportation

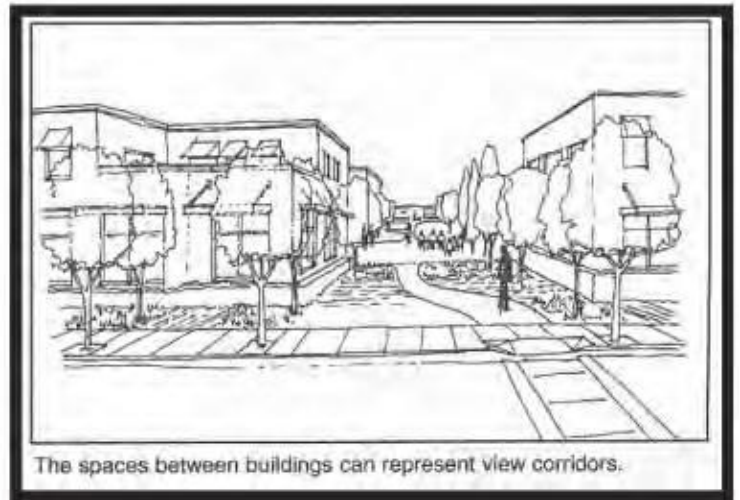
1. Policies

- a. Curb cuts should only take place along existing arterial roads at controlled access points to maintain necessary turning movements, traffic flow, and visual prospective. Allowing random curb cuts severely limits the function of these roadways and diminishes the integrity of access within the Urban Service Districts. Access to interior parcels shall be from collector roadways to these roadways, which shall connect at controlled access points.

- b. An internal collector transportation roadway system shall be developed within all Urban Service Districts to access interior portions of each Urban

Service District. These roadways would connect with all county or state roads at controlled access points.

- c. Any extension of Arkona Road will be constructed to boulevard standards within the defined Urban Service District.



- d. All new streets in the designated Urban Service Districts shall be paved and constructed to urban standards, based on Washtenaw County Road Commission requirements for urban streets, including curbs and gutters. Existing unpaved public streets within and adjacent to the Urban Service Districts shall be paved, as development occurs to provide safe and convenient access to adjoining properties. Any existing or new streets within any Urban Service District shall not provide vehicular service less than a Level of Service "C".
- e. Plans for new development within each Urban Service District shall provide for new roadways or extension of streets to connect with existing or future streets at common boundaries where such extension is determined to be necessary for continuity in the public street system or to provide vehicular access to interior lands. Interconnection of streets is intended to be a means of creating physical integration of all parts of each Urban Service District.
- f. Any new development shall be required to provide its share of street improvements. The design and character of streets shall be consistent with and subservient to the desired character of York Township and the designated Urban Service Districts. The rights-of-way and number of lanes and pavement width of other streets shall not be so large or dominant as to create barriers between areas on opposite sides of these streets. The maximum rights-of-way width should be consistent with adopted design standards.
- g. Whenever possible the natural landscape shall be preserved along all roads within each Urban Service District. Preservation of the natural landscape shall also be encouraged along roadways characterized by significant natural resources or vistas.
- h. Landscaping shall be encouraged and/or required inside and outside of the right-of-way to retain a scenic quality along roads within each Urban Service District.
- i. Private roadways within each Urban Service District shall be discouraged.

- j. The development of a safe, comprehensive bicycle and pedestrian circulation system to link each Urban Service District with other areas of the Township shall be developed with an overall development plan. Sidewalks shall be required as an integral component of the circulation system in each Urban Service District. They should:
 - 1. Be provided along all urban classified streets.
 - 2. Be separated from streets by landscaping or other amenities to provide for safety and pedestrian comfort.
 - 3. Be barrier-free; and
 - 4. Be coordinated with a bicycle system where feasible.
- k. Provision shall be made for public transit terminals within Urban Service Districts I, II and III. This would be considered along the Willis and Arkona Road corridors.

K. Public Utilities

All new development within each designated Urban Service District shall be required to connect to a public sanitary sewage system if available. Based upon environmental factors and the density of potential land uses within each designated Urban Service District, extension of publicly owned sanitary sewer and water lines will be necessary concurrent with development at an intensity or density sufficient to require such service. The Township's involvement and/or management of any future public sanitary sewer and public water systems will be to serve the public health, safety, and welfare of the Township and residents, and to protect the Township's environment.

Use of a private, on-site septic system and/or private well may be permitted as an interim facility for an individual lot where publicly-owned sanitary sewer or public water lines will not be available for a significant period of time. Any lot within an Urban Service District permitted to develop with a private, on-site septic system or private well shall be required to connect with the publicly owned sanitary sewer lines when these become available. Use of community wastewater systems and community wells within an Urban Service District shall be prohibited.

PLANNED LAND USE ACTIVITIES

A variety of land uses are proposed for the Urban Service Districts, each being different and responding to different land use needs and site specific criteria. Following is a review of the specific land use types to be directed to the individual Urban Service Districts.

A. Residential

Single-family detached, attached, town houses, quad-plex, condominiums and medium density multiple residential uses are appropriate within designated portions of the Urban Service Districts. It may be possible to incorporate residential development into site plans for other types of development within certain Urban Service Districts.

Pedestrian and bicycle systems shall be provided and integrated into the overall site plan concept. Incorporation of residential with other types of urban land uses would, to

the extent possible, be depicted within the Planned Unit Development area plan through standards provided within the Zoning Ordinance. Urban Residential lands are characterized as follows:

1. Urban Residential

a. Definition: The primary type of dwelling unit will be a townhouse dwelling unit, or dwelling units in apartment type buildings, at a maximum density of eight dwelling units per acre. Single family detached might be permitted as part of the development concept. The classification could also include high-density senior citizen housing complexes.

b. Policies

- i. A variety of urban housing types shall be encouraged within appropriate areas of Urban Services Districts.
- ii. Permit clustering that maintains an overall site density in order to provide permanent open space for recreational or environmental conservation use.
- iii. Comprehensive pedestrian circulation systems will be required.
- iv. Encourage residential development around focal points such as open spaces or village greens.

B. Office

Office park development is designated within Urban Service Districts along major streets and encouraged as a buffer between adjacent residential and agricultural areas. The Office designation would be in the form of office parks, including the provision of open space and preservation of natural features. Office park development would be permitted in a low-density, spacious, campus environment in a planned, coordinated manner, according to an overall development plan. Commercial support services may take place in office parks, provided these services are strictly incidental to the office park character of the development and are intended for the convenience of employees and customers.

a. Definition: Business and professional offices, such as legal, engineering, financial, insurance, accounting, and stenographic services; executive and administrative offices; medical and dental offices and related laboratories; government offices; non-profit organization offices; and financial institutions but not including drive-up windows.

b. Policy

- i. Office park development requires vehicular and pedestrian interconnections to permit travel between adjacent developments. Driveways should be combined and existing extra driveways eliminated, where feasible, to reduce the number of turning locations on access streets.

- ii. Designated office parks shall provide landscaped transition zones that will create visual and sound barriers for protection of adjoining areas.
- iii. Office park developments should be accessible by sidewalk and pedestrian/bicycle paths. Office parks should be attractive with a central architectural theme, and convenient for pedestrian movement, both between the parking lots and individual buildings. Sidewalks should be provided along abutting streets, and adjacent properties, where appropriate and be coordinated with adjacent residential properties.
- iv. Outside lighting of office park developments shall be designed to create a balance between efficiency and safety for commercial properties and customers on the one hand, and to reduce light pollution on the other.

C. Residential/Office

The character of the Residential/Office designation would allow a smaller scale office park as a transitional use that may be located adjacent to single-family residential areas. Residential/Office Park uses could be located on undeveloped lots fronting on major streets, which are not likely to have new single-family dwellings constructed thereon. The Residential/Office Park district would allow buildings, which are compatible in architectural style and scale with adjacent single-family dwellings.

Due to the smaller scale and intent of the Residential/Office designations, commercial support services are not appropriate.

- a. Definition: Business and professional offices, such as legal, engineering, financial, insurance, accounting, and stenographic services; executive and administrative offices; medical and dental offices and related laboratories; government offices; non-profit organization offices; and financial institutions but not including drive-up windows.
- b. Policy
 - i. Residential/Office park development requires vehicular and pedestrian interconnections to permit travel between adjacent developments and residential areas. Driveways should be combined and existing extra driveways eliminated, where feasible, to reduce the number of turning locations on access streets.
 - ii. Residential/Office park sites shall be landscaped. Parking lots especially shall be landscaped, both along the perimeter and in the interior to reduce the adverse effects of paved areas. Loading areas and the rear parts of office park sites shall be screened from view from streets and neighboring properties.
 - iii. Designated Residential/Office parks shall provide landscaped transition zones that will create visual and sound barriers for protection of adjoining areas.
 - iv. Residential/Office park developments shall be accessible by sidewalk and pedestrian/bicycle paths. Residential/Office parks shall be

constructed in an attractive residential style with a central architectural theme, and convenient for pedestrian movement, both between the parking lots and individual buildings. Sidewalks shall be provided along abutting streets, and adjacent properties where appropriate, and be coordinated with adjacent residential properties.

- v. Outside lighting of office park developments shall be designed to create a balance between efficiency and safety for commercial properties and customers, and to reduce light pollution.

D. Commercial Commons Park

It is understood that limited commercial land uses presently exist within the Township. Those that do exist are oriented toward convenience products (grocery store items, etc.) and orientation to travelers on the US-23 corridor. The Master Plan is based upon the policy that large-scale commercial activities are not warranted within the Township. This is based on the presence of adequate commercial centers in adjoining communities. Any future needs of Township residents or travelers for commercial uses should be located in close proximity to the Willis/US-23 and Carpenter/US-23 interchanges.

Commercial uses within Urban Service District I will be provided through the arrangement and placement of buildings with site amenities, to create a logical hierarchy of building forms and not in a miscellaneous collection of stores in a strip arrangement on individual lots. Commercial development will be of a unified architectural character on a site that is planned, developed and managed as one operating unit. Each site would be landscaped with a common unifying theme, and be provided with common drives, parking areas, and service areas designed and sized in a definite relationship to the types and sizes of stores to be located in the center.

Self-sufficiency of uses within the defined Commercial area shall be encouraged by permitting the provision of commercial support services including retail, food, and convenience services within individual employment centers to meet the needs of businesses and employees. Large uses within employment centers should be largely self-contained, so as to reduce development pressures on the surrounding lands and the roads leading to the centers.

- a. Definition: Commercial development within Urban Service District I are considered suitable and shall not be expanded outside the Urban Service District. New commercial activities shall be consolidated as may be found in a small shopping center development. This would include commercial uses that are compatible with and mutually supportive of each other in one or more buildings, of a unified architectural character, and managed as one operating unit.

Commercial uses can also be located in mixed-use areas that have technology centers and office uses, such as office parks. Commercial uses will be considered as secondary to designated permitted uses, both in terms of number of establishments and percentages of total floor area. Therefore, mixed-use areas are considered to be more technology or office in character

than commercial. Commercial uses may be allowed in such areas, especially business/technology parks, to serve employees, customers, and visitors.

b. Policy

- i. Commercial uses will be confined to designated areas; strip commercial development without controlled access points, consolidated parking, and controlled pedestrian access will not be permitted.
- ii. Commercial development will be based upon configurations in one or more buildings of a unified architectural character, on a site that is planned, developed and managed as one operating unit. It is intended that each site be landscaped with a common unifying theme, and be provided with common drives, parking areas, and service areas designed and sized in a definite relationship to the types and sizes of stores to be located in the center. Vehicular and pedestrian interconnections will be required in new developments to permit travel between adjacent parcels where such movement is considered appropriate. Driveways should be combined and existing extra driveways eliminated to reduce the number of turning locations on access streets.
- iii. The largest part of any commercial development, whether individual lots or a unified configuration of buildings, is the parking lot. While adequate parking is essential to the viability of a commercial business and convenience of its customers, large pavement areas have adverse impacts, such as heat and glare, high rates and volumes of surface water runoff, transmission of pollutants from the surface of the parking lot directly to surface waters, and general unsightliness. Parking areas should be reduced to the minimum necessary to serve commercial establishments. Excess spaces should be held in landscape reserves, to be constructed only if experience on the site shows they are needed. Parking spaces in parking lots of larger commercial centers that are intended to be used for employee parking, or overflow parking during the one or two peak business periods of the year, should be reduced in size to reduce pavement area and to increase landscape area. These reductions in the size and number of spaces should not be used as an opportunity for increasing building area on a site; the purpose of these reductions is strictly to reduce pavement area and to increase landscape area.
- iv. Designated commercial areas shall provide landscaped transition zones that will create visual and sound barriers for protection of adjoining areas.
- v. Commercial developments should be accessible by sidewalk and pedestrian/bicycle paths. The interior of shopping centers should be attractive and convenient for pedestrian movement, both between the parking lots and stores, and between stores, sidewalks along abutting streets, and adjacent properties, where appropriate.

- vi. Outside lighting of commercial developments shall be designed to create a balance between efficiency and safety for commercial properties and customers, and to reduce light pollution.

E. Research/Technology

Research/Technology facilities shall only be permitted in a spacious, campus type environment including provisions of open space to preserve natural features by incorporating them into the overall plan. Such development shall be devoid of nuisance factors commonly present in standard manufacturing districts. They shall be located, designed, and operated in such a way as not to create hazards for the Township's

environment nor create adverse impacts on existing or proposed residential or agricultural uses. Such facilities shall be developed in a planned, coordinated manner, according to an overall development plan.

- a. Definition: Research activities that produce an insignificant amount of heat, noise, glare, offensive odors, and similar environmental disturbances and that do not present a pollution hazard for the Township's environment, including office and prototype manufacturing operations in support of, and incidental to, the research activity.
- b. Policy
 - i. Research/Technology uses will be developed as single entities and not as scattered and isolated sites.
 - ii. Public sanitary sewer service will be required so that effluent can be monitored and controlled.
 - iii. Permitting the provision of commercial support services, including retail food and convenience services, within these centers, are designed to encourage self-sufficiency of Research/Technology centers. These support services shall not be intended or designed to serve the general public. Research/Technology centers should be largely self-contained so as to reduce development pressures on the surrounding lands and the roads leading to the centers. These services should be designed into the overall setting of the Research/Technology areas and should be incidental to the character of the development.
 - iv. Landscaping and/or natural feature buffers shall be provided between Research/Technology centers and adjacent agricultural or residential land uses and streetscapes.
 - v. Pedestrian and bicycle systems shall be provided and shall be integrated with the circulation systems (vehicular, bicycle, and pedestrian) of adjacent properties.

URBAN SERVICE DISTRICT I

It is reasonable to assume that the Willis Road/US-23 interchange will continue to attract development interest taking advantage of this highway access focal point within the Township. Historically this general area has seen parcels develop into commercial land uses. After the interchange was built, additional commercial enterprises located in this area.

Presently there is a mixture of commercial and residential land uses on Willis Road between Carpenter and Platt Roads, each having access onto Willis Road. With several vacant parcels remaining, that could potentially have access onto Willis or Carpenter Roads, additional development could take place. In addition, redevelopment of existing parcels could occur if the market were adequate for more intense use and adequate public facilities were available. However, added curb cuts onto these roads would create congestion and block access to usable interior parcels and would be undesirable.

- Land uses within District I will be orientated and influenced by:
The Toyota Technical Center comprising lands north of Willis Road.
- Commercial uses supportive of the Toyota Technical Center and highway orientated due to the US-23 transportation corridor.
- Stand-alone and office support for the Toyota Technical Center.

URBAN SERVICE DISTRICT II

Land uses within District II will be orientated toward:

- South of Arkona Road to the Township's southern border, east of the City of Milan, and west of the Township's eastern border are designated as a combination of Public/Quasi Public, Industrial, and Urban Residential.

URBAN SERVICE DISTRICT III

Urban Service District III is characterized by the Mooresville community which is a quiet, compact settlement with the historic character of a small rural village. The community is currently served with a public sanitary sewer system that discharges to the City of Milan. Even though the hamlet sewer infrastructure limits the amount of growth, the characteristics of the hamlet could be an attractor for additional residential growth and perhaps a combination of commercial shops with residential on the second floor.

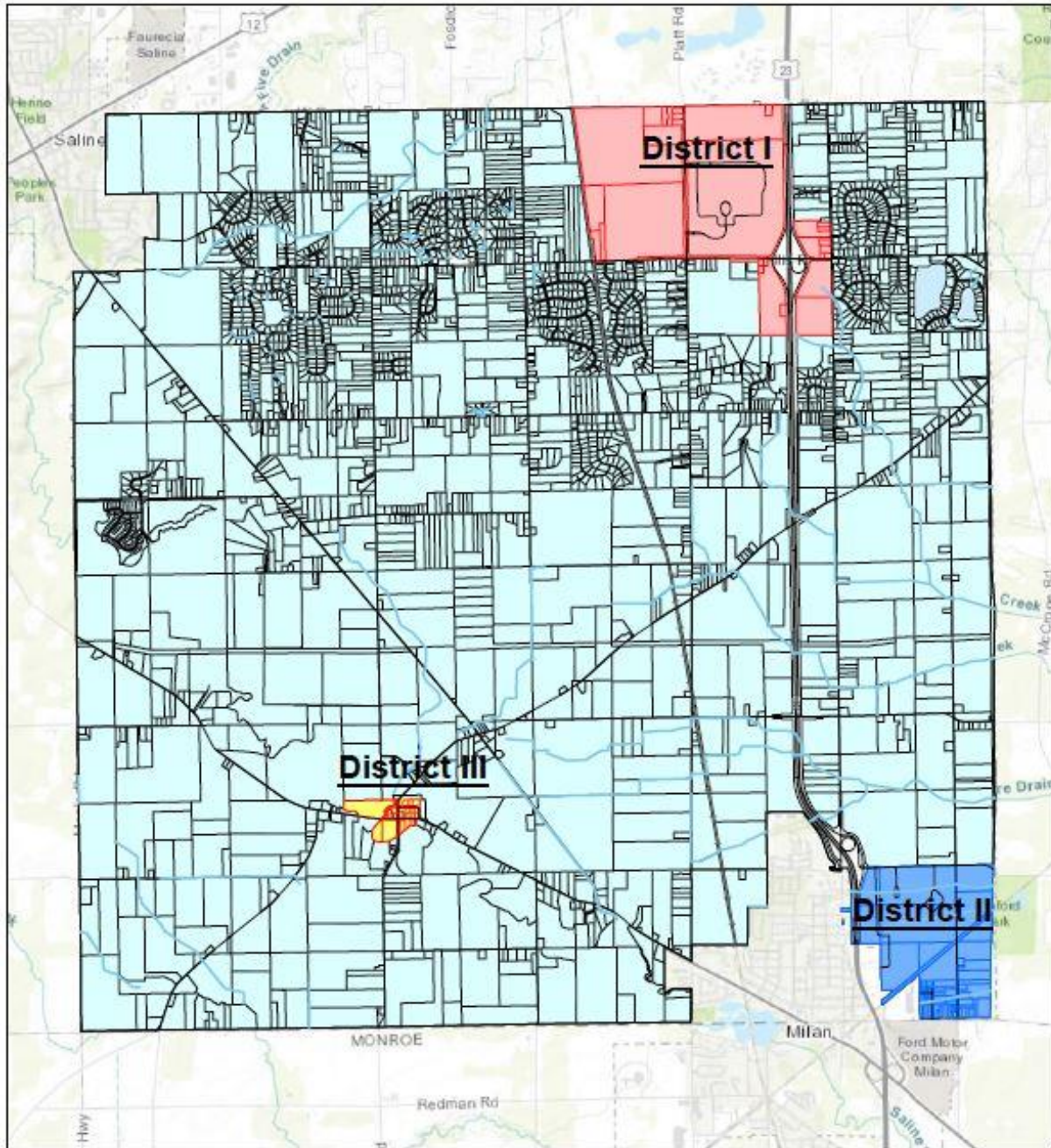
The Urban Service District for the Mooresville community is intended to encourage and permit mixed uses with a village scale and character. Uses that would be permitted in this district are intended to be compatible with residential type structures and neighboring residences, and should be oriented to pedestrians. This district is designed to encourage retention of existing residential structures, either in residential use or in conversion to other permitted uses, and to ensure that remodeled or new structures will have a residential character similar to the existing character of the Mooresville Hamlet Center District. It is the intent of this district that the setting of buildings will be spacious, will reflect the existing residential character within this area, and that uses should be compatible with, and supportive of each other, and of a unified architectural

character and historic intent. It is further the intent of this district that parking will not dominate the appearance of buildings and sites.

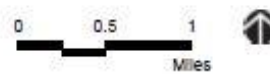
It is recognized that sites and structures within the designated Hamlet Center District may be of historic value and that when a site or structure is to be utilized under the regulations of this district that the following standards also be maintained:

- A. The existing small-scale character of the area should be retained. Offices would be limited to small professional and personal service uses. Existing houses may be converted to office use, and new office buildings could be added, either on undeveloped lots or as replacements for existing structures along Mooreville Road. Two story buildings are encouraged. Limited commercial on the ground floor with residential on the top floor is a compatible design along Mooreville Road. An overall design theme based on the historic character of existing structures should be established for the Hamlet Center District.
- B. The scale of uses and buildings will be kept small, to be consistent with the existing historic structures in the area. And the rural village character. The size of parking lots and the number of parking spaces will be limited, so that parking lots will not dominate the visual character of the area.
- C. The setting for buildings in the central area should be grouped, taking advantage of a village character. Parking for non-residential uses should not be permitted in front of buildings, and parking lots should be small, so that they will not dominate the appearance and character of sites. Existing non-residential structures should be remodeled to meet these standards, to the extent feasible.
- D. Every reasonable effort should be made to provide a compatible use for a property which requires minimal alteration of the building, structure, or site and its environment, or to use a property for its originally intended purpose.
- E. The distinguishing original qualities or character of a building, structure, or site and its environment will not be destroyed.
- F. Single family development may have a density of one to four DU/acre and be served by public sanitary sewers.
- G. The identity and character of the Mooreville Hamlet can be maintained and enhanced by creating additional low-density residential development around the existing central area that can be interconnected to open spaces within and around the Hamlet area. Walkways and/or bicycle paths can connect the residential areas to the Saline River corridor and eventually to adjacent urban communities.

MAP 10 | URBAN SERVICE DISTRICT



Urban Service District
York Township, Washtenaw County, Michigan



- Legend**
- Community Boundary
 - York Township Parcels
 - Roads
 - + Railroad
 - County Drain
 - District 1
 - District 2
 - District 3

Source: McKenna 2018. Aerial source: ESRI, Accessed 2018
Data Source: Urban Service Districts McKenna 2018
Roads, County Drain, and Parcels York Township 2017
Municipal Boundaries source SEMCOG, Accessed 2018





MCKENNA

COMMUNITY PLANNING CONSULTANTS

McKenna Associates, Incorporated
Community Planning - Urban Design
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John Jackson, AICP President
Paul Lippens, AICP Project Manager
Greg Elliott, Esq., AICP Project Manager
Irvin Wyche, AICP Project Planner

**CHARTER TOWNSHIP OF YORK,
COUNTY OF WASHTENAW, MICHIGAN
RESOLUTION**

At a Regular Meeting of the Charter Township of York Planning Commission held at the York Township Hall on Monday, January 13, 2020, beginning at 7:30pm.

WHEREAS, Act 33, Public Acts of Michigan, 2008, MCL 125.3801 *et seq.*, as amended ("Act 33"), provides for a Planning Commission to prepare a Master Plan for the physical development of the community including parks and recreation facilities; and,

WHEREAS, the Township Planning Commission, with assistance from McKenna, has prepared the 2020 Master Plan for the Township in compliance with Act 33, including relevant charts, maps and text; and,

WHEREAS, the Township notified all required entities of their intent to prepare a new master plan as in compliance with Act 33; and,

WHEREAS, the Township has provided opportunity for public input into the Master Planning process; and,

WHEREAS, the Township Board approved distribution of a draft copy of the Master Plan to all of the bodies required by Act 33 for review and comment on November 12th, 2019, with that notice being distributed in accordance with Act 33 on November 19th, 2019; and,

WHEREAS, no person or entity submitted comments indicating that the proposed master plan is substantially inconsistent with the master plan of any adjacent community; and,

WHEREAS, The Township Planning Commission held a formal public hearing on the draft 2020 Master Plan, on January 13, 2020, in order to provide additional opportunity for public comment; and,

WHEREAS, the citizens of the Township were afforded the opportunity to provide oral and written comments on the draft plan, which comments have been carefully considered by the Planning Commission; and

WHEREAS, having reviewed the plan, the Planning Commission has determined that the 2020 Master Plan should be approved;

NOW THEREFORE, BE IT RESOLVED, that Charter Township of York Planning Commission hereby adopts the 2020 Master Plan for the Township.

A vote on the foregoing resolution was taken and was as follows:

Yeas: 7
Nays: 0
Absent: 0

Resolution Declared Adopted.



Thomas Gary
Secretary – Planning Commission
Charter Township of York

**CHARTER TOWNSHIP OF YORK
WASHTENAW COUNTY, MICHIGAN
RESOLUTION #2020-06**

RESOLUTION TO AMEND THE CHARTER TOWNSHIP OF YORK MASTER PLAN

Minutes of a Regular Meeting of the Township Board of the Charter Township of York, Washtenaw County, Michigan held at the Township Hall in said Township, on the 11th day of February, 2020, at 7:30 p.m.

PRESENT: Brian lott, Sally Louis, John Hargrove, Helen Neill

ABSENT: Chuck Tellas, Dan Pichla, Derek Stern

The following preamble and resolution were offered by Member Brian lott and seconded by Member John Hargrove.

WHEREAS, the Michigan Planning Enabling Act (MPEA) authorizes the Planning Commission to prepare a Master Plan for the use, development and preservation of all lands in the Township; and

WHEREAS, the Planning Commission prepared an updated Master Plan and submitted the plan to the Township Board for review and comment as required under Section 41(1) of the MPEA, being MCL 125.3841(1); and

WHEREAS, on September 10, 2019 the Charter Township of York Board received and reviewed the proposed Master Plan prepared by the Planning Commission and authorized distribution of the Master Plan to the Notice Group entities identified in Section 41(2) of the MPEA, being MCL 125.3841(2); and

WHEREAS, notice as required under the MPEA was provided to the Notice Group entities described in Section 41(2) of the MPEA, MCL 3841(2); and

WHEREAS, the Planning Commission held a public hearing on January 13, 2020 to consider comment on the updated Master Plan, and upon completion of the public hearing the Planning Commission duly adopted a Resolution to approve the updated Master Plan; and

WHEREAS, the Township Board adopted Resolution #2017-06 asserting its right to approve updated Master Plans as authorized under the MPEA; and

WHEREAS, the Township Board finds that the updated Master Plan is desirable and proper and furthers the use, preservation and development goals and strategies of the Township;

NOW THEREFORE BE IT HEREBY RESOLVED AS FOLLOWS:

1. **Adoption of the 2020 Master Plan.** The Township Board hereby approves and adopts the proposed 2020 Master Plan as approved by the Planning Commission, including all of the chapters, figures, maps and tables contained therein.
2. **Distribution to Notice Group.** The Township Board approves distribution of the updated Master Plan by the secretary of the Planning Commission to the Notice Group described in Section 41(2) of the MPEA, MCL 125.3841(2).
3. **Findings of Fact.** The Township Board has made the foregoing determination based on a review of existing land uses in the Township, a review of the existing Master Plan provisions and maps, input received from the Planning Commission and public hearing and with the assistance of McKenna, a professional planning group, and finds that the updated Master Plan will accurately reflect and implement the Township's goals and strategies for the use, preservation and development of lands in the Charter Township of York.
4. **Effective Date.** The Master Plan shall be effective as of the date of this resolution.

5. **Acknowledgement of Approval.** Pursuant to MCL 124.3843, a statement of the Township's approval of the updated Master shall be recorded by signature of the Clerk on the inside of the front or back cover of the updated Master Plan, and upon any future land use map that is approved as a separate document with the updated Master Plan.

Upon roll call vote the following voted:

Aye: Hargrove, Louis, Neill, Iott

Nay: None

Absent: Tellas, Pichla, Stern

The Chairman in Supervisor's absence declared the Resolution adopted.



Date: February 11, 2020

Helen Neill, Clerk
Charter Township of York

CERTIFICATE

I, Helen Neill, certify that the foregoing is a true and complete copy of Resolution #2020-06 adopted by the Charter Township of York Board of Trustees, County of Washtenaw, State of Michigan, at a Regular Meeting held on February 11, 2020, and that public notice of said meeting was given pursuant to Act No. 267, Public Acts of Michigan, 1976, as amended.



Helen Neill, Clerk
Charter Township of York

Dated: February 25, 2020

**CHARTER TOWNSHIP OF YORK
WASHTENAW COUNTY, MICHIGAN
RESOLUTION #2017-06**

RESOLUTION ASSERTING TOWNSHIP BOARD RIGHT TO APPROVE MASTER PLAN

Minutes of a Regular Meeting of the Township Board of the Charter Township of York, Washtenaw County, Michigan held at the Township Hall in said Township, on the 13th day of June, 2017, at 7:30 p.m.

PRESENT: Charles Tellas, Sally Louis, Brian Iott, Dan Pichla, John Hargrove, Derek Stern
ABSENT: Helen Neill

The following preamble and resolution were offered by Member Derek Stern and seconded by Member Brian Iott.

WHEREAS, the Michigan Planning Enabling Act (MPEA) authorizes the Planning Commission to prepare or amend a Master Plan for the use, development and preservation of all lands in the Township; and

WHEREAS, the MPEA authorizes a Township Board to assert by Resolution its right to approve or reject the proposed Master Plan or Plan Amendment approved by the Planning Commission; and

NOW THEREFORE IT BE RESOLVED THAT, pursuant to MCL 125.3843(3), the York Charter Township Board of Trustees reserves to itself the right to approve or reject a proposed Master Plan or Master Plan amendment approved by the Planning Commission; and

BE IT ALSO RESOLVED THAT, after approval of a proposed Master Plan or Master Plan amendment by the Planning Commission, the York Charter Township Board of Trustees shall approve or reject the proposed Master Plan or Master Plan amendment. A statement recording the Township Board's approval of proposed Master Plan or Master Plan amendment, signed by the Township Clerk, shall be included on the inside of the front or back cover of the Master Plan and, if the future land use map is a separate document from the text of the Master Plan, on the future land use map.

ROLL CALL VOTE:

Ayes: Stern, Iott, Hargrove, Pichla, Tellas, Louis
Nays: None
Absent: Neill
Abstain: None

Resolution Declared Adopted 6-0-1-0

Helen Neill
Helen Neill, Clerk, Charter Township of York

Dated: June 13, 2017

Certificate

I, Helen Neill, certify that the foregoing is a true and complete copy of Resolution #2017-06 adopted by the Township Board for Charter Township of York, County of Washtenaw, State of Michigan, at a Regular Meeting held on June 13, 2017, and that public notice of said meeting was given pursuant to Act No. 267, Public Acts of Michigan, 1976, as amended.

Helen Neill
Helen Neill, Clerk, Charter Township of York

June 28, 2017
Date