



# ASH TOWNSHIP

MONROE COUNTY, MICHIGAN

## MASTER PLAN UPDATE 2020

DRAFT Report, September 21, 2020

Assistance Provided By:



500 Griswold Street, Suite 2500  
Detroit, MI 48226  
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# ACKNOWLEDGEMENTS

## ASH TOWNSHIP MASTER PLAN UPDATE 2020



**DRAFT Report, September 21, 2020**

**ASH TOWNSHIP**  
**1677 READY ROAD**  
**CARLETON, MI 48117**

### **BOARD OF TRUSTEES**

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### **TOWNSHIP OFFICIALS**

James Vaslo, Township Manager/Zoning Administrator

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# INTRODUCTION

Ash Township is located in the southeast corner of Michigan's Lower Peninsula, in Monroe County, just north of the City of Monroe. It is a place where people have chosen to live, work, and play, and, therefore, is a place where certain services and facilities are required. Police, fire protection, parks, religious institutions, government centers, retail shops, meeting places, and a host of other facilities are woven together by physical infrastructure and communication routes.

In support of these regular operations, the Township has created a number of commissions, including the Planning Commission. As one of its many duties, the Planning Commission has oversight responsibility for the creation and maintenance of the Township Master Plan. In part, Michigan State statutes provide that the purpose of a Township Master Plan is: to promote the public health, safety, and general welfare; to encourage the use of resources in accordance with their character and adaptability; and to consider the character of the Township and its suitability for particular uses judged in terms of such factors as trend in land and population development. The Township Master Plan includes narrative, maps, charts, and graphic material that provide a basis for the Planning Commission's recommendations for the future development of the Township. The Township Master Plan is linked with the Township Zoning Ordinance. The Township Zoning Ordinance is the regulatory mechanism through which the usage of land is governed.

This document is an update to previous master planning efforts: the 1998 Ash Township Master Plan, the Ash Township Master Plan Update, 2004-2005, and the Ash Township Master Plan Update, 2009. This 2020 Master Plan Update incorporates some elements mostly unchanged from the previous plans including the introduction and natural features analysis chapters. However, comprehensive updates to the community description, existing land use and transportation and utilities assessment chapters have been prepared. Additionally, this 2020 Update includes a new Telegraph Road corridor analysis chapter. The 2020 Update also includes revised goals and policies and updates to the future land use plan, zoning plan, and implementation sections.

The 2020 Master Plan Update is a realistic assessment of current conditions and expressions of the future goals and vision of the Township, defining the form and character it seeks to achieve. The Master Plan Update is designed to provide guidance to both the public and the private sectors regarding a range of topics beyond future land use, such as economic and residential growth decisions. Finally, the Master Plan Update will be responsive to the land use changes that occur within the Township. The development of land can be dynamic and alter significantly over time. Therefore, the plan must be flexible to these changes while still advancing the goals and objectives of the community.

## AUTHORITY

The Township derives its authority to Master Plan from the Michigan Planning Enabling Act, PA 33 of 2008, which was recently adopted by the State Legislature to replace the Township Planning Act. Public Act 33 states:

*"The planning commission shall make and approve a master plan as a guide for development within the planning jurisdiction."*

The master planning process is cooperative and public. Input from the public and various governmental entities are gathered throughout the planning process. Public Act 33 requires the Planning Commission to hold a public hearing before the final adoption of a master plan. Also, Public Act 33 requires review of a community's master plan after a five-year period but allows for change at any time. However, a public hearing is required if the Planning Commission wishes to alter or amend their master plan after its original adoption, as is the case with this 2020 Master Plan Update. The Ash Township planning process offers the Planning Commission the opportunity to analyze and address any significant changes to the Township that may result in needed modifications to previous planning efforts. It also provides the opportunity to ascertain progress in implementing the goals and policies outlined in previous planning efforts.

## PURPOSE

The planning process was designed to involve conscious selections of policies and land use choices relating to growth and development in the Township. The Master Plan Update serves to promote these policies through the following:

1. Provides a general statement of the Township's goals and provides a comprehensive view of the community's preferred future.
2. Serves as the primary policy guide for local officials when considering zoning, land division, capital improvement projects and any other matters related to land development. Thus, the Master Plan provides a stable and consistent basis for decision making.
3. Provides the statutory basis for the Township Zoning Ordinance, as required by the State of Michigan.
4. Helps to coordinate public improvements and private development activities to assure the judicious and efficient expenditure of public funds.

## PUBLIC INVOLVEMENT

The process of developing a Master Plan which is both meaningful to the community and feasible in its implementation must enjoy the participation of a larger stakeholding group. In order to garner this needed input, direct communication between the Planning Commission and Ash Township stakeholders was pursued throughout the 2020 Master Plan Update process. A key element of the public engagement process was a town hall meeting held in January 2020. This meeting was well attended and provided an opportunity for citizens to learn more about the planning process, share their values and ideas for the future of the Township, and engage with their fellow citizens to strategize about current needs and future aspirations.

This type of direct interaction with stakeholders allows for a more complete framework of the concerns and needs of Ash Township community members.

# COMMUNITY DESCRIPTION



The purpose of this analysis is to describe the social characteristics of Ash Township, which is an essential element in the short- and long-term planning goals of the community. Social characteristics include the size of the population, age, gender, race, ethnicity, socioeconomic levels, employment, and housing value, tenure and unit age. Compiling and examining data on these elements will help guide Township Officials in determining future land use needs.

## POPULATION PROFILE

### HISTORICAL POPULATION GROWTH

The estimated 2018 population of Ash Township was 5,315 residents, according to the 2014-2018 American Community Survey 5-Year Estimates. The American Community Survey is a survey conducted by the Census Bureau that gathers information on topics such as housing characteristics, income, and educational attainment. It surveys 3.5 million households per year and produces population estimates each year. For the purpose of this report, the 2014-2018 American Community Survey (ACS) 5-Year Estimates will be used when making comparisons to other governmental units.

Population trends for residents of Ash Township from 1970-2018 are presented in **Table 1**. The population of the Township has increased by 23.6 percent (1,015 residents) since 1970. The largest change between decades occurred between 1970 and 1980 when the population grew by 14.0 percent over the ten-year period. The Town-

ship lost population between 1980 and 1990, and again between 2010 and 2018, at rates of -3.9 percent and -2.3 percent, respectively.

As shown in **Table 1**, population growth within Ash Township is occurring at a slightly lower rate in comparison to the Village of Carleton; however, the Township is experiencing growth at a greater rate than the State of Michigan. Population trends in the Township are largely in line with population trends at the County level.

### POPULATION PROJECTIONS

Data in **Table 2** provides the results of projecting Ash Township's population levels through the year 2045. The Southeast Michigan Council of Governments (SEMCOG) projections for both Ash Township and Monroe County are derived from a complex, three-step process utilizing regional economic models and parcel-based land use analysis. According to the SEMCOG projections, Ash Township is expected to lose population over the next 25 years, while Monroe County is expected to grow. The 2045 Ash Township population is predicted to be 5,239, which is a decrease of 1.4 percent from its 2018 population.

It is important to note that these population projections cannot take into consideration new or changing economies within Ash Township. As an example, if a large employer was to center an operation within the Township, the population of the community would likely increase beyond what is currently projected.

**TABLE 1: Population Trends: 1970-2018**

Place	1970	1980	1990	2000	2010	2018	Change ('10-'18)	Change ('70-'18)
Ash Township*	4,300	4,902	4,710	5,048	5,438	5,315	-2.3%	23.6%
Village of Carleton	1,503	2,786	2,770	2,562	2,345	2,399	2.3%	59.6%
Monroe County	119,215	134,659	133,600	145,945	152,021	149,699	-1.5%	25.6%
Michigan	8,875,083	9,262,078	9,295,297	9,938,444	9,883,640	9,957,488	0.7%	12.2%

\*Values do not include Census calculation for Village of Carleton

1970, 1980, 1990, 2000, 2010 US Census - SF1

2014-2018 American Community Survey 5-Year Estimates

**TABLE 2: Population Projections: 2020-2045**

Place	2020	2025	2030	2035	2040	2045
Ash Township	5,527	5,378	5,326	5,281	5,337	5,239
Monroe County	149,123	150,525	152,790	154,850	156,166	156,274

Source: SEMCOG 2045 Forecast

## AGE GROUPS

Information on age distribution within a population can assist the community in matching public services to community characteristics and in determining special needs of certain age groups. For example, a younger population tends to require more rental housing units or smaller homes, while an elderly population needs nursing home facilities. Analysis of age distribution can be used by policy makers to identify current gaps in services and to project future service needs for housing, education, recreation and medical care. Age distribution figures for Ash Township, Monroe County and the State of Michigan from the 2018 ACS Estimates are compared in **Table 3**.

Analysis of the age distribution data indicates that the Township's population has a similar age distribution to the County, but a generally older population than the State and the Village of Carleton. The proportion of individuals between the ages of 20 and 44 is significantly lower than the other communities. The largest age group in Ash Township is between 55 to 64 years (20.5 percent).

**TABLE 3: Age Distribution: 2018**

Age Range	Ash Township	Village of Carleton	Monroe County	Michigan
	%	%	%	%
Under 5	4.9	3.9	5.3	5.7
5 to 19	13.3	24.8	18.9	19.0
20 to 24	5.3	5.5	5.8	7.2
25 to 34	9.1	10.3	11.4	12.5
35 to 44	9.8	12.1	11.9	11.8
45 to 54	15.2	14.0	14.5	13.5
55 to 64	20.5	17.7	15.3	14.0
65 to 74	13.2	6.0	9.9	9.5
75 and Over	8.6	5.6	7.0	6.8
<b>TOTAL</b>	<b>99.9</b>	<b>99.9</b>	<b>100.0</b>	<b>100.0</b>
Median Age	47.1**	39.3	42.4	39.7

Source: 2014-2018 American Community Survey 5-Year Estimates

\*Totals may not equal 100 due to rounding

\*\*Median Age for Ash Township Includes Village of Carleton

## DISABILITY

For tracking disability status, the U.S. Census breaks the population into two different age categories: working age and post-working age. Of the civilian non-institutionalized population in the age group 18 to 64 years in Ash Township in 2018, 15.7 percent have a disability. In the 65

**TABLE 4: Race Distribution: 2018**

Race	Ash Township		Village of Carleton		Monroe County		Michigan	
	#	%	#	%	#	%	#	%
White	5,153	97.0%	2,265	94.4%	141,260	94.4%	7,818,588	78.5%
Black/African American	25	0.5%	11	0.5%	3553	2.4%	1,375,424	13.8%
American Indian/Alaska Native	51	1.0%	0	0.0%	449	0.3%	53,235	0.5%
Asian	0	0.0%	5	0.2%	930	0.6%	304,403	3.1%
Native Hawaiian/Pacific Islander	0	0.0%	0	0.0%	10	0.0%	2,979	0.0%
Other	78	1.5%	54	2.3%	762	0.5%	119,141	1.2%
Two or More Races	8	0.2%	64	2.7%	2735	1.8%	283,718	2.8%
<b>Total</b>	<b>5,315</b>	<b>100.0%</b>	<b>2,399</b>	<b>100.0%</b>	<b>149,699</b>	<b>100.0%</b>	<b>9,957,488</b>	<b>100.0%</b>

Source: 2014-2018 American Community Survey 5-Year Estimates

years and over age group, 26.4 percent have a disability. This is a lower proportion than the County and State levels of 32.3 percent and 34.9 percent, respectively, for individuals over age 65 with a disability.

## RACE

The racial composition of Ash Township is relatively homogeneous. Of the 5,315 persons in the community in 2018, 97.0 percent were White. **Table 4** compares the Township's racial composition to that of the County, the State, and the Village of Carleton. The racial composition of Ash Township is comparable with the County and the Village of Carleton.

## HOUSEHOLD SIZE

In 2018 the average household size in Ash Township was 2.46 persons. This number is inclusive of the Village of Carleton, as the average value cannot be isolated for the Township alone. **Table 5** compares the household size for Ash Township and surrounding areas as of 2018. As can be seen, the Township's average household size is relatively low when compared to the State, County and Village of Carleton.

Household size has been decreasing on a national level since the 1970's. For Ash Township, the average household size has also declined. In 2010, the Township had an average household size of 2.66. At 2.46 as of 2018, this represents a decline of 7.5 percent. Declining numbers of persons per household often is accompanied by an increase in the total number of households and demand for new housing. This is often true even in circumstances of negative population growth. For example, a population of 1,000 with an average of 4 persons per household requires

**TABLE 5: Average Household Size: 2018**

Average Household Size by Type	Ash Township*	Village of Carleton	Monroe County	Michigan
Total:	2.46	2.54	2.50	2.49
Owner occupied	2.46	2.63	2.60	2.57
Renter occupied	2.38	2.07	2.12	2.28

Source: 2014-2018 American Community Survey 5-Year Estimates

250 dwelling units. The same population (1,000) with an average household size of 2 requires 500 dwelling units. Even with an unchanged population, there is a projected need for additional housing units.

According to SEMCOG's 2045 Regional Forecast, the average household size in Ash Township is projected to decline to 2.43 by the year 2045. Although the Township's population will remain steady through 2045, the projected decline in household size will result in a heightened need for new housing units through 2045.

## HOUSEHOLD TYPE

The Household Characteristics Table (**Table 6**) outlines the total number of households in Ash Township, the Village of Carleton, Monroe County, and the State of Michigan, as well as a breakdown of family and non-family households.

When comparing Ash Township to surrounding areas, we see some significant percentage differences among the household categories. The Township has a higher concentration of married couple family households in comparison to Carleton, Monroe County and Michigan. Ash Township has a relatively high percentage of single-male led families and a lower percentage of single-female led

**TABLE 6: Household Characteristics: 2018**

Household Type	Ash Township		Village of Carleton		Monroe County		Michigan	
	#	%	#	%	#	%	#	%
Married Couple Families	1,310	59.6%	422	44.7%	31,562	53.2%	1,851,321	47.4%
Single Male Families	134	6.1%	59	6.3%	3,458	5.8%	185,523	4.7%
Single Female Families	130	5.9%	126	13.3%	5,803	9.8%	477,536	12.2%
Single Person Non-Families	602	27.4%	309	32.7%	15,918	26.9%	1,146,430	29.3%
Other Non-Families	21	1.0%	28	3.0%	2,538	4.3%	248,699	6.4%
<b>Total Households</b>	<b>2,197</b>	<b>100.0%</b>	<b>944</b>	<b>100.0%</b>	<b>59,279</b>	<b>100.0%</b>	<b>3,909,509</b>	<b>100.0%</b>

Source: 2014-2018 American Community Survey 5-Year Estimates



**TABLE 7: Type of Housing Units: 2018**

Unit Type	Ash Township		Village of Carleton		Monroe County		Michigan	
	#	%	#	%	#	%	#	%
1 unit structures - detached or attached	1,990	83.7%	612	56.5%	50,980	79.7%	3,519,194	76.8%
2-4 unit structures	35	1.5%	15	1.4%	2,620	4.1%	226,989	5.0%
5-9 unit structures	0	0.0%	30	2.8%	2,118	3.3%	193,845	4.2%
10 or more unit structures	0	0.0%	51	4.7%	3,266	5.1%	397,783	8.7%
Mobile home, trailer, or other	353	14.8%	375	34.6%	5,021	7.8%	243,128	5.3%
<b>TOTALS</b>	<b>2,378</b>	<b>100%</b>	<b>1,083</b>	<b>100%</b>	<b>64,005</b>	<b>100%</b>	<b>4,580,939</b>	<b>100%</b>

Source: 2014-2018 American Community Survey 5-Year Estimates

families when compared with Carleton, Monroe County and Michigan. Households comprised of single person non-families make up 27.4% of the Township's population. This proportion is lower than the proportion found in Carleton and the State of Michigan.

## HOUSING PROFILE

The Housing Profile section of the Master Plan describes the housing stock by age, type, value and tenure for Ash Township. This analysis will assist the Township in determining its future housing needs based on the characteristics of existing structures.

### TYPE OF STRUCTURE

Data in **Table 7** details the residential structure types found in Ash Township and surrounding areas. The housing stock is composed mostly of single-family detached dwelling units. In 2018, 83.7 percent of the housing stock was categorized as one-unit structures. The next largest category of housing units is mobile home units, which make up 14.8 percent of the total housing stock. Notably, Ash Township does not include any structures with more than 4 units.

### AGE OF STRUCTURE

The age of a dwelling unit is a factor used to evaluate the structural quality of the unit. The average industry standard for the life span of a single-family dwelling unit is generally 50 years. However, this typical life span often depends on the quality of the original construction and continued maintenance of the unit. Using this standard, some homes within the Township constructed prior to 1970 may be approaching the end of their utility.

**Table 8** compares residential structure age of Ash Township, the Village of Carleton, Monroe County and the State of Michigan. As of 2018, the largest percentage (28.9 percent) of the Township's housing units were constructed between 1960 and 1979, while an additional 19.6 percent were built between 1940 and 1959 and 14.7 percent were built before 1939. In comparison to Ash Township, the Village of Carleton has a higher percentage of newer units built since 1980.

### HOUSING TENURE

Housing occupancy characteristics are presented in **Table 9**. According to the 2018 American Community Survey, 2,197 housing units in Ash Township are occupied. Of those units, housing tenure was split between owner occupied (91.1 percent) and renter occupied (8.9 percent).

A small portion of the housing stock (181 units or 7.6 percent) in the Township was vacant in 2018. The vacancy rate in Ash Township is lower than the vacancy rate in the Village of Carleton (12.8 percent), but Ash Township is very similar to the occupancy rates found in Monroe County.

**TABLE 8: Age of Structure: 2018**

Year Structure Built	Ash Township	Village of Carleton	Monroe County	Michigan
	%	%	%	%
2000 or later	15.6	21.4	15.6	11.9
1980 to 1999	21.2	30.4	22.8	23.1
1960 to 1979	28.9	21.0	24.8	27.3
1940 to 1959	19.6	9.0	20.7	22.8
1939 or earlier	14.7	18.2	16.0	14.9
<b>Totals</b>	<b>100.0</b>	<b>100.0</b>	<b>99.9</b>	<b>100.0</b>

Source: 2014-2018 American Community Survey 5-Year Estimates

\*Totals may not equal 100 due to rounding

TABLE 9: Housing Occupancy: 2018

Category	Ash Township		Village of Carleton		Monroe County		Michigan	
	#	%	#	%	#	%	#	%
Occupied Units	2,197	92.4%	944	87.2%	59,279	92.6%	3,909,509	85.3%
Owner-Occupied	2,001	91.1%	793	84.0%	47,473	80.1%	2,777,114	71.0%
Renter-Occupied	196	8.9%	151	16.0%	11,806	19.9%	1,132,395	29.0%
Vacant Units	181	7.6%	139	12.8%	4,726	7.4%	671,430	14.7%
<b>Total Housing Units</b>	<b>2,378</b>	<b>100.0%</b>	<b>1,083</b>	<b>100.0%</b>	<b>64,005</b>	<b>100.0%</b>	<b>4,580,939</b>	<b>100.0%</b>

Source: 2014-2018 American Community Survey 5-Year Estimates

Generally, a five- percent vacancy rate is considered necessary to provide an adequate housing selection and to keep home prices from rising faster than inflation. Vacancy rates below five percent indicate a restricted housing market. Based on the 7.6 percent vacancy rate, the current supply of housing is likely sufficient to meet the short-term sale or rental needs of the local population.

## HOUSING VALUES

As highlighted in **Table 10**, the bulk of owner-occupied homes in Ash Township are valued over \$200,000, comprising 46 percent of the Township's housing stock. The distribution of dwelling units by value found in Ash Township is dissimilar to those of its neighbors and the larger region. The housing values for Ash Township are generally higher than those in the surrounding area. The median home value for Ash Township is \$161,300, and this value is inclusive of both the Township and the Village of Car-

leton. On its own, the median home value in the Village of Carleton is \$118,800, meaning the actual median home value for the Township is likely higher than \$161,300.

In Ash Township, 85.9 percent of the gross rent for units is between \$500 and \$1,499. The remaining gross rent values in the Township are over \$1,500. There are no options to rent in the Township for under \$500. This information, along with the high median home values, may encourage the Township to investigate what affordable housing options are available in the community.

## HOUSING UNIT NEEDS

Housing unit projections have a direct relationship to projections of population and households. An increasing population demands more housing units. A decreasing household size also demands more housing units. Based on these and other factors, an analysis of housing unit

TABLE 10: Housing Value: 2018

Financial Characteristics	Ash Township		Village of Carleton		Monroe County		Michigan	
	#	%	#	%	#	%	#	%
<b>Housing Value: Owner-Occupied Housing Units</b>	2,001	100%	793	100%	47,473	100%	2,777,114	100%
Less than \$50,000	178	8.9%	255	32.2%	5,227	11.0%	356,700	12.8%
\$50,000 to \$99,999	190	9.5%	86	10.8%	6,087	12.8%	549,812	19.8%
\$100,000 to \$149,000	410	20.5%	169	21.3%	11,074	23.3%	518,825	18.7%
\$150,000 to \$199,999	303	15.1%	171	21.6%	10,519	22.2%	463,677	16.7%
\$200,000 to \$299,999	510	25.5%	101	12.7%	9,865	20.8%	474,796	17.1%
\$300,000 or more	410	20.5%	11	1.4%	4,701	9.9%	413,304	14.9%
<b>Median Value*</b>	<b>\$161,300</b>		<b>\$118,800</b>		<b>\$155,700</b>		<b>\$146,200</b>	
<b>Gross Rent: Occupied Units Paying Rent</b>	156	100%	151	100%	11,104	100%	1,072,349	100%
Less than \$500	0	0.0%	19	12.6%	1,605	14.5%	132,753	12.4%
\$500 to \$999	70	44.9%	120	79.5%	6,210	55.9%	585,495	54.6%
\$1,000 to \$1,499	64	41.0%	12	7.9%	2,834	25.5%	268,180	25.0%
\$1,500 to \$1,999	15	9.6%	0	0.0%	333	3.0%	57,204	5.3%
\$2,000 or more	7	4.5%	0	0.0%	122	1.1%	28,717	2.7%
<b>Median Rent*</b>	<b>\$781</b>		<b>\$637</b>		<b>\$813</b>		<b>\$850</b>	

Source: 2014-2018 American Community Survey 5-Year Estimates

\*Median Home Value and Rent for Ash Township Includes Village of Carleton

needs for Ash Township for the year 2045 is provided below.

As documented earlier, SEMCOG projects that the Ash Township population will total 5,239 by the year 2045. Further, SEMCOG projects that the total number of persons per household will be 2.43 by the year 2045 and that there will be approximately 2,152 total households by 2045.

The total number of occupied housing units within a community is roughly equivalent to the total number of households. However, in order to determine the total number of housing units (occupied and vacant) in 2045, a vacancy rate estimate must also be established. For the purposes of this analysis, a vacancy rate of 5.0% is estimated for 2045. Generally, a five percent vacancy rate is considered necessary to provide an adequate housing selection and to keep home prices from rising faster than inflation.

Based on the Township's 2045 estimated households of 2,152, it can be estimated that there will be 2,152 total occupied households in 2045. Factoring in a 5% vacancy rate, it can be estimated that there will be a total of approximately 113 vacant housing units for a combined total of 2,265 housing units (occupied and vacant).

## NATIONAL AND EMERGING HOUSING TYPE TRENDS

Since the middle of the twentieth century, the single-family detached home has played a dominant role in the housing market. Owning such a home was widely considered the primary element of the "American Dream." A strong economy, the development of the interstate highway

system, favorable tax laws, and easy financing led to rapid development of the suburbs with predominantly low-density housing. The homeownership rate soared, reaching nearly 70% by the mid-2000s. However, the "Great Recession" that hit in late 2007 brought a housing market crash whose impacts are still felt today. Recovery from the recession has occurred, but the characteristics of the housing market appear to have moved in a different direction, steered by various demographic changes occurring within the United States. These changes include racial and ethnic diversification, a growing immigrant population, and an increasing percentage of non-traditional households. However, the growth and evolving preferences of the Baby Boomer and Millennial generations has also had a major impact on housing supply and demand.

Once preferring large-lot detached homes, the aging Baby Boomer Generation (born 1946 to 1964) is expanding the nation's senior population and increasing demand for "downsized" units and housing that caters to the needs of seniors. Despite a preference for many to age in place, a large number of Baby Boomers will be in search of new housing. According to housing market researcher Arthur C. Nelson, when those age 65 and older move, 80% will vacate single-family houses, but only 41% will move back into single-family units; the other 59% will located in multiple-family units.

Now entering the housing market, the Millennial Generation (those born between the early 1980s and the early 2000s) will account for 75% to 80% of the owner-occupied housing absorbed by people under 65 before 2020. (Source: "Demographic Challenges and Opportunities for U.S. Housing Markets," Bipartisan Policy Center, March 2012) Different from their parents living preferences, this generation prefers housing in mixed-use urban environ-



Ash Township should encourage the development of other housing types which are increasingly desired by Americans, such as duplexes, triplexes, fourplexes, townhouses, rowhouses, bungalow courts, and live/work units.



ments and increasingly views renting as an advantageous option.

OPPORTUNITY TO CAPITALIZE ON EMERGING HOUSING TRENDS

Based upon a review of the current housing types within the Township and emerging housing type trends and preferences, Ash Township should seek to ensure housing choice for individuals of all lifestyles and ages through the provision of a well-balanced and somewhat more diversified housing stock.

Ash Township is presently dominated by the housing types typically found within rural/suburban areas, such as single-family detached homes and mobile homes. Although these rural/suburban housing types are likely to remain the dominant housing type within the Township over the next 20 years, the Township should encourage the development of other housing types which are increasingly desired by Americans, such as duplexes, triplexes, fourplexes, townhouses, rowhouses, bungalow courts, and live/work units.

The Township should also diversify its housing stock by encouraging and allowing, where appropriate, housing types which enable citizens to age-in-place, such as accessory dwelling units, active senior living developments, and elderly care facilities. For the purposes of this analysis, we will refer to these housing types as “gap housing”, because such types are not commonly found within Ash Township, in particular, and rural/suburban areas, in general.

An appropriate balance of affordable units and rental units should be maintained as an option for those who desire affordable housing and/or who would prefer to rent instead of owning their housing units. The gap housing types noted above typically offer a mixture of both owner units and rental units. Additionally, because many gap housing

developments are comprised of smaller sized housing units, they are often a more affordable housing choice.

ECONOMIC PROFILE

The economic strength of Ash Township is related to the number and type of employment opportunities in the labor market area as well as the level of educational attainment by its residents. Within a labor market area, some communities’ function as major employment centers while others serve primarily as residential communities. According to the American Community Survey, 2,521 Ash Township residents 16 years of age and older were employed in 2018.

EDUCATIONAL ATTAINMENT

Data in **Table 11** shows the educational attainment of the residents of Ash Township, the Village of Carleton, Monroe County, and the State of Michigan. As can be seen, Ash Township has similar values for high school graduation levels when compared to the other communities. At 14.8 percent, the proportion of the population attaining a Bachelor’s Degree or higher is a higher proportion than the Village of Carleton (14.1 percent), but a lower percentage than the County and the State (19.1 and 28.6 percent, respectively).

EMPLOYMENT

Employment and unemployment data on the civilian labor force is presented in **Table 12**, comparing Ash Township and the surrounding areas for the years 2013-2018. For Ash Township between 2013 and 2018, the number of individuals in the labor force increased, as did the employed individuals. Significantly, the unemployment rate decreased from 11.3 percent in 2013 to 4.2 percent in 2018.

Employment by occupation for Ash Township and surrounding areas is detailed in **Table 13**. It is important to note that the information reflects place of residence and not the location of employment. In 2013, the largest percentage (25.3 percent) of Ash Township residents worked in the management, business, science and arts occupation sector; this percentage remained unchanged in 2018. A significant decline occurred in the sales and office sector (24.4 percent in 2013, declining to 17.7 percent by 2018) while a significant increase occurred in the production, transportation, and material moving sector (18.0 percent in 2013, increasing to 25.0 percent in 2018).

TABLE 11: Educational Attainment: 2018

Place	High School Graduate or Higher (%)	Bachelor's Degree or Higher (%)
Ash Township	89.5	14.8
Village of Carleton	90.7	14.1
Monroe County	91.2	19.1
Michigan	90.5	28.6

Source: 2014-2018 American Community Survey 5-Year Estimates

\*Figures are for the population 25 years and over.

**TABLE 12: Labor Force & Employment: 2013 - 2018**

Workforce	Ash Township		Village of Carleton		Monroe County		Michigan	
	2013	2018	2013	2018	2013	2018	2013	2018
Total in Civilian Labor Force	2,550	2,632	1,159	1,154	75,223	73,930	4,859,417	4,919,495
Employed	2,261	2,521	1,044	1,102	66,627	70,306	4,242,948	4,598,487
Unemployed	289	111	115	52	8,596	3,624	616,469	231,008
Unemployment Rate	11.3%	4.2%	9.9%	4.5%	11.4%	4.9%	12.7%	4.7%

Source: 2009-2013 & 2014-2018 American Community Survey 5-Year Estimates

\*Figures are for the population 16 years and older.

**TABLE 13: Ash Township Employment by Occupation: 2013 - 2018**

Occupation	2013		2018	
	#	%	#	%
Management, business, science and arts	572	25.3%	639	25.3%
Service occupations	487	21.5%	438	17.4%
Sales and office occupations	551	24.4%	445	17.7%
Natural resources, construction, and maintenance	245	10.8%	369	14.6%
Production, transportation, and material moving	406	18.0%	620	25.0%
Total	2,261	100%	2,511	100%

Source: 2009-2013 & 2014-2018 American Community Survey 5-Year Estimates

\*Figures are for the employed population 16 years and older.

\*\*Figures for 2013 have been adjusted for inflation

**TABLE 14: Income Characteristics: 2018**

Place	Median Family Income	Median Household Income	Per Capita Income	% of Families Below Poverty Level
Ash Township*	\$77,596	\$61,861	\$33,783	6.1%
Village of Carleton	\$72,266	\$57,841	\$28,484	7.2%
Monroe County	\$75,891	\$61,514	\$30,295	7.2%
Michigan	\$69,691	\$54,938	\$30,336	10.4%

Source: 2014-2018 American Community Survey 5-Year Estimates

\*Income values for Ash Township include the Village of Carleton

## INCOME CHARACTERISTICS

The data presented in **Table 14** describes the income characteristics for the residents of Ash Township. Data for the Village of Carleton, Monroe County and the State of Michigan are also provided for comparison purposes.

This table describes the median family, median household, and per capita incomes, as well as the percent of persons below the poverty line. A household is defined as all the persons who occupy a dwelling unit. Thus, a household may be one person living alone, two roommates, or a married couple with children. A family is defined, as might be

expected, as a householder and one or more other persons living in the same dwelling unit who are related by blood, marriage or adoption.

According to the 2018 American Community Survey, Ash Township reported incomes that were higher than the Village of Carleton, Monroe County and the State of Michigan. These included the median family income (\$77,596), median household income (\$61,861) and per capita income (\$33,783).

**TABLE 15: Ash Township Distribution of State Equalized Value (SEV): 2009-2019**

Category	2009		2019	
	Amount	% SEV	Amount	% SEV
Real Property:				
Agricultural	\$29,342,400	8.3%	\$33,243,500	9.1%
Commercial	\$53,502,400	15.1%	\$36,350,100	10.0%
Industrial	\$11,362,200	3.2%	\$6,754,400	1.9%
Residential	\$229,593,279	64.8%	\$259,795,600	71.3%
Timber Cut-over	0	0%	0	0%
Developmental	\$1,315,300	0.4%	0	0%
<b>Total Real:</b>	<b>\$325,115,579</b>	<b>91.8%</b>	<b>\$336,143,600</b>	<b>92.2%</b>
<b>Total Personal:</b>	<b>\$29,193,780</b>	<b>8.2%</b>	<b>\$28,361,255</b>	<b>7.8%</b>
<b>Total SEV:</b>	<b>\$354,309,359</b>	<b>100%</b>	<b>\$364,504,855</b>	<b>100%</b>

Source: Michigan Department of Treasury, State Tax Commission: Taxable Valuations

The percent of families below the poverty level is 6.1 percent in Ash Township. This poverty level rate is lower than the Village of Carleton, Monroe County and the State of Michigan.

## STATE EQUALIZED VALUE

One indicator of the economic strength of a community is the State Equalized Value (SEV). According to Michigan law, the SEV is equal to approximately one-half of the true market value of real property and certain taxable personal property. The taxable value is used for computation of the tax basis for a community.

### CURRENT SEV DATA

According to the Michigan Department of Treasury State Tax Commission, the total SEV of real property in Ash Township in 2019 was \$364,504,855. Of this total real property tax base, residential property constituted 71.3 percent, followed by commercial property at 10.0 percent, agricultural property at 9.1 percent, and industrial property at 1.9 percent. Residential land use appears to be the major component of tax base in the Township, and will probably remain as such into the future.

### SEV HISTORICAL COMPARISON

A ten year comparison (2009-2019) of SEV in Ash Township reveals that both commercial and industrial properties have decreased in value and there is no longer valued land in the developmental category. **Table 15** displays the agricultural and residential categories both increased in value. Despite these changes, the relative percentages of each category have remained generally the same over time. Over this ten-year period, the total SEV in the community increased by 2.9 percent.

## EMERGING ECONOMIC TRENDS

It is important view local economic statistics in the context of nation-wide economic trends. Nationally, recent trends suggest that a “new” economy has emerged which differs substantially from the old economy. The book, *The Economics of Place: The Value of Building Communities Around People* compares the key characteristics of the new economy with the old economy, which is shown in **Table 16**.

The new economy is a shift to the knowledge economy and has resulted in an accompanying social change in values. In contrast to the old economy, where a typical economic development strategy was to subsidize infrastructure and provide tax breaks to attract large manufacturers, the new economy requires a balanced economic development strategy that also makes investments aimed at attracting the next generation of workers. These new workers, particularly skilled workers and young entrepreneurs, will drive local economies, as jobs and industrial development come to places where these workers are located.

## STRATEGIES TO CAPITALIZE ON EMERGING ECONOMIC TRENDS

Communities who want to succeed in the new economy should look to provide the fundamental conditions necessary to attract the key drivers of the new economy. Therefore, “placemaking” is a new economic development strategy. The idea of using sense of place as an economic development tool is not unique to Ash Township. Indeed, the State of Michigan is building the state’s economic development model on the idea of placemaking. Simplified, the idea of placemaking is to celebrate those elements that define a community -- the spaces, the culture and the

quality of life -- to attract a range of new businesses and investments.

Moving forward, the Township should employ a balanced economic development strategy that celebrates the high quality of life already present in the Township while making investments and implementing policies that enhance that quality of life. Specifically, Ash Township should implement improvements that are desired by targeted populations who are the drivers of the new economy, as follows:

- Young creative talent (ages 25-34)
- Knowledge workers (ages 35-54)
- Pre-retirees (ages 55-64)

**TABLE 16: Old Economy vs. New Economy**

Key Features of the Old Economy	Key Features of the New Economy
Inexpensive place to do business was key.	Being rich in talent and ideas is key.
Attracting companies was key.	Attracting educated people is key.
A high-quality physical environment was a luxury, which stood in the way of attracting cost-conscious businesses.	Physical and cultural amenities are key in attracting knowledge workers.
Success = fixed competitive advantage in some resource or skill. The labor force was skills dependent.	Success = organizations and individuals with the ability to learn and adapt.
Economic development was government-led. Large government meant good services.	Bold partnerships with business, government and nonprofit sector lead change.
Industrial sector (manufacturing) focus.	Sector diversity is desired, and clustering of related sectors is targeted.
Fossil fuel dependent manufacturing.	Communications dependent, but energy smart.
People followed jobs.	Talented, well-educated people choose location first, then look for or create a job.
Location mattered (esp. relative to transportation and raw materials).	Quality places with a high quality of life matter more.
Dirty, ugly, and a poor quality environment were common outcomes that did not prevent growth.	Clean, green environment and proximity to open space and quality recreational opportunities are critical.
Connection to global opportunities not essential.	Connection to emerging global opportunities is critical.

Source: *The Economics of Place: The Value of Building Communities Around People*. Edited by Colleen Layton, Tawny Pruitt & Kim Cekola. Michigan Municipal League. 2011.

**Table 17** outlines key characteristics of each of these targeted populations along with strategies that can be employed by Ash Township to attract these populations. These strategies should be considered by Ash Township in the development of policies and strategies related to land use and development.

**TABLE 17: Strategies to Attract the Drivers of the New Economy**

Targeted Population Group	Characteristics of the Targeted Population Group	Strategic Improvements to Attract the Targeted Population Group
<b>Young Creative Talent (age 25-34)</b>	<ul style="list-style-type: none"> <li>- This group mostly grew up in the suburbs and would rather live downtown in the nearby big city – until they pair up and start to have children and decide to move to the suburbs for better schools and homes with yards</li> <li>- Lack of specific amenities may impair their choice to stay in the suburbs</li> </ul>	<ol style="list-style-type: none"> <li>1 Improve transportation options, especially trips between home and work</li> <li>2 Improve restaurant and entertainment options</li> <li>3 Build infill housing with greater variety of types</li> <li>4 Attract mixed-use developments</li> <li>5 Create more bike paths and links to parks, green and blue infrastructure both within the suburb and connect to more urban and more rural places a few miles away</li> </ol>
<b>Knowledge Workers (age 35-54)</b>	<ul style="list-style-type: none"> <li>- This group is for the most part, already well served by the suburbs which were designed for them</li> <li>- They appreciate the wealth of jobs and other opportunities that a large city and its suburbs provide, but, the suburbs may be “boring” and they do not like the time delay and stress associated with suburb-to-suburb traffic movement and the lack of intergovernmental infrastructure cooperation</li> </ul>	<ol style="list-style-type: none"> <li>1 Maintain good schools</li> <li>2 Provide a wide range of sports at good recreational facilities and other activities for youth and families</li> <li>3 Maintain good shopping areas</li> <li>4 Improve transportation options</li> <li>5 Attract mixed-use developments</li> <li>6 Create more bike paths and links to parks, green and blue infrastructure both within the suburb and connect to more urban and more rural places a few miles away</li> <li>7 Target regional scale quality of life improvements that cannot go downtown such as major airports, amusement parks, regional scale parks, certain sports teams, etc.</li> </ol>
<b>Pre-Retirees (ages 55-64)</b>	<ul style="list-style-type: none"> <li>- Few apartments and elderly housing complexes</li> <li>- Lack of evening activities and social opportunities</li> <li>- Few entertainment and cultural opportunities</li> <li>- Limited mobility</li> </ul>	<ol style="list-style-type: none"> <li>1 Improve transportation options</li> <li>2 Increase apartment and elderly housing options</li> <li>3 Increase access to cultural centers</li> <li>4 Attract mixed-use developments</li> <li>5 Create more bike paths and links to parks, green and blue infrastructure both within the suburb and connect to more urban and more rural places a few miles away</li> </ol>

Adapted from: *The Economics of Place: The Value of Building Communities Around People* . Edited by Colleen Layton, Tawny Pruitt & Kim Cekola. Michigan Municipal League. 2011.

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# EXISTING LAND USE

The focus of this chapter is an examination of current land use patterns, their distinguishing characteristics and their impact on future land development. One of the most important tasks of the Master Plan is to develop a firm understanding of the types of land use activities that are currently taking place within the community. A thorough knowledge of existing land use patterns and site conditions furnishes planners and community leaders with basic information by which future residential, commercial, industrial and public land use decisions can be made.

The existing land use map and acreage tabulation chart, provided in the following pages, will serve as key reference points for Ash Township officials to utilize in their consideration of land use and infrastructure improvements in the future.

## METHODOLOGY

A parcel-by-parcel field survey was conducted by Wade-Trim on June 3, 2004, to gather existing land use data for all the parcels within the Ash Township limits. Each parcel of property was inspected in the field and its use characteristics were recorded on a base map. The land use field data was then transferred from the field survey notes into a Geographic Information System (GIS). The resulting Existing Land Use Map (**Map 1**) was prepared using ArcGIS software. In 2019, the existing land use data was updated using aerial photography to reflect recent changes. Acreage tabulation for each land use classification was calculated utilizing GIS software and, thus, there may be slight differentiations between GIS calculated and platted acreage. However, these differences will not adversely affect the planning process.

## LAND USE DISTRIBUTION

Each existing land use was placed in one of 13 land use categories. The Existing Land Use Map depicts the geographic distribution of these land use classifications.

Ash Township encompasses approximately 21,645 acres, or about 34 square miles in area. **Table 18** outlines the existing land uses found within the Township.

**TABLE 18: Existing Land Use Acreage, 2019**

Category	Acres	% of Total
Agricultural/Rural Residential	11,373.0	52.5%
Single-Family Residential	5,777.2	26.7%
Manufactured Home Park	146.3	0.7%
Neighborhood Commercial	22.6	0.1%
General Commercial	62.4	0.3%
Heavy Commercial	225.1	1.0%
Office	1.0	0.0%
Industrial/Extractive	824.4	3.8%
Recreation	168.4	0.8%
Churches/Schools/Institutions	125.0	0.6%
Public Facilities	25.3	0.1%
Public Utilities and Works	381.6	1.8%
Vacant/Open Space	1,545.2	7.1%
Rights-of-Way	967.0	4.5%
<b>Total Township Area</b>	<b>21,644.5</b>	<b>100.0%</b>

Source: Wade Trim June 2004 Land Use Survey, Updated 2019

### AGRICULTURAL/RURAL RESIDENTIAL

11,373.0 acres or 52.5% of total land area of Ash Township.

This classification is assigned to lands being actively cultivated for agricultural purposes; it also contains single family residential homes located on very large lots. Many of these large lot residences are associated with adjacent farm uses, were formerly associated with a farm, or are new homes constructed in estate-style settings.

### SINGLE-FAMILY RESIDENTIAL

5,777.2 acres or 26.7% of total land area of Ash Township.

This category includes structures used as a permanent dwelling, and accessory structures, such as garages, that are related to these units. Typical dwelling units primarily include single family detached homes; however, under certain circumstances, townhouses, attached condominiums, duplexes, multiple family structures and other residences may also be permitted. This category is almost exclusively comprised of single family dwellings within the Township. Many home sites are distributed throughout Ash Township within subdivisions and condominium



complexes, as well as areas along older residential corridors within the community, such as Grafton Road as it extends north and south from the Village of Carleton.

### **MANUFACTURED HOME PARK**

146.3 acres or 0.7% of total land area of Ash Township.

Areas containing groups of mobile homes, and their related service and recreational areas, are designated as mobile home parks.

### **NEIGHBORHOOD COMMERCIAL**

22.6 acres or 0.1% of total land area of Ash Township.

This land use category includes the land area occupied by retail users providing retail and service facilities that accommodate day-to-day convenience shopping needs. Neighborhood commercial land uses include, but are not limited to, groceries, florists, laundries, and restaurants.

### **GENERAL COMMERCIAL**

62.4 acres or 0.3% of total land area of Ash Township.

This land use category includes the land area occupied by retail users providing retail and service facilities that appeal to a more regional audience. Comparison shopping, service facilities and larger scale commercial projects are included in this category. Larger commercial/retail strip developments may include regional supermarkets, national retailers, department stores, etc.

### **HEAVY COMMERCIAL**

225.1 acres or 1.0% of total land area of Ash Township.

This land use category includes the land area occupied by retail users that are highway-oriented and often involve outdoor storage of merchandise or materials. Contractors businesses, vehicle repair, mini storage, and uses which are heavy equipment related are included in this category.

### **OFFICE**

1.0 acres of total land area of Ash Township.

Office uses include financial institutions, medical, and professional service establishments.

### **INDUSTRIAL**

824.4 acres or 3.8% of total land area of Ash Township.

This category includes land areas occupied by both light and heavy industrial facilities. Uses in this category include manufacturing facilities, warehouses, and leasing facilities.

### **CHURCHES/SCHOOLS/INSTITUTIONS**

125.0 acres or 0.6% of total land area of Ash Township.

This classification describes those areas developed for such uses as public schools, parochial schools, churches, fraternal organizations and institutional uses.

### **PUBLIC FACILITIES**

25.3 acres or 0.1% of total land area of Ash Township.

This category was established to embrace all developed or undeveloped lands owned by various governmental agencies or other fully public entities. Within Ash Township, public lands primarily consist of Township buildings and facilities, a public rest stop and cemeteries.

### **RECREATIONAL**

168.4 acres or 0.8% of total land area of Ash Township.

This category includes all private and publicly owned park and recreation properties and facilities, including the Township Park and golf course.

### **PUBLIC UTILITIES AND WORKS**

381.6 acres or 1.8% of total land area of Ash Township.

This category was established to embrace all developed or undeveloped lands owned by various governmental agencies or other fully public entities for the purpose of accommodating infrastructure-related land uses. These uses include, but are not limited to, power lines, sanitary sewer treatment, landfill, and radio towers.

### **VACANT/OPEN SPACE**

1,545.2 acres or 7.1% of total land area of Ash Township.

This land use category includes those lands which are presently undeveloped, including vacant lots, fallow farmland, forested land, and portions of vacant platted lands.



# NATURAL FEATURES



The natural features chapter describes the significant natural features of the Township. An inventory of natural features is an important component of a local master plan and useful in the review of proposed development plans. With an understanding of the types, quantities and locations of natural features within the community, sound future land development decisions can be made. These include decisions related to land areas in the Township that should be preserved or which might have environmentally related development limitations.

## CLIMATE

The climate of the Ash Township area is continental, influenced by the Midwest United States and central Canada. Data obtained from the U.S. Department of Agriculture for the nearest reporting station, in the City of Monroe, reveals that the mean average temperature in the area for the coldest month, January, is 24.6 degrees Fahrenheit; and for the warmest month, July, is 73.4 degrees. Record high and low temperatures are 102 degrees and -16 degrees, respectively.

Monthly precipitation amounts vary from 1.59 inches in February to 3.60 inches in June. The area receives an annual average precipitation of approximately 30.93 inches. Snowfall in the area averages 32.7 inches annually.

## TOPOGRAPHY

The topography of Ash Township is predominantly flat, with the majority of changes in elevation occurring along creeks and drains. Land elevations range from approximately 625 feet above sea level in the northwest corner of the Township to 591 feet in the southeast. The highest elevation in the Township is 625.4 feet above sea level at the intersection of Oakville-Waltz and Exeter Roads.

## WATERCOURSES

There are three creeks which flow through Ash Township. The largest of these is Swan Creek which travels northwest to southeast through the Township and encompasses

several branches, including Little Swan Creek and North Branch Swan Creek. Other creeks are Port Creek, in the northeast part of the Township and Stony Creek in the extreme southwest. Associated with the creeks is a network of drains.

Several areas of the Township, particularly along these watercourses, are prone to flooding during major wet weather events, posing significant risks to development. Therefore, the economic gain from floodplain development must be carefully balanced against the resulting increase in flood hazards. To minimize the devastating consequences of flooding and to address the need for flood insurance, the United States Congress established the National Flood Insurance Program (NFIP) in 1968. The goals of the program are twofold: to protect communities from potential flood damage through floodplain management and to provide people with flood insurance.

The Federal Emergency Management Agency (FEMA) has developed flood insurance rate maps for most communities including Ash Township to determine flood risk as part of the NFIP. In communities that participate in the NFIP, all homeowners in high-risk areas (those areas within the 100-year flood zone) are required to get flood insurance in order to obtain a loan from a federally regulated lender. These high-risk areas have a 26 percent chance of flooding over the life of a 30-year mortgage, or roughly a 1 percent chance of occurrence in any given year. The limits of the 100-year flood zone within Ash Township are included on **Map 2**. Almost all of these areas are found along the drainage courses listed above. These areas should be considered as candidates for recreation-conservation uses due to their flood zone limitations.

The State Construction Code and/or BOCA National Code is enforced within Ash Township. Flood resistant construction standards for residential structures require that the lowest portion of all horizontal structural members supporting floors be located at or above the elevation of the 100-year flood, referenced BOCA Section 2102, 1987 edition. All basement floor surfaces must be located at or above the flood elevation. Nonresidential structures may be elevated or floodproofed. Enforcement of these stan-

dards may also be prerequisite of the Township's participation in the National Flood Insurance Program. There are no large, significant bodies of water (such as lakes or rivers) present in Ash Township. There are, however, several ponds along I-275. These were created as borrow pits, which were used in the construction of the freeway.

## WETLANDS AND WOODLANDS

Wetlands are an important, though commonly overlooked, natural resource which provide both aesthetic and functional benefits. Through the years, over 70 percent of Michigan's wetlands have been destroyed by development and agricultural activities. Therefore, Michigan enacted the Goemaere-Anderson Wetland Protection Act, which has now become Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act, Public Act 451 of 1994. This legislation was passed to protect wetlands by restricting their use to certain activities (fishing, boating and farming, among others) while permitting other activities only after permit approval. The Act authorizes the MDEQ to preserve certain wetland areas. The MDEQ may require permits before altering regulated wetlands, and may prohibit development in some locations.

The MDEQ defines "wetlands" as follows: "land characterized by the presence of water at a frequency and duration sufficient to support, and that under normal circumstances does support, wetland vegetation or aquatic life." Among the criteria used by the MDEQ when conducting a wetland determination are:

- Presence of standing water (at least one week of the year).
- Presence of hydric soil types that are saturated, flooded, or ponded sufficiently to favor wetland vegetation (usually black or dark brown).
- Predominance of wetland vegetation/plant material, or aquatic life, such as cattails, reeds, willows, dogwood, elderberries, and/or red or silver maple trees.
- Presence of important or endangered plant or wild life habitat or a rare ecosystem.
- The area serves as an important groundwater recharge.

- Size and Location - minimum size to be state regulated is five acres unless the wetland is contiguous to a lake, pond, river or stream, or is considered to be "essential to the preservation of natural resources of the state."

The determination that a site contains a regulated wetland can have several consequences:

- The MDEQ may issue a permit to fill the wetland.
- The MDEQ may require mitigation, such as replacing the wetlands (sometimes this involves increasing the overall on-site wetland acreage by two or three times).
- The MDEQ may prohibit development in the wetland area, if it is determined that there is a "prudent" alternative.

Wetlands and woodlands within Ash Township are shown on **Map 2**. Wetlands information was obtained through the National Wetlands Inventory (NWI), conducted by the U.S. Fish and Wildlife Service. Woodlands information was obtained through the Michigan Resource Information System (MIRIS) Land Use/Land Cover data from 1978.

The wetlands generally fall within low lying areas along creeks and drains. Many of the wetland areas associated with streams are also forested. Such wetlands are shown as wooded wetland areas on **Map 2**. The map delineates significant wetlands, but not necessarily all the wetlands regulated under the State Wetland Act.

Where this map or on-site observation indicates the likelihood of a regulated wetland, sources (soil survey, Michigan Department of Environmental Quality (MDEQ) maps, or U.S. Interior, Fish, and Wildlife maps) should be referenced to further determine if the wetland has the physical and biological characteristics which place it under the jurisdiction of the MDNR. A formal written determination by a qualified wetland consultant and/or staff from the MDNR may be required.

Local wetland protection can help preserve these important resources and can be achieved in a variety of ways. Foremost is ensuring that developers have received any necessary MDNR reviews or made permit applications, prior to final action of proposed projects.

There are several techniques which the Township could use to assist in local wetland protection. Some of these could be incorporated into existing development review

procedures. Others, particularly a local wetland ordinance addressing wetlands smaller than the five acre minimum regulated by the MDNR, would probably not be cost-effective in the Township due to the administrative demands.

Among the options which Ash Township should consider are:

- Revise the site plan review requirements and Planned Unit Development provisions in the Zoning Ordinance with more specific language to preserve wetlands and other sensitive natural features.
- Amend the Zoning Ordinance to require a 25- to 100-foot building and parking lot setback from regulated wetlands.
- Encourage preservation of natural features by directing clustered development to the most buildable portion of the site while retaining the overall density (some communities offer a density bonus as an incentive).
- Establish public education programs regarding the importance of wetlands.

## SOILS

Ash Township soils are predominantly of the silty clay loam type and are generally of a high agricultural productive nature. Soils most suitable for urban development lie generally in a north/south direction along the Grafton Road corridor. Generally, all of the land in Ash Township is classified as prime agricultural.

The typical depth to bedrock in Ash Township is about 20 feet, with the shallowest overburden in the northwest quadrant where depth to bedrock in limited instances would appear to lie between 5 and 10 feet. Generally, static water levels have been found at depths of 20 feet.

It may be said that Ash Township by and large is favorably disposed to urban development assuming availability of public wastewater pollution control facilities based upon an assessment of its geologic structure.

## PRIME FARMLAND

As noted above and shown on **Map 3**, Prime Agricultural Lands, most of the soils in the Township are classified as prime agricultural.

Prime farmland soils, as defined by the U.S. Department of Agriculture, Natural Resource Conservation Service, are soils that are best suited to producing food, feed, forage, fiber, and oilseed crops. Such soils have soil properties that are favorable for the economic production of sustained high yields of crops. The soils need to be treated and managed using acceptable farming methods. The moisture supply must, however, be adequate, and the growing season has to be sufficiently long.

Prime farmland soils may presently be used as cropland, pasture, or woodland. They are either used for producing food or fiber or are available for these uses.

Prime farmland soils usually get an adequate and dependable supply of moisture from precipitation or irrigation. The temperature and growing season are favorable. The acidity or alkalinity level of the soils is acceptable. The soils have few or no rocks and are permeable to water and air. They are not excessively erodible or saturated with water for long periods and are not frequently flooded during the growing season. The slope ranges mainly from 0 to 6 percent.

Soils that have limitations (sensitive soils) may qualify as prime farmland soils if the limitations are overcome by such measures as drainage, flood control, or irrigation. On-site evaluation is necessary to determine the effectiveness of corrective measures.

In summary, the farmlands and open space in Ash Township are valuable natural features which can also contribute to the rural setting which most Ash Township residents deeply value.

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# TRANSPORTATION AND UTILITIES ASSESSMENT

Ash Township, with support from a variety of outside public and private agencies, strives to ensure a high quality of life for residents and businesses within the community through the efficient provision of services. These services fulfill essential community needs such as public safety, health care, social welfare, recreation, education, mobility, potable water and sanitation.

By ensuring that future land development occurs at an appropriate scale and location given the existing or planned capacity of public services, sound land use planning is an important tool for maintaining a high quality of life. In order to determine suitable locations and allowable types of new development, the existing or planned capacity of all types of public services must first be considered, particularly the availability of public utilities and capacity of the transportation network.

## TRANSPORTATION ASSESSMENT

Communities are arranged around transportation networks. Historically, settlements were founded along or at the confluence of transportation routes such as rivers, railroads and highways. Following their initial settlement, urban expansion followed transportation routes such as streetcar lines and highways. Today, land development remains intrinsically tied to the transportation network, while quality of life is greatly impacted by mobility and access to varying modes of transportation. In addition to a safe and efficient road network, it is crucial to ensure that a community accommodates public transit, pedestrian and other non-motorized travel to ensure that seniors and young people can access public amenities and requisite goods and services.

## ROAD HIERARCHY

By illustrating the road hierarchy within Ash Township, **Map 4** helps to understand where future development is more or less suitable given existing road capacities. The road hierarchy within Ash Township is based on the National Functional Classification (NFC) system, which is a federal classification system for all public highways, roads, and streets. This classification system provides the

basis for federal aid eligibility of roadways (United States Code, Title 23). In Michigan, MDOT has the primary role in cooperation with appropriate local agencies in updating and revising the NFC. Updates and revisions are subject to Federal Highway Administration approval.

The two primary considerations in classifying the functionality of highway and street networks are access to property and travel mobility, as defined by trip travel time or operating speed. For example, local roads provide efficient access to property, but would be rated low in mobility.

The basic classifications for the functional systems are:

- Arterial highways, which generally handle longer trips and operate at higher and more uniform speeds;
- Collector roads, which collect and disperse traffic between arterials and the local roads; and,
- Local roads, streets, and other public ways, which serve the land access function to the residential areas, businesses, farms and other local areas.

The road hierarchy within Ash Township is illustrated in **Map 4**. Two principal arterial routes extend into Ash Township. These include I-275, a major interstate connecting Monroe County and the Toledo area with the western Detroit suburbs and Oakland County. I-275 runs north-south through the center of the Township, and features three interchanges: at Telegraph Road; at Carleton Rockwood Road; and at Will Carleton Road. The other principal arterial is Telegraph Road (U.S. 24), a four lane highway that connects Toledo to the south with Pontiac and Oakland County to the north. One minor arterial route, Oakville Waltz Road (west of Waltz Road) and Will Carleton Road (east of Waltz Road), is located in Ash Township and runs along the northern Township border. Oakville Waltz Road is an important and busy truck route that connects to the Carlton Farms Landfill, located just west of Ash Township. Because of the high traffic volumes, many of the high density residential, public, of-



office, commercial and industrial uses within the Township directly front these arterial routes (or in the case of I-275, are near the freeway interchanges).

Numerous collector routes are located in Ash Township. East-west connector routes include Carleton Rockwood Road; Carleton West Road; Sigler Road (east of Telegraph); and Newport Road (east of Grafton). North-south connector routes include Exeter Road (south of Carleton West); S. Stony Creek Road; and Grafton Road. Collector roads tend to provide more access to property than do arterials. Collectors also funnel traffic from residential or rural areas to arterials.

The remainder of the roads in Ash Township are either local roads or roads not certified as a public road. Local roads are designed to accommodate local traffic, providing access primarily to homes and agricultural lands, over relatively short distances. Local roads are not well equipped to support higher intensity uses such as multiple-family residential, commercial or industrial.

## TRAFFIC VOLUMES

**Map 4** also displays the traffic volumes for all arterial and collector routes within Ash Township. Roads with high traffic volumes are an important consideration and challenge in land use planning. Because of their high visibility, these roads are often desirable locations for business and industrial development. Therefore, the use of proper access management techniques and other land use controls becomes critical as higher traffic volumes in combination with intensive development may lead to congestion, traffic hazards, pedestrian conflicts, and visual blight.

Average daily traffic (ADT) volume data was obtained from the Southeast Michigan Council of Governments (SEMCOG). ADT data in the Township was collected at various times between the years 2003-2018. **Map 4** utilizes a color scheme to illustrate the various classes of traffic volume in the Township. The roads accommodating the highest traffic volumes (12,500 ADT or higher) in Ash Township are I-275; Telegraph Road, south of the I-275 interchange; and Will Carleton Road, east of the I-275 interchange. Telegraph Road, north of Carleton Rockwood Road accommodates between 10,000 and 12,499 ADT.

Road segments featuring moderate traffic volumes of between 7,500 and 9,999 ADT include: the portion of Will Carleton Road west of the I-275 interchange; Grafton Road between Carleton Rockwood Road and Monroe Street in Village of Carleton; and Telegraph Road between the I-275 Interchange and Carleton Rockwood

Road. Roads with volumes between 5,000 and 7,499 ADT include: Oakville Waltz Road and Newport Road east of Telegraph Road.

Collector roads with lower traffic volumes of between 2,500 and 4,999 ADT include: Carleton Rockwood Road; and Grafton Road north of Carleton Rockwood as well as Grafton Road south of Monroe Street in the Village of Carleton. Finally, collector roads with the lowest traffic volumes of less than 2,500 ADT include: Carleton West Road, with a connecting segment of Burns Road; Exeter Road south of Carleton West Road; Sigler Road east of Telegraph Road; Newport Road between Grafton Road and Telegraph Road; and S. Stony Creek Road.

## ROAD SURFACE TYPES

A road surface type survey was conducted by Ash Township in January 2020. The results of this survey are depicted on **Map 5**, which differentiates between hard surfacing (concrete, asphalt or seal coat) and gravel surfacing.

Of the approximately 116 miles of road within Ash Township (including I-275), the majority (approximately 85 miles) feature hard surfacing. Rural county roads primarily account for the 31 miles of gravel roads in the Township. Some of these rural gravel road segments include portions of Exeter Road, Burns Road, Maxwell Road, Jones Street, Fessner Road, Otter Road, Calkins Road, Sweitzer Road, Creek Road, Port Creek Road, Carter Road and Corkins Road.

## ROAD CONDITIONS

In January 2020, Township staff conducted a road condition survey of all hard-surfaced roads within Ash Township. Three classifications were used for the ratings: good, fair, or poor. These classifications are consistent with the PASER rating scale commonly used by road agencies including the Monroe County Road Commission.

**Map 5** shows the condition ratings of the roads within Ash Township. Of the approximately 85 miles of hard surfaced roads in the Township, approximately 68 miles (80%) were rated as being in good condition. Many key roadways are in good surface condition, including Will Carleton Road, Carleton Rockwood Road and much of Grafton Road. A total of 17 miles (20 percent) were rated as being in fair condition. Notably, nearly the entire length of Telegraph Road (U.S. 24) is in fair condition. Only 1 total mile of roadway was rated as poor. These include segments of Calkins Road and the Labo Road overpass at I-275.

## PROPOSED ROAD IMPROVEMENTS

Working with the Monroe County Road Commission and MDOT, Ash Township has made a concerted effort to improve the Township road network. In recent years (since the 2009 Master Plan Update), this has included the resurfacing of poor quality road segments along Carleton Rockwood Road, Exeter Road, Scofield Carleton Road and Ready Road. The Township has also upgraded gravel road segments with hard surfacing, including nearly the entire length of Newburg Road.

As shown on **Map 5**, in the next 5 years, Ash Township intends to undertake improvements to various roads, either by improving hard surfaced roads currently in fair or poor condition or upgrading gravel roads to hard surfacing. These slated road improvements include segments of Maxwell Road, Jones Street, Calkins Road, Sweitzer Road, Swan Creek Road, Newburg Road and Labo Road.

## PUBLIC UTILITIES ASSESSMENT

Planning for future land development must take into consideration the extent of public water, sewer and other services. Particularly in the case of higher intensity land uses, new development should not be located in areas lacking necessary public water and sewer service, unless utility extensions or other suitable systems are constructed in conjunction with new development. Therefore, this section provides an assessment of the public water and sewer service within Ash Township.

### PUBLIC WATER

Public water within Ash Township is available through the Great Lakes Water Authority (GLWA) regional water system. Ash Township has responsibility for distribution of this water throughout the Township through a network of more than 84 miles of water mains, which Ash Township owns and maintains. This includes the water main network within the Village of Carleton. Along the Township's northern border, some water main segments are owned and maintained by Huron Township. Similarly, Exeter Township owns and maintains segments of water main along the western border. **Map 6** illustrates the current extent of public water service in Ash Township and the Village of Carleton.

**Map 6** also shows a potential investment plan by Ash Township to expand and improve the public water distribution network. These slated improvements are shown in 5 year and 10 year timeframes. As part of this plan, the Township hopes to extend public water service along

Telegraph Road (south of Sigler Road), Newport Road, Scofield Carleton Road, Exeter Road (north of Newburg Road) and Maxwell Road (north of the Village).

### PUBLIC SEWER

**Map 6** illustrates the current extent of public sewer service in Ash Township. Development potential within Ash Township is considerably limited by the lack of public sanitary sewer service. At present, the Village of Carleton operates its own sewer system including a wastewater treatment plant that is located just north of the Village in Ash Township. One public sewer line, which runs along Will Carleton Road and Grafton Road north and east of the Village, connects into this sewer system. The remainder of businesses and residents in Ash Township must rely on private septic systems approved by the Monroe County Environmental Health Department or larger-scale private sewer systems. Currently, one privately operated wastewater treatment plant is located within Ash Township. This facility, which was constructed to serve the Lazy Oak residential development near Telegraph Road and I-275, has excess capacity that could be utilized by future developments in the immediate vicinity.

Being that the public sewer system is operated by the Village of Carleton, Ash Township does not have jurisdiction over sewer system extensions and upgrades. Given this, along with current Village sewer system capacity limitations, it is unlikely that public sewer service will be extended any further into Ash Township during the horizon of this Master Plan.

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# TELEGRAPH ROAD CORRIDOR ANALYSIS

Telegraph Road (U.S. 24) is the primary non-freeway artery within Ash Township. The road was named after the telegraph lines which ran parallel to the road within the mid 19th century. It was designated as a state highway and then U.S. highway in the early 1900's. Today, the road carries a considerable amount of vehicular and truck traffic and connects the Detroit and Toledo metro areas.

In recent years, the Telegraph Road corridor within Ash Township has experienced new development and/or development requests ranging from office buildings, retail stores (Dollar General, fireworks sales), automobile related uses (auto parts, auto repair, vehicle storage), service uses (landscaping, contracting), institutional uses (municipal equipment and service yards) and industrial uses (trucking, recycling, storage). This corridor analysis is intended to study existing corridor conditions and consider future land use and development strategies that will ensure efficient circulation, compatible use and quality design.

The study area for this corridor analysis generally includes all properties which front Telegraph Road within Ash Township, from Newport Road in the south to just north of Newburg Road to the north.

## LAND USE, BUILDING AND SITE CONDITIONS

A series of maps (**Maps 7 through 11**) have been prepared to illustrate the existing land use, building and site conditions within the Telegraph Road corridor.

## PROPERTY CHARACTERISTICS

A total of 165 properties immediately front Telegraph Road within Ash Township. Because Telegraph Road does not run directly north-south (it runs southwest/northeast), most parcels are unusually shaped. Generally, the Telegraph Road fronting property line is angled while the other property lines follow the four cardinal directions.

The largest property fronting Telegraph Road is 68.9 acres in size, while the smallest is 7,200 square feet. The average lot size is 7.9 acres. Out of the 165 total parcels, more than 123 are larger than 1 acre in size. A total of 101 are 2 acres or larger in size. These large parcel sizes offer ample opportunity for site development with sufficient space to accommodate greenspace, parking, on-site septic fields, stormwater detention, and other necessary site amenities.

The average length of lot frontage for properties fronting Telegraph Road is 325 feet. A total of 153 of the 165 properties have a frontage of more than 100 feet. 106 properties have a frontage of more than 200 feet while 29 properties have a frontage exceeding 500 feet. Generally, the significant property frontages offer ample opportunity for site development within the corridor.

## LAND USES

Existing land uses within the corridor are highlighted on **Maps 7 through 11**. As shown in the maps, a broad mixture of uses are found within the corridor, including agricultural/rural residential, single-family residential, manufactured home park, neighborhood commercial, general commercial, heavy commercial, industrial/extractive, churches/schools/institutions, public facilities, public utilities and works, and vacant/open space (refer to Chapter 3 for a description of each land use category).



Telegraph Road near Carleton Rockwood Road.

In combination, the properties fronting Telegraph Road total approximately 1,300 acres of land. The most significant existing land use within the corridor is agricultural/rural residential, which totals approximately 590 acres or 45% of the area of all corridor fronting properties. These agricultural/rural residential uses are scattered throughout the corridor, but are particularly concentrated between Labo Roads and Newburg Roads.

Commercial uses (neighborhood commercial, general commercial and heavy commercial in combination) account for nearly 190 acres or 14% of the area of all corridor fronting properties. These commercial uses are scattered along the entire corridor. Particular concentrations of commercial use are found between: Newport Road and I-275; at Labo Road; at Ready Road; and, between Carleton Rockwood Road and the northern Township border.

Of the three commercial land use categories, the most common is heavy commercial. Examples of heavy commercial uses found within the corridor include:

- Vehicle repair
- Trucking businesses
- Outdoor sales (mobile homes, equipment, materials, etc.)
- Mini-storage
- Contractors businesses (construction, landscaping, etc.)

Outside storage, either as a principal use or accessory use, is also common within the heavy commercial land use category.

Vacant/open space uses account for 180 acres or 14% of the area of all corridor fronting properties.

Single-family residential uses account for 135 acres or 10% of the area of all corridor fronting properties. The largest concentration of single-family residential use is found between Sigler Road and Carleton Rockwood Road.

Manufactured home park uses account for 100 acres or 7.5% of the area of all corridor fronting properties. Two manufactured home parks are found within the corridor: one at Sigler Road and the other south of Newburg Road.

Public utilities and works uses account for 85 acres or 6.5% of the area of all corridor fronting properties. These uses, including cellular towers, radio towers, substations, and sewer treatment facilities, are all found in the southern half of the corridor.



## BUILDING AND DEVELOPMENT CHARACTER

Consistent with the diverse land uses, the character of development within the Telegraph Road corridor is also varied.

Approximately 608 buildings are located on the parcels that front Telegraph Road. However, 371 of these are manufactured homes within the two manufactured home parks. Thus, there are 237 buildings within the Telegraph Road corridor that are not manufactured home buildings.

Although the Telegraph Road corridor features significantly sized parcels, as noted earlier, building sizes are relatively small. Even if the manufactured homes are excluded, the average building size within the corridor is ap-





Examples of retail uses within the Telegraph Road corridor.

proximately 2,100 square feet. The largest building within the corridor is 18,000 square feet, and only 3 buildings are larger than 10,000 square feet.

Nearly all buildings within the corridor are one-story in height. Most non-residential buildings are set back at least 100 feet from the centerline of Telegraph Road. Residential dwellings are typically set back 50 to 100 feet from the centerline of Telegraph Road.

## CIRCULATION

### MOTORIZED TRANSPORTATION

Telegraph Road is a 4-lane roadway throughout Ash Township. At some intersections, the roadway increases

to 5-lanes to accommodate a center-turn lane and/or an acceleration/deceleration lane.

Only two signalized intersections are found within the corridor: at Carleton Rockwood Road and at Newport Road. The I-275 entrance/exit ramps at Telegraph Road are not currently signalized.

The segment of Telegraph Road with the highest traffic volumes is between Newport Road to Labo Road, with an ADT of 18,525 observed in 2017. The remainder of the corridor has traffic volumes ranging from 8,247 ADT to 11,826 observed in 2017.

### NON-MOTORIZED TRANSPORTATION

Non-motorized transportation facilities do not exist within the corridor, with the exception of one business which has a sidewalk along the Telegraph Road frontage (a fireworks sales use north of Labo Road).

When Interstate 275 was built in the mid-1970's, a bike trail was also constructed parallel to the interstate within the right-of-way. Within Ash Township, this bike trail was constructed on the west side of the interstate. The location of this trail is shown on **Map 7**. Unfortunately, the trail was not maintained over time and now is non-functional. Remnants of the trail still exist, but access to the trail is usually barricaded.

The I-275 bike trail within Wayne and Oakland Counties has recently been upgraded and improved through the joint effort of MDOT and the Michigan Trails & Greenway Alliance. These improve segments are now known as the I-275 Metro Trail.

## STRATEGIC RECOMMENDATIONS

The Telegraph Road corridor received special emphasis during a Town Hall Meeting held in January 2020. The existing corridor conditions documented in this Chapter have been coupled with the feedback received during the Town Hall Meeting to establish a series of strategic recommendations. These recommendations are outlined in Chapter 7. Telegraph Road related strategies are also found within the Future Land Use Plan and Implementation Chapters.

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# COMMUNITY GOALS AND POLICIES

## BASIS FOR THE GOALS AND POLICIES

Resulting from previous master planning efforts, a set of community goals and policies were adopted to guide future land development activities within the Township. These goals and policies were developed in recognition of Ash Township's position in an area of potential growth and endowed with an abundance of assets.

### TOWN HALL MEETING

To establish a basis for necessary changes to the adopted goals and policies and future land use plan, in light of the evolving regional marketplace and other ongoing trends, the Township Planning Commission held a Town Hall Meeting on January 21, 2020.

The meeting was attended by more than 70 community members, representing various cross-section of the community. The meeting also included representation from the Ash Township Board, Ash Township Planning Commission, Monroe County and a representative from State Senator Dale Zorn.

The Town Hall Meeting began with an overview presentation on master planning ("What is a Master Plan... and why do we need it?"), followed by a presentation of key existing conditions uncovered during the background research and analysis. The meeting then included exercises where attendees shared their thoughts about the future of Ash Township. The results of these exercises are summarized below.

### ASSETS TO PROTECT

Through a questionnaire, attendees were asked to list their top 3 "assets to protect." The purpose of this question was to get people thinking about the best features of Ash Township that must be protected, preserved or enhanced. Responses to the question were grouped into broader categories. The following are the ten categories that received the most responses. The number in parenthesis indicates the number of responses related to that category.

1. Farming/farmland (24)

2. Rural character (18)
3. Natural features/woodlands/wetlands/wildlife (13)
4. Large lot/low-density development (11)
5. Parks/Unity Park (8)
6. Open space (7)
7. Quiet living (7)
8. Commercial/industrial development (5)
9. Historic community/buildings (4)
10. Residential land use/single-family land use (4)

It is clear that Ash Township's rural character is highly cherished. Rural character was generally cited 18 times, but specific aspects that commonly contribute to rural character, such as farmland, open spaces, low densities, natural features and quiet living, were cited by a large number of attendees.

Ash Township  
Master Plan Update 2020

*We want to hear from you!*

### Town Hall Meeting

**Tuesday, January 21, 2020 @ 6:30pm**  
Ash Township Hall - 1677 Ready Road, Carleton, MI 48117

Ash Township is embarking on a planning process to update its land use Master Plan. The updated Master Plan will **establish a long-term vision** for land use and development which is consistent with the exceptional character of the township.

We will be holding a **Town Hall Meeting** to hear from residents about the future vision for the township. Additionally, the Telegraph Road corridor will receive particular focus during the meeting, as the Township seeks to identify strategies for growth and development within the corridor. **Please come and help shape the future of your township!**



To learn more about this project, contact: Jim Vaslo, Ash Township Manager at (734) 654-6992 or [jvaslo@ashtownship.org](mailto:jvaslo@ashtownship.org)



Attendees at work during the January 2020 Town Hall Meeting

## PROBLEMS TO SOLVE

Through a questionnaire, attendees were asked to list their top 3 “problems to solve.” The purpose of this question was to uncover challenges currently facing Ash Township that could be addressed in the updated Master Plan. Responses to the question were grouped into broader categories. The following are the eleven categories that received the most responses. The number in parenthesis indicates the number of responses related to that category.

1. Traffic congestion/safety (14)
2. Drainage issues/cleaning drains and ditches (13)
3. Road conditions (12)
4. Lack of commercial development/businesses/ options (9)
5. Land use conflicts/lack of buffers (7)
6. Blight (7)
7. Too many mobile home parks (5)
8. Lack of public water (5)
9. Lack of pathways/trails/I-275 bike path (5)
10. Lack of industrial development (5)
11. Lack/quality of parks (5)

Although responses to this question were varied, several issues came to the forefront. These included the desire for improvements to the road system, to address congestion, safety and poor road conditions. Many attendees expressed that they would like to have more community amenities, ranging from additional commercial uses/ businesses and additional industrial development to more parks and more pathways. Conflicts between incompatible land uses, as well as blighting conditions such as unmaintained properties and the storage of junk, were frequently cited as problems.

## TELEGRAPH ROAD IMPROVEMENT STRATEGIES

The Telegraph Road corridor received special emphasis during the Town Hall Meeting. During an exercise, attendees were asked to consider a listing of 20 pre-established corridor improvement strategies which could potentially be employed within the Telegraph Road corridor. Attendees were first asked to consider the importance of the strategies, using a scale of 1 (not important) to 4 (great importance). The following strategies had the highest average rating:

1. Blight enforcement – 3.00
2. Traffic lights/road lighting improvements – 2.56
3. Road reconfiguration for improved traffic flow – 2.31
4. Environmental protection – 2.28
5. Screening between land uses – 2.20
6. Building design enhancements – 2.13
7. Stormwater improvements – 2.09
8. Streetscaping/beautification – 2.03

Attendees were then asked to help the Township prioritize the improvement strategies. Each attendee was given a fictional amount of money (\$100) and was asked to allocate their money to any of the improvement strategies. The following strategies received the largest percentage of the total money spent by all attendees:

1. Blight enforcement – 26.4%
2. Environmental protection – 14.7%
3. Traffic lights/road lighting improvements – 12.3%
4. Road reconfiguration for improved traffic flow – 9.8%
5. Screening between land uses – 8.9%
6. Stormwater improvements – 6.1%
7. Eliminate utility poles and overhead utility wires – 3.5%
8. Building design enhancements – 3.4%

Attendees of the Town Hall meeting showed a strong belief that blight enforcement within the Telegraph Road corridor is needed and a worthy allocation of resources. Several other important improvements were agreed upon, including traffic lights/road lighting, road reconfiguration, environmental protection, screening between land uses, and building design enhancements.

The results of the Town Hall Meeting heavily influenced changes and additions to the goals and policies and Future Land Use Plan.



## PLANNING COMMISSION REVIEW

At their February 2020 meeting, the Planning Commission conducted a detailed review of the adopted goals and policies based on the results of the Town Hall Meeting, recent community trends, regional economic trends, and relevance to the overall community vision. The result was a revised set of goals and corresponding land use policies. These goals and policies are presented below.

## COMMUNITY GOALS

1. Create an optimum human environment for the present and future residents of the Township, an environment that will not only solve their physical needs but will offer variety, choice, opportunity for change, and individual growth.
2. To ensure diversity, stability and balance of land uses to serve human needs: residential areas; agricultural land; natural and recreational areas; schools and cultural activities; adequate public services; access to shopping; health services and places of employment.
3. Relate land use primarily to the natural characteristics of the land and the long-term needs of the community, rather than to short-term private economic gain.
4. Preserve and promote the rights of the individual property owner while maintaining the rural character of the Township.

## NATURAL FEATURES

### GOALS

Encourage the preservation of natural assets and open spaces as a means to maintain the health of natural systems, wildlife habitats, community character and quality of life of Ash Township.

Facilitate environmental protection through joint governmental and landowner actions to manage and reduce stormwater runoff and maintain efficient drainage systems.

### POLICIES

- N1** Protect and enhance sensitive and other environmentally significant areas, such as water resources, wetlands, woodlands, wildlife habitats and scenic views throughout the Township.

- N2** Establish policies and standards that allow, encourage or require low impact development and other techniques to manage the quantity and quality of storm water in new and redevelopment projects.
- N3** Reinforce in the zoning ordinance the use of riparian buffers adjacent to tributaries, drains, and wetlands and provisions to protect environmentally sensitive areas.
- N4** Consider allowing pervious surfaces as part of development and redevelopment as a means to reduce storm water runoff.
- N5** Encourage the use of the open space development option, cluster housing option, and other techniques to minimize the impact of new residential development on existing natural assets and make them an integral part of new development.
- N6** Link natural features and open space areas to create a system of natural corridors.
- N7** Maintain a community recreation plan and other community-wide natural resource related studies (i.e., Green Infrastructure Plan, Non-Motorized Trails Plan) to be used as a short term and long term guide for land conservation activities and to ensure eligibility for certain State recreation grant opportunities.

## AGRICULTURE

### GOAL

To encourage the retention, wherever possible, of selected prime agricultural lands in the Township by protecting them from urban development through the concentration of urban growth.

### POLICIES

- A1** Recognize that agriculture is an important economic activity of the Township, as well as an environmental asset, by encouraging use of tools and techniques such as the Farmland and Open Space Preservation Act (Act 116), farmland conservation easements, and the Monroe County Purchase of Development Rights program, among others.
- A2** Support only very low density, dispersed residential uses in primarily agricultural areas.

- A3** Encourage the use of innovative residential subdivision design that helps conserve agricultural land and eliminates poorly designed lot splits.
- A4** Ensure that land development codes allow for activities that might reduce costs or provide supplementary income for local farmers, such as farm stands, agritourism and agribusiness, consistent with community character.

## RESIDENTIAL DEVELOPMENT

### GOAL

Promote the development of planned residential areas designed to offer a variety of identifiable living environments.

### POLICIES

- R1** Promote higher densities in areas which are, or may be, served by public utilities such as sewer and water, parks, and major roads, to reduce urban sprawl and random development.
- R2** Develop and utilize contemporary design standards and review procedures which will encourage developers to employ innovative design techniques on their building projects.
- R3** Promote concentrated code enforcement to help maintain the quality of residential areas, through the use of zoning and building codes to preserve the quality of housing in the Township, and to prevent blighted areas.
- R4** Encourage the removal of conflicting or undesirable land uses from residential areas.
- R5** In strategic locations adequately served by infrastructure and community facilities, plan for higher density residential development that attracts younger professionals and families and older “empty-nester” households.
- R6** Provide for existing manufactured housing to remain, but plan no additional land for the development of new manufactured housing parks unless and until a clear market can be demonstrated.

- R7** Allow cluster housing, planned unit development, and open space preservation developments consistent with local zoning eligibility requirements to provide a mixture of densities, housing types, housing costs and size of housing units.

## COMMERCIAL DEVELOPMENT

### GOAL

To provide for a full range of commercial facilities that create a stable economic tax base and which are adequate to serve the resident population within the Ash Township market area.

### POLICIES

- C1** Encourage new commercial uses and expansion of existing establishments, making sure that such developments do not adversely affect adjacent residential properties through the use of buffer devices such as walls, landscape areas, and transitional areas.
- C2** Require all proposed commercial rezoning to be justified in terms of neighborhood, community, and market area needs, as applicable.
- C3** Encourage the clustering of commercial and/or office facilities in close proximity to major roads and intersections, which will discourage the development of strip commercial. Use of marginal access drives and a limited number of entrances and exits, which reduce traffic conflicts, are also encouraged in conjunction with clustered commercial development.
- C4** Recognize the role of the cities of Flat Rock and Monroe as regional commercial centers and cultural and entertainment destinations. Recognize the role of the Village of Carleton as a local center for daily shopping needs.
- C5** Re-visit the commercial district landscaping standards to ensure that they encourage quality development without dis-incentivizing investment or creating traffic and pedestrian safety challenges.
- C6** Closely monitor and promote enforcement of building and maintenance codes in commercial districts. Encourage buildings, signage, landscaping, and parking areas to be renovated or repaired on a timely basis, and monitor changes in business



uses to be certain that new uses are in compliance with adopted building and zoning codes.

## INDUSTRIAL DEVELOPMENT

### GOAL

Encourage a variety of light industrial development with attractive sites which will strengthen the tax base and provide a place of employment for area residents without degradation to adjacent land uses, natural resources, and overall community character.

### POLICIES

- I1** Promote continued industrial development at locations which can be readily serviced by public utilities and are easily accessible to the existing transportation network; primarily near locations where industrial development currently exists. Such locations may include, but are not necessarily limited to, the I-275 corridor, Oakville-Waltz/Will Carleton Roads between Exeter Road and I-275, and Telegraph Road near I-275.
- I2** Locate industrial areas where they are not subject to encroachment by incompatible uses, and will not themselves encroach on non-industrial uses.
- I3** Encourage the expansion and diversification of the local industrial job base commensurate with local needs.
- I4** Require that all new industrial developments comply with sound site planning principals, do not infringe on existing development, and are developed with adequate utilities to meet current and future needs.
- I5** Improve and enforce landscape standards for industrial development or redevelopment.
- I6** Promote enforcement of codes and regulations applicable to industrial areas, including industrial performance standards, screening, storage of equipment and materials, and storage of hazardous or toxic chemicals.

## COMMUNITY FACILITIES AND SERVICES

### GOALS

Continue to offer efficient services and facilities to residents and businesses offering a variety of opportunities for human fulfillment, in locations appropriate for their development and utilization.

Support the development, and continued maintenance, of an area-wide multi-modal transportation system reflective of current and future Township access needs.

### POLICIES

- F1** For Township provided facilities, plan, locate, and provide public areas based on a long-range general plan, short range project plans, and capital improvement programming.
- F2** Continue the cooperative relationship with the Village of Carleton for the shared provision of public services and facilities, like recreation, emergency services, library, and senior services.
- F3** Diligently monitor and seek funding opportunities to develop and improve essential community services, to potentially include a public sanitary sewer system to serve businesses within the Telegraph Road corridor.
- F4** Work with MDOT and Monroe County to develop access management plans, consider signal improvements, and consider roadway reconfigurations.
- F5** Coordinate motorized and non-motorized transportation enhancement with neighboring communities and regional entities.
- F6** Create an interconnected system of paths and trails to increase safety, promote healthy lifestyles and provide linkages between destinations.
- F7** Maintain a community recreation plan and other community-wide recreation related studies (i.e., Green Infrastructure Plan, Non-Motorized Trails Plan) to be used as a short term and long term guide for recreation improvements and to ensure eligibility for certain State recreation grant opportunities.

- F8** Enhance coordination and cooperation between local municipalities and the Airport Community School District to support the District in providing first-class educational opportunities to Township residents.
- F9** Encourage and support community volunteerism by providing opportunities for citizens motivated to contribute to the community's well-being, and to satisfy one's personal need for fulfillment, sense of accomplishment, and self-esteem.
- F10** Encourage long-term sustainability and the reduction of fossil-fuel emissions through the promotion and implementation of energy efficient facilities, services, programs and incentives.

## ECONOMIC DEVELOPMENT

### GOAL

Capitalize on Ash Township's quality of life, community pride, natural assets, transportation access and locational advantage as a place for life-long living, commerce and employment.

### POLICIES

- E1** Work cooperatively with the Monroe County Business Development Corporation and other key players in the development community to undertake inventive development and redevelopment concepts.
- E2** Explore various economic development tools and programs, such the creation of a corridor improvement district and use of tax increment financing, as a means to generate funding for enhancements and improvements within business districts.
- E3** Diligently monitor and seek funding opportunities to develop and improve essential community services as a means of enticing new development.

## TELEGRAPH ROAD CORRIDOR IMPROVEMENT STRATEGIES

- T1** Explore all options and partnerships to extend public sewer service into the corridor.

- T2** Allow and encourage commercial and industrial development of a sufficient depth to accommodate site amenities including a front yard greenbelt, off-street parking, loading/unloading, shared driveways/access lanes, landscaping and stormwater detention facilities. A depth of 500 feet from the right-of-way is illustrated on the Future Land Use Map.
- T3** Promote concentrated code enforcement to help maintain the aesthetic quality of the corridor and prevent blighting conditions.
- T4** Improve traffic flow and safety by implementing access management solutions, including:
  - Consolidating/closing unnecessary driveways
  - Reconfiguring wide/undefined driveways
  - Maintaining minimum spacing between driveways and roadways
  - Encouraging shared driveways/service drives
- T5** Explore the creation of a Corridor Improvement Authority (CIA) to capture tax increment revenues to help fund corridor improvements.
- T6** Consider establishing an overlay zoning district for the corridor to address:
  - Business signage
  - Access management
  - Screening/landscaping
  - Building design and orientation
  - Stormwater management
- T7** Support and advocate for pedestrian improvements within or across the corridor, where practical, such as the I-275 trail, shared-use pathways, crosswalks and pedestrian signals.

## POLICY IMPLEMENTATION

To assist the Township in the implementation of the above policies, Chapter 9 provides a matrix of available funding programs. Where a funding program is applicable to a specific policy, that policy number is included in the matrix. For example, three potential funding programs would support Policy F6 include the Transportation Enhancement Fund, the Michigan Natural Resources Trust Fund and the Safe Routes to School (SR2S) program. These programs and others are detailed further in Chapter 9.

# FUTURE LAND USE PLAN

## INTRODUCTION

The Future Land Use Plan is the physical result of the Master Plan development process. The Future Land Use Plan equips Ash Township Planning Commissioners and elected officials with a literal depiction of the desired land uses throughout the community. Derived from the Goals and Policies and created through public participation, the Plan represents the vision Ash Township has established for itself over the next 5 to 15 years. The Plan will be a useful tool on which to base zoning and capital improvements decisions, and will allow for consistent and sound planning in the community.

The Future Land Use Plan is based in large part upon the assets that the Township would like to preserve and opportunities that the Township can capitalize upon to drive new investments and sound development. A geographic summary of these Planning Opportunities is presented as **Map 12**. These assets and opportunities provide a foundation for the Future Land Use Plan.

## FUTURE LAND USE CATEGORIES

A total of twelve future land use categories have been established in the Future Land Use Plan and Map (**Map 13**). **Table 19** summarizes the distribution of the various future land use categories within the Township. Provided below is a detailed description of each category.

### AGRICULTURAL (AG)

The agricultural future land use classification encompasses those areas intended to be used primarily for agriculture, horticulture, or agribusiness support uses, as well as farmsteads and related agricultural buildings located near the principal dwellings on those farmsteads. This category also includes large lot single family residential uses, and isolated single family residences situated in predominantly agricultural areas.

More than 40 percent of the lands in the Township are categorized as agricultural - the largest percent of any classification. This includes the majority of the western,

**TABLE 19: Future Land Use Distribution**

FLU Classification	Acres	% of Total
Agricultural (AG)	9,236.6	42.7%
Rural Estates (RE)	6,547.4	30.2%
Single-Family Residential (R)	2,045.2	9.4%
Multi-Family Residential (RM)	165.9	0.8%
Manufactured Home Park (MHP)	170.8	0.8%
Public/Semi-Public/Recreation	451.4	2.1%
Local Commercial (C-1)	41.6	0.2%
General Commercial (C-2)	281.7	1.3%
Heavy Commercial (C-3)	226.7	1.0%
Freeway Service (FS)	202.6	0.9%
Light Industrial (I-1)	907.1	4.2%
General Industrial (I-2)	400.5	1.9%
Others:		
Rights-of-Way	967.0	4.5%
<b>Total Township Area</b>	<b>21,644.5</b>	<b>100.0%</b>

Source: Wade Trim

south-central, and southeastern portions of the Township. The designation of these areas for agricultural usage reflects the established development pattern, which is dominated by agricultural uses, with isolated farmsteads and residences. It is the intent of this category to prevent these agricultural and rural residential uses from encroachment by higher intensity land uses. Additionally, lands



The Agricultural category seeks to protect the Township's agricultural heritage and resources.

within this category are prime candidates for participation in the Monroe County Purchase of Development Rights Program. In total, this category accounts for approximately one-third of the Township's land area.

## RURAL ESTATES (RE)

The rural estates future land use category specifically refers to those areas planned for use as rural estate developments, as defined in the Zoning Ordinance. The rural estates classification, as well as the Rural Estates Zoning District, is intended (as stated in Section 5.01 of the Zoning Ordinance) to provide open land area for orderly residential growth; to permit continued agricultural use and residential activities of a semi-rural character in areas that are presently without public water and sewerage facilities and are likely to remain without such services for an extended period of time; to protect and stabilize the essential characteristics of these areas in order to promote and encourage suitable environments for low density, family life; and to maintain and preserve the semi-rural character of the Township. In addition to single-family detached dwellings, supportive land uses such as schools, churches and golf courses may also be appropriate within this category.

To support the intent described above, and as enabled by the Ash Township Zoning Ordinance (through the cluster housing, open space preservation and planned unit development options), rural estate developments that preserve agricultural resources and natural areas are strongly encouraged.

Just over 30 percent of the land in the Township is classified as rural estates. The most sizeable area of planned rural estates use is found in the northeastern portion of the Township, between the Village of Carleton and the greater Detroit urban area to the northeast, where existing rural estates development has occurred, and where future residential development is most likely to occur. Rural estates use is also planned south of the Village, along the Grafton Road corridor and extending east along the Labo Road corridor toward Telegraph Road.

## SINGLE-FAMILY RESIDENTIAL (R)

This category primarily supports single-family detached structures including permanent dwellings and accessory structures, such as garages, that are related to these units. The intent of this category is to support and protect existing residential developments and encourage the construction of new, predominantly single-family detached homes in a carefully planned setting. In addition to single-family detached homes, residential types such as attached dwell-

ings, two-family residences, nursing homes, and elderly housing may also be appropriate within the category as regulated by the Ash Township Zoning Ordinance. Residentially supportive land uses, such as schools, churches and golf courses may also be appropriate within the future land use category.

Through the Zoning Ordinance's planned unit development option, unique residential developments that preserve natural amenities, provide for a mixture of housing types, and a mixture of residential and compatible non-residential uses under certain circumstances, are strongly encouraged.



Through the planned unit development option, attached dwelling units could be integrated within larger single-family residential developments.

This future land use type is clustered within the Township's already established higher-density residential areas, including the Grafton Road corridor, north and south of the Village, the eastern half of Township Section 18, and the Carleton-Rockwood Road corridor. In total, this category comprises approximately 10 percent of the Township's land area.

## MULTI-FAMILY RESIDENTIAL (RM)

This future land use category is designed to provide sites for multiple-family dwelling structures, and related uses, which would generally serve as zones of transition between lower density residential uses and more intensive non-residential uses. More specifically, this category would accommodate those multiple-family types allowed within the RM Zoning District as established in the Ash Township Zoning Ordinance. Although a variety of multi-family housing types may be allowed, varieties that can be easily integrated into the rural residential context of the Township, such as attached townhomes, stacked ranches, and garden apartments, are specifically encouraged.



A significantly sized area immediately northwest of the Village, along the east side of Maxwell Road, is planned for multiple-family residential development. This area is presently utilized as agricultural land and a radio antenna installation; however, with access to Village utilities, this area has the potential to be developed for multiple-family use in the future. Another location identified for prospective multiple-family residential development is a small grouping of land along the east side of Grafton Road, east of the Village of Carleton.

As of 2020, no lands are presently zoned RM District. In the event of a request for a rezoning to support a new multi-family residential development, the following criteria must be considered:

1. Access to a road capable of handling the expected amount of traffic to be generated.
2. Availability of existing or proposed public sewers, community facilities and services.
3. Substantial, effective pre-existing or planned buffering from incompatible adjoining land uses.
4. Non-buildable sites such as tracts substantially located in a floodplain or wetland are excluded from consideration.
5. Suitable location within a transitional area between less intensive residential uses and more intensive non-residential uses.

### MANUFACTURED HOME PARK (MHP)

This category is specifically dedicated to manufactured home parks, as defined and regulated by Article 8 of the Zoning Ordinance. A total of 171 acres of the Township is planned for manufactured home parks.

### LOCAL COMMERCIAL (C-1)

This land use category includes the land area occupied by retail users providing retail and service facilities that accommodate day-to-day convenience shopping needs. Local commercial land uses include, but are not limited to, groceries, pharmacies, florists, laundries, retail stores and restaurants. Office uses, including financial institutions, medical, and professional service establishments are also appropriate within this category.

Accommodating approximately 40 acres, these lands are found along the east side of Grafton Road, immediately east of the Village of Carleton. Existing local commercial

uses are found within this area, but opportunities to accommodate new local commercial development are also present in this area. This commercial area along Grafton Road is primarily designed to accommodate uses such as grocery stores, barber shops, beauty parlors, florists, bakeries, laundromats, restaurants, hardware stores, drug stores and offices that serve the residents of the immediate vicinity.

### GENERAL COMMERCIAL (C-2)

This land use category includes the land area occupied by retail users providing retail and service facilities that appeal to a more regional audience. Comparison shopping, service facilities and larger scale commercial projects are included in this category. Typical general commercial uses may include retail buildings, vehicle sales and service, outdoor sales uses, restaurants, banquet facilities, commercial recreation facilities, personal and business service establishments, and multi-tenant shopping centers. Office uses, including financial institutions, medical, and professional service establishments may also be appropriate within this category.

Lands planned for general commercial use account for approximately 280 acres located exclusively within portions of the Telegraph Road corridor. Here, such development already exists and is scattered throughout the corridor, intermixed with non-residential uses that are likely to transition to commercial use over time. To ensure orderly development, and protect existing non-residential uses, new general commercial development should only be allowed in close proximity to existing commercial development and be planned in such a manner to provide adequate buffers from non-residential development.

### HEAVY COMMERCIAL (C-3)

This land use category includes the land area occupied by retail and service users accommodating a regional clientele that often involve outdoor storage of merchandise or materials. Contractors businesses, sales of construction materials, vehicle sales and service, and uses which are heavy equipment related are included in this category. Wholesale, warehousing, storage and logistics uses may also be appropriate in this classification, including mini storage, outdoor storage, trucking facilities and distribution centers.

Lands planned for heavy commercial use account for approximately 1 percent of the Township. These lands are located exclusively within the Telegraph Road corridor. These areas already include heavy commercial uses; but room for new heavy commercial development is also

available. To ensure orderly development, and protect existing non-residential uses, new heavy commercial development should only be allowed in close proximity to existing commercial development and be planned in such a manner to provide adequate buffers from non-residential development.

### FREEWAY SERVICE (FS)

The freeway service future land use classification has been established to provide opportunities for commercial service uses that cater to I-275 motorists and logistics uses that rely on freeway access. Uses that may be appropriate within this classification include restaurants, hotels and motels, vehicle sales and service, trucking facilities, distribution centers, and light industrial parks. General retail stores and professional office buildings may also be appropriate within this category.

Lands in this classification generally surround the I-275 interchanges at Telegraph Road, Carleton-Rockwood Road and Will Carleton Road.



Commercial establishments are encouraged to provide substantial landscaping and other site amenities to enhance aesthetic appeal.

## COMMERCIAL DESIGN STANDARDS

Commercial establishments allowed within the C-1, C-2, C-3 and FS classifications must maintain superior site design standards that provide landscaping and other site amenities to enhance aesthetic appeal. Commercial uses are also encouraged to be provided in planned commercial centers, having a uniform architectural design and employing sound access management techniques. When adjacent to residential uses, commercial establishments must provide adequate buffering, in the form of screening walls, vegetated berms, and/or greenbelts, to minimize the impacts of such uses.

### LIGHT INDUSTRIAL (I-1)

This use type is characterized by properties with high tech uses and functions, including light-manufacturing, telecommunications, logistics and office roles. In addition, industrial land use areas are categorized by the existence of wholly enclosed wholesale activities, warehouses, and industrial operations whose external physical effects are restricted to the site and do not have a detrimental effect on the surrounding areas. It is not the intent of this land use category to allow intensive manufacturing, assembling, fabrication, incineration, salvage and landfill activities whose physical effects could potentially impact surrounding development.

It is intended for these establishments to be situated in industrial park settings characterized by generously landscaped front yards, ample side yards, attractive buildings, full screening of outdoor activities and other operations, and an overall neat, clean, and unobtrusive appearance. Such uses must also be fully served by public utilities and designed to minimize impact to public services.



The Light Industrial category envisions attractively designed light-manufacturing, technology, research and office uses that provide jobs and boost the local economy.



A large area of this planned use is found in the northeastern corner of the Township, which generally encompasses an existing automotive testing facility. Lands near the I-275 and Telegraph Road interchange, as well as lands along the south side of Oakville Waltz Road are also included in this category, due to their location along major roadways, high visibility and access provided by I-275. In total, light industrial lands account for approximately 4 percent of the Township.

## GENERAL INDUSTRIAL (I-2)

Proposed general industrial lands are located in those areas of the Township where infrastructure is available and where efficient access is provided to major highways. The general industrial future land use category would permit uses that require more intense manufacturing, processing or contracting, typically with outdoor storage needs. These uses are often associated with nuisances which require careful planning and the development of comprehensive land development regulations to mitigate.

Reflective of existing intensive industrial uses, only one area of the Township is planned for general industrial use, found along the south side of Will Carleton Road near I-275. In total, this category comprises approximately 2 percent of the Township.

## PUBLIC/SEMI-PUBLIC/RECREATION

This category was established to embrace the larger facilities operated by various governmental and public agencies and institutions (including municipal services, religious uses, and park space). Included within this category is the Village operated wastewater treatment facility, the Township Hall and Unity Park, Township Fire Station, Airport Schools complex, and the Carleton Glen Golf Course. In total, lands within this category encompass approximately 2 percent of the Township.

No areas slated for future public, semi-public or recreational use are included in the Future Land Use Plan. Rather, any new facilities could be accommodated throughout the Township, where appropriate and consistent with the requirements of the Ash Township Zoning Ordinance.

## NON-MOTORIZED TRAILS

One existing non-motorized trail, the I-275 Bicycle Path, extends through Ash Township. This path was constructed in 1977 as part of the I-275 freeway construction project, and is located on the west side of I-275 within the freeway right-of-way. The path stretches more than 44 miles from



The Future Land Use Plan envisions the development of a non-motorized trail between Unity Park and the Village.

the City of Northville in Oakland County to Post Road in Frenchtown Charter Township in Monroe County. Particularly within the southern Monroe County portion, the path has fallen into disrepair. In some locations, bridges have been removed or trail segments have become impassable.

In early 2009, the I-275 Bicycle Path Asset Management Study was completed by MDOT to assess overall trail conditions and to create a strategy for trail improvement. Several necessary improvements are identified for the portion of the path within Ash Township. These include reconstruction of the pathway, implementation of non-signalized roadway crossing improvements at Will Carleton Road and Telegraph Road, conducting repairs to the existing bridges, rebuilding the bridges over the Swan Creek and other drains, installing new trail signage, and various other improvements. It is the intent of this Master Plan to partner with MDOT in the facilitation of the proposed improvements to the I-275 Bicycle Path, in order to restore the path to full operation for use by the citizens of the Township and region.

In 2008, a new park, Unity Park, was developed by Ash Township adjacent to the existing Township Hall located on Ready Road near I-275. Unity Park features ball fields, playgrounds, open spaces areas and a walking trail that connects the park facilities and encircles a large pond. This popular park currently serves Township residents as



well as the residents of the Village of Carleton. Potentially in conjunction with improvements to the I-275 Bicycle Path, a new non-motorized trail is proposed to connect Unity Park with the Village of Carleton. The conceptual location of this trail is shown on **Map 13**; however, a precise trail route has not been identified.

### FUTURE LAND USE SUMMARY

The distribution of land, as delineated in the Future Land Use Map, helps to more clearly define the development vision and goals for Ash Township by working toward the following:

- Ensures stability and balance of land uses: residential areas, natural and recreational areas, community facilities, and commercial and industrial land uses;
- Promotes and encourages single-family developments and homeownership through the encouragement of different residential types and densities;
- Encourages safe and efficient access to all areas, essential services and amenities of the Township;

- Facilitates continued local economic development through controlled residential and nonresidential growth; and,
- Solidifies and protects the Township’s identity.

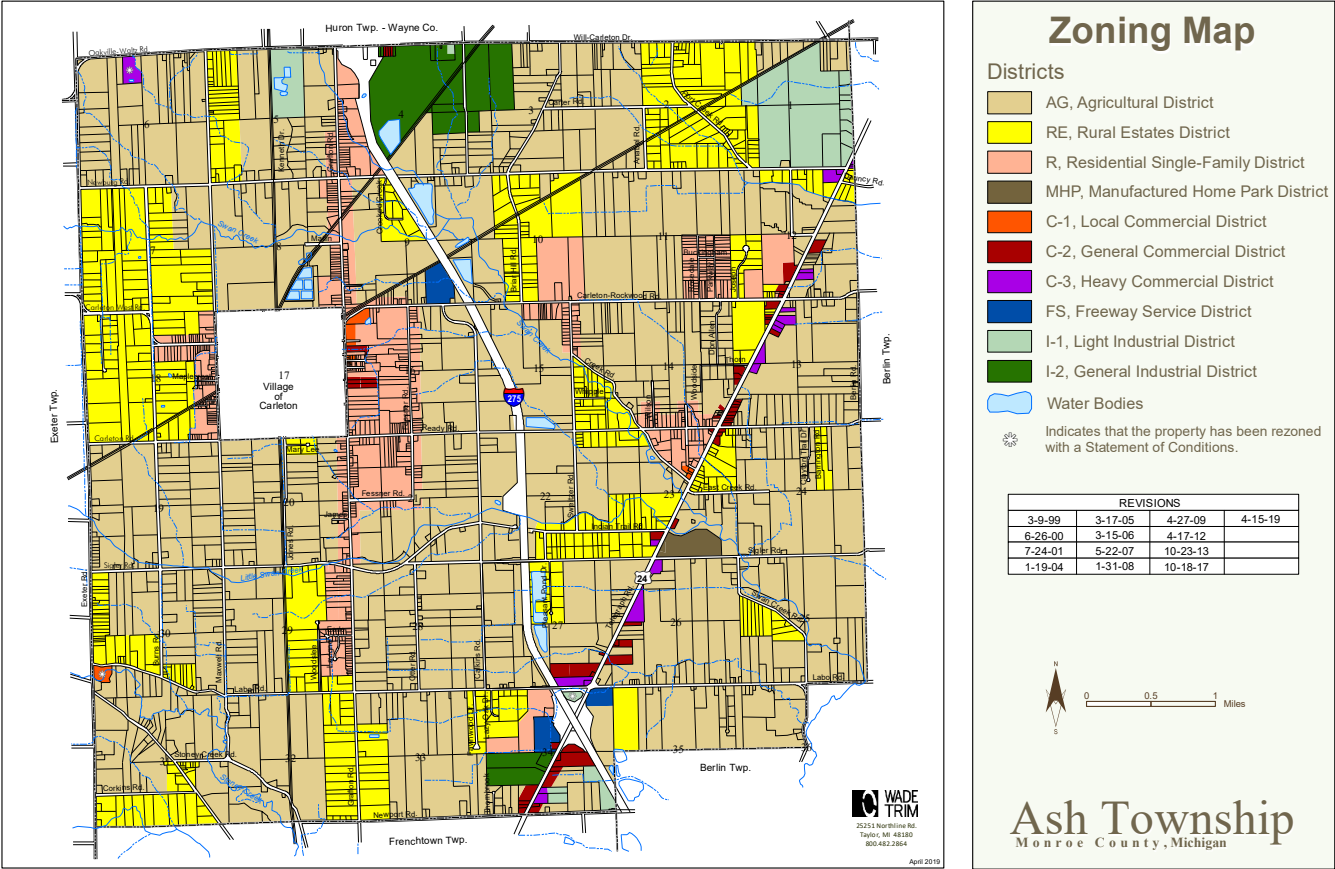
### ZONING PLAN

The Ash Township Zoning Ordinance No. 7C was adopted by the Township Board on January 12, 1999, and has seen numerous amendments since adoption. The Ordinance established a total of five residential zoning districts and six non-residential zoning districts. As required by Public Act 33 of 2008, the following is an explanation of the relationship between the future land use categories presented above and the Zoning Districts established in the Zoning Ordinance.

### RESIDENTIAL FLU CATEGORIES

The Future Land Use Plan identifies five residential future land use categories:

- Agricultural
- Rural Estates
- Single-Family Residential



Ash Township Zoning Map - current as of 2019

- Multi-Family Residential
- Manufactured Home Park

The detailed descriptions of each category were included earlier in this chapter.

## RESIDENTIAL ZONING DISTRICTS

The following residential Zoning Districts have been established in the Ash Township Zoning Ordinance:

- AG, Agricultural District
- RE, Rural Estates District
- R, Residential Single-Family District
- RM, Residential Multi-Family District
- MHP, Manufactured Home Park District

The AG District is the least intensive district in the Township and is intended to accommodate agricultural uses and low-density single-family homes. The intent of the AG District is to conserve, stabilize, enhance and develop farming and related resource utilization activities, and to provide for non-farm development in a manner harmonious to the preservation of farming activities. The minimum size per lot to determine the AG District is 2.5 acres, with a sliding scale approach for the number of new building sites allowed based on the size of the parent parcel.

In part, the intent of the RE District is to provide for continued agricultural use and residential activities of a semi-rural character. The minimum lot size for the RE District is 1.5 acres.

The R District is designed to encourage the construction of, and the continued use of land for one-family dwellings. The minimum lot area for this District is dependent upon the availability of utility services, as outlined below:

- With no utility service available, minimum lot size is 20,000 square feet
- With only water available, minimum lot size is 12,000 square feet
- With only sewer available, minimum lot size is 10,000 square feet
- With both water and sewer available, minimum lot size is 8,750 square feet

The RM District is designed to provide sites for multiple-family dwelling structures that will generally serve as zones of transition between the lower density single-family district and the non-residential districts. The District allows a variety of housing types, including two-family dwellings, multiple-family dwellings, nursing homes and other forms of elderly housing. The number of dwell-

ing units per acre, measured as a maximum number of bedrooms per acre, is dependent upon the availability of utility services, as outlined below.

- With no utility service available, maximum 8 bedrooms per acre
- With only water available, maximum 19 bedrooms per acre
- With only sewer available, maximum 24 bedrooms per acre
- With both water and sewer available, maximum 30 bedrooms per acre

The MHP District encourages the development of manufactured home parks in suitable living environments. The minimum lot size for each manufactured home park development is 15 acres.

## PLAN AND ZONING RELATIONSHIP: RESIDENTIAL

The long-term implementation of the residential future land use categories outlined in this Master Plan will be accomplished, in terms of height, area, bulk, location and use, by the specific requirements outlined in their corresponding residential Zoning Districts, as listed below.

- The Agricultural future land use category is accomplished through the AG Zoning District.
- The Rural Estates future land use category is accomplished through the RE Zoning District.
- The Single-Family Residential future land use category is accomplished through the R Zoning District.
- The Multi-Family Residential future land use category is accomplished through the RM Zoning District.
- The Manufactured Home Park future land use category is accomplished through the MHP Zoning District.

It should be noted that flexibility in the design and density of residential developments may be accomplished through several available development options within the Ash Township Zoning Ordinance, including the Single-Family Cluster Housing option, Open Space Preservation and Development option, and Planned Unit Development.

## NON-RESIDENTIAL FLU CATEGORIES

The Future Land Use Plan identifies seven non-residential future land use categories:

- Local Commercial

- General Commercial
- Heavy Commercial
- Freeway Service
- Light Industrial
- General Industrial
- Public/Semi-Public/Recreation

## NON-RESIDENTIAL ZONING DISTRICTS

The Ash Township Zoning Ordinance outlines six non-residential Zoning Districts:

- C-1, Local Commercial
- C-2, General Commercial
- C-3, Heavy Commercial
- FS, Freeway Service
- I-1, Light Industrial
- I-2, General Industrial

The intent of the C-1 District is to meet the day-to-day convenience shopping and service needs of persons residing in adjacent residential areas. The C-2 District caters to the needs of a larger consumer population, including the needs of passer-by traffic and comparison shopping needs. The C-3 District is designed to provide sites for land use activities that are more intensive in character than those allowed within the C-2 District, including warehousing, outdoor storage and logistics uses. The FS District is designed to service the needs of businesses requiring ready access to major highways and freeway facilities. The I-1 District encompasses those areas of the Township whose principal use is, or ought to be, light manufacturing and other limited industrial uses. The I-2 District is designed primarily for manufacturing, assembling, and fabrication activities including large scale or specialized industrial operations whose external physical effects will be felt to some degree by surrounding districts.

## PLAN AND ZONING RELATIONSHIP: NON-RESIDENTIAL

The long-term implementation of the non-residential future land use categories outlined in this Master Plan will be accomplished, in terms of height, area, bulk, location and use, by the specific requirements outlined in their corresponding non-residential Zoning Districts, as described below.

- The Local Commercial future land use category is accomplished through the C-1 Zoning District.
- The General Commercial future land use category is accomplished through the C-2 Zoning District.

- The Heavy Commercial future land use category is accomplished through the C-3 Zoning District.
- The Freeway Service future land use category is accomplished through the FS Zoning District.
- The Light Industrial future land use category is accomplished through the I-1 Zoning District.
- The General Industrial future land use category is accomplished through the I-2 Zoning District.

The Public/Semi-Public/Recreation future land use category does not relate to any particular zoning district. Rather, public, semi-public and recreation uses could be accommodated in a variety of zoning districts. For example, a fraternal organization is permitted as a special land use in the R District and C-1 District and is permitted by right in the C-2 District.

# IMPLEMENTATION

## INTRODUCTION

The Ash Township Master Plan is a comprehensive community policy statement. The Plan is comprised of a variety of both graphic and narrative policies intended to function as benchmarks and to provide basic guidelines for making reasonable, realistic community development decisions. The Plan is intended to be used by Township officials, by those making private sector investments, and by all of those Ash Township citizens interested in the future development of the Township.

The completion of the Plan is but one part of the community planning process. Realization or implementation of the recommendations of the Plan can only be achieved over an extended period of time and only through the cooperative efforts of both the public and private sectors. Implementation of the Plan may be realized by actively:

- Assuring community wide knowledge, understanding, support, and approval of the Plan;
- Regulating the use and manner of development of property through up to date reasonable zoning controls, subdivision regulations, and building and housing codes;
- Providing a program of capital improvements and adequate, economical public services by using available governmental financing techniques to encourage desired land development or redevelopment; and,
- Reviewing the plan periodically (at least every five years) to evaluate its consistency with changing trends and citizen desires.

## PUBLIC SUPPORT OF THE LONG RANGE PLAN

Citizen participation and understanding of the general planning process and policies of the Plan are critical to the success of the Township's planning program. A well organized public relations program is needed to identify and marshal public support. Lack of citizen understanding and support could well have serious implications for the eventual implementation of planning proposals. Failure

of the public to back needed bond issues and continuing dissatisfaction concerning taxation, special assessments, zoning decisions, and development proposals are some of the results of public misunderstanding and rejection of long range plans.

In order to organize public support most effectively, the Township must emphasize the necessity of, and reasons for, instituting the planning program. Accordingly, the Planning Enabling Act under Section 51 states that the Township Planning Commission "may publish and distribute copies of the Master Plan or of any report, and employ other means of publicity and education." Additionally, the Planning Commission "shall consult with and advise public officials and agencies, public utility companies, civic, educational, professional, and other organizations, and citizens concerning the promotion or implementation of the Master Plan." In this spirit, the Township may wish to prepare a plan summary brochure for public distribution upon its adoption.

## ZONING ORDINANCE

Zoning regulations are adopted under the local police power granted by the State for the purpose of promoting community health, safety, and general welfare. Such regulations have been strongly supported by the Michigan courts, as well as by the U.S. Supreme Court. Zoning consists of dividing the community into districts, for the purpose of establishing density of population and regulating the use of land and buildings, their height and bulk, and the proportion of a lot that may be occupied by them. Regulations in different kinds of districts may be different. However, regulations within the same district must be consistent throughout the community.

The intent of zoning is to assure the orderly development of the community. Zoning is also employed as a means of protecting property values and other public and private investments. Because of the impact that zoning can have on the use of land and related services, it should be based on a comprehensive long range community plan.



Zoning is an effective tool not only for the implementation of the Plan, but also benefits individual property owners. It protects homes and investments against the potential harmful intrusion of business and industry into residential neighborhoods; requires the spacing of buildings far enough apart to assure adequate light and air; prevents the overcrowding of land; facilitates the economical provision of essential public facilities; and aids in conservation of essential natural resources.

## ENFORCEMENT

The ultimate effectiveness of the various ordinance requirements, however, is dependent upon the overall quality of ordinance administration and enforcement. If administrative procedures are lax, or if enforcement of regulations is handled in an inconsistent, sporadic manner, the result will be unsatisfactory at best. The Township Zoning Administrator is often responsible for carrying out zoning/development related functions including building inspections, ordinance administration, community/developer liaison, and so forth. Each of these functions requires a substantial investment of staff time. If sufficient time is not made available to carry out these critical functions, they may only be accomplished in a cursory manner. Therefore, the Township should provide for adequate department staff levels and/or consulting assistance to assure that these essential day-to-day functions will receive the professional attention required to assure quality development.

## CAPITAL IMPROVEMENTS PROGRAM

The term “capital improvements” is generally intended to embrace large-scale projects of a fixed nature, the implementation of which results in new or expanded public facilities and services. Such items as public building construction, park development, sewer installation, waterworks improvements, street construction, land acquisition, and the acquisition of certain large-scale pieces of equipment (graders, sweepers, trucks, etc.) are included in the capital improvements budget.

Few communities are fortunate enough to have available at any given time sufficient revenues to satisfy all demands for new or improved public facilities and services. Consequently, most are faced with the necessity of determining the relative priority of specific projects and establishing a program schedule for their initiation and completion. The orderly programming of public improvements is to be accomplished in conjunction with the long-range Master Plan for development.

In essence, the capital improvements program is simply a schedule for implementing public capital improvements, which acknowledges current and anticipated demands and which recognizes present and potential financial resources available to the community. The capital improvements program is a major planning tool for assuring that the projects proceed to completion in an efficient manner. The capital improvements program is not intended to encourage the spending of additional public monies but is simply a means by which an impartial evaluation of needs can be made. The program is a schedule established to expedite the implementation of authorized or contemplated projects.

Long-range programming of public improvements is based upon three fundamental considerations. First, the proposed projects must be selected on the basis of community need. Second, the program must be developed within the community’s financial constraints and must be based upon a sound financial plan. Finally, program flexibility must be maintained through the annual review and approval of the capital budget. The strict observance of these conditions requires periodic analysis of various community development factors, as well as a thorough and continuing evaluation of all proposed improvements and related expenditures.

The Planning Enabling Act outlined a new requirement for all Planning Commissions in communities that have adopted a Master Plan to annually prepare a capital improvements program. According to the Act, the program “shall show those public structures and improvements, in the general order of their priority, that in the Commission’s judgement will be needed or desirable and can be undertaken within the ensuing 6-year period.” To fulfill this requirement, Ash Township should develop formalized procedures for preparing a capital improvements plan. This annual process should be a collaborative effort between the Planning Commission, Township Board and Township Staff and must assure conformity with the Master Plan.

## PLANNING EDUCATION

Planning Commissioners should be encouraged to attend planning and zoning seminars to keep themselves informed of current planning issues and learn how to better carry out their duties and responsibilities as a Planning Commissioner. These seminars are regularly sponsored by groups as the Michigan Association of Planning, Michigan Townships Association and the Michigan State University Extension Service.

## FUNDING OPPORTUNITIES

Ash Township's Master Plan has focused on providing an overall recommended pattern for future land uses in the Township. At the same time, however, it also has identified a number of policies, programs and services that will be important for the successful implementation of the Plan's goals. In particular, these policies and recommendations are listed in the Goals and Policies chapter of this Master Plan, and include: creating a system of natural corridors (Policy Number N6); promoting concentrated code enforcement activities (R3); developing and improving essential community facilities (F3); creating an interconnected system of sidewalks, paths and trails (F6); promoting and implementing energy efficient facilities, services, programs and incentives (F10); and extending public sewer service into the Telegraph Road corridor (T1).

To accomplish these policies and recommendations, Township leaders, in conjunction with Township staff and consultants, should begin to develop criteria and priorities for such efforts including the provision of technical assistance and coordination of local project funding. However, in this time of diminished revenue from local funding sources, communities such as Ash Township must diligently monitor and aggressively seek funds from state and federal funding sources. To assist in the implementation of the Master Plan, a comprehensive matrix of funding opportunities applicable to Ash Township has been created (**Table 20**). Within the matrix, where a funding program might assist in the implementation of a particular policy, the corresponding policy number is listed.

## 5-YEAR MASTER PLAN REVIEW

The Ash Township Master Plan is a flexible document that should be updated periodically to address major changes in the community, such as the addition/loss of a major employer or changing citizen attitudes relating to a controversial issue.

At least every five years after the adoption of a Master Plan, the Planning Enabling Act requires that a Planning Commission "review the Master Plan and determine whether to commence the procedure to amend the Master Plan or adopt a new Master Plan." The findings of the review must be recorded in the minutes of the relevant meeting or meetings of the Planning Commission.



**Table 20: Matrix of Funding Opportunities**

Category/ Program Name	Sponsor	Funding Opportunity Description	Required Local Match Percentage	Policy Implementation*	Link to Program Description
<b>Parks, Recreation and Trails</b>					
Transportation Alternatives Program (TAP)	MDOT/ SEMCOG	Activities that enhance the intermodal transportation system and provide safe alternative transportation options, including provision of facilities for pedestrians and bicycles.	20%	F4 F5 F6 T7	<a href="https://www.michigan.gov/mdot/0,4616,7-151-9621_17216_18231---,00.html">https://www.michigan.gov/mdot/0,4616,7-151-9621_17216_18231---,00.html</a>
Michigan Natural Resources Trust Fund	MDNR	Purchase of land; development of outdoor recreational facilities and trails	25%	N1 N6 F5 F6 T7	<a href="https://www.michigan.gov/dnr/0,4570,7-350-79134_81684_79209_81657---,00.html">https://www.michigan.gov/dnr/0,4570,7-350-79134_81684_79209_81657---,00.html</a>
Land and Water Conservation Fund	MDNR	Development of outdoor recreational facilities and trails	50%	N1 F7	<a href="https://www.michigan.gov/dnr/0,4570,7-350-79134_81684_79209_81655---,00.html">https://www.michigan.gov/dnr/0,4570,7-350-79134_81684_79209_81655---,00.html</a>
Recreation Passport	MDNR	Development of outdoor recreational facilities and trails	25%	N1 F7	<a href="https://www.michigan.gov/dnr/0,4570,7-350-79134_79210---,00.html">https://www.michigan.gov/dnr/0,4570,7-350-79134_79210---,00.html</a>
Community Forestry Grants	MDNR	Grants to support urban and community forest activities such as tree inventories, management plans, planting and other maintenance activities	No Match	N1	<a href="https://www.michigan.gov/dnr/0,4570,7-350-79136_79237_80942---,00.html">https://www.michigan.gov/dnr/0,4570,7-350-79136_79237_80942---,00.html</a>
DTE Energy Tree Planting	MDNR/ DTE Energy	Small-scale tree planting projects	No Match	N1	<a href="https://www.michigan.gov/dnr/0,4570,7-350-79134_81684_81819_81821---,00.html">https://www.michigan.gov/dnr/0,4570,7-350-79134_81684_81819_81821---,00.html</a>
<b>Community Facilities and Infrastructure</b>					
Economic Adjustment Assistance (EAA) Program	USEDA	Projects that stimulate employment (i.e., industrial parks) in areas that have experienced severe economic distress	Varies	C1 I1 I3 E3	<a href="https://www.eda.gov/funding-opportunities/index.htm">https://www.eda.gov/funding-opportunities/index.htm</a>
Public Works and Economic Development Program	USEDA	Construction or rehabilitation of essential public infrastructure and facilities necessary to generate or retain private sector jobs and investments.	Varies	C1 I1 I3 E3 T1	<a href="https://www.eda.gov/funding-opportunities/index.htm">https://www.eda.gov/funding-opportunities/index.htm</a>
Clean Water State Revolving Fund (SRF)	EGLE	Grants and low-interest loans for water quality protection projects for wastewater treatment, nonpoint source pollution control, and watershed and estuary management.	No Match	N1 F2 F3 E3 T1	<a href="https://www.michigan.gov/egle/0,9429,7-135-3307_3515_4143---,00.html">https://www.michigan.gov/egle/0,9429,7-135-3307_3515_4143---,00.html</a>
Drinking Water State Revolving Fund (SRF)	EGLE	Grants and low-interest loans to install, upgrade, or replace infrastructure to continue to ensure safe drinking water.	No Match	F2 F3 E3	<a href="https://www.michigan.gov/egle/0,9429,7-135-3307_3515_3517---,00.html">https://www.michigan.gov/egle/0,9429,7-135-3307_3515_3517---,00.html</a>
Rural Development Community Facilities Program	USDA	Grants and low-interest loans for essential community facilities and capital projects or equipment that supports police, fire and health services in rural areas (20,000 or less population)	25% for grants	F2 F3 E3	<a href="https://www.rd.usda.gov/programs-services/all-programs/community-facilities-programs">https://www.rd.usda.gov/programs-services/all-programs/community-facilities-programs</a>
Rural Development Water and Environmental Programs	USDA	Grants and loans for drinking water, sanitary sewer, solid waste and storm drainage facilities in rural areas (10,000 or less population)	Varies	F2 F3 E3 T1	<a href="https://www.rd.usda.gov/programs-services/all-programs/water-environmental-programs">https://www.rd.usda.gov/programs-services/all-programs/water-environmental-programs</a>
Assistance to Firefighters Grant Program	FEMA	Grants to fire departments to enhance their ability to protect the public and fire service personnel from fire and related hazards	10-20% depending on service area population	F2 F3 E3	<a href="https://www.fema.gov/grants/preparedness/firefighters#:~:text=funding%20in%20action.-,Contact,and%20conduct%20grant%20monitoring%20activities.">https://www.fema.gov/grants/preparedness/firefighters#:~:text=funding%20in%20action.-,Contact,and%20conduct%20grant%20monitoring%20activities.</a>
<b>Transportation (Including Non-Motorized)</b>					
Safe Routes to School Program	MDOT	Trail development to improve school access	No Match	F5 F6	<a href="https://saferoutesmichigan.org/">https://saferoutesmichigan.org/</a>
Transportation Economic Development Fund (TEDF)	MDOT	Category A: funding to assist in the development of highways, roads and streets necessary to support economic growth (must partner with the Monroe Co Road Commission).	20%	C1 I1 E3	<a href="https://www.michigan.gov/mdot/0,4616,7-151-9621_17216_18231---,00.html">https://www.michigan.gov/mdot/0,4616,7-151-9621_17216_18231---,00.html</a>
Transportation Alternatives Program (TAP)	MDOT/ SEMCOG	Activities that enhance the intermodal transportation system and provide safe alternative transportation options, including provision of facilities for pedestrians and bicycles.	20%	F5 F6 T4 T7	<a href="https://www.michigan.gov/mdot/0,4616,7-151-9621_17216_18231---,00.html">https://www.michigan.gov/mdot/0,4616,7-151-9621_17216_18231---,00.html</a>

\*Policy numbers refer to the specific Ash Township policies listed in Chapter 7.  
Source: Wade Trim, August 2020.

**Acronym Key:**

FEMA = Federal Emergency Management Agency  
EGLE = Michigan Department of Environment, Great Lakes & Energy  
MDLEG = Michigan Department of Labor and Economic Growth  
MDNR = Michigan Department of Natural Resources  
MDOT = Michigan Department of Transportation  
USEDA = United States Economic Development Administration  
USDA = United States Department of Agriculture



# APPENDIX A



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DRAFT Report, September 21 2020

## MAPPING:

MAP 1: EXISTING LAND USE

MAP 2: NATURAL FEATURES

MAP 3: PRIME AGRICULTURAL LANDS

MAP 4: TRANSPORTATION NETWORK

MAP 5: ROAD CONDITION AND PROPOSED IMPROVEMENTS

MAP 6: UTILITIES AND PROPOSED IMPROVEMENTS

MAP 7: TELEGRAPH ROAD FROM NEWPORT ROAD TO I-275

MAP 8: TELEGRAPH ROAD FROM I-275 TO SIGLER ROAD

MAP 9: TELEGRAPH ROAD FROM SIGLER ROAD TO READY ROAD

MAP 10: TELEGRAPH ROAD FROM READY ROAD TO CARLETON ROCKWOOD ROAD

MAP 11: TELEGRAPH ROAD FROM CARLETON ROCKWOOD ROAD TO NEWBURG ROAD

MAP 12: PLANNING OPPORTUNITIES

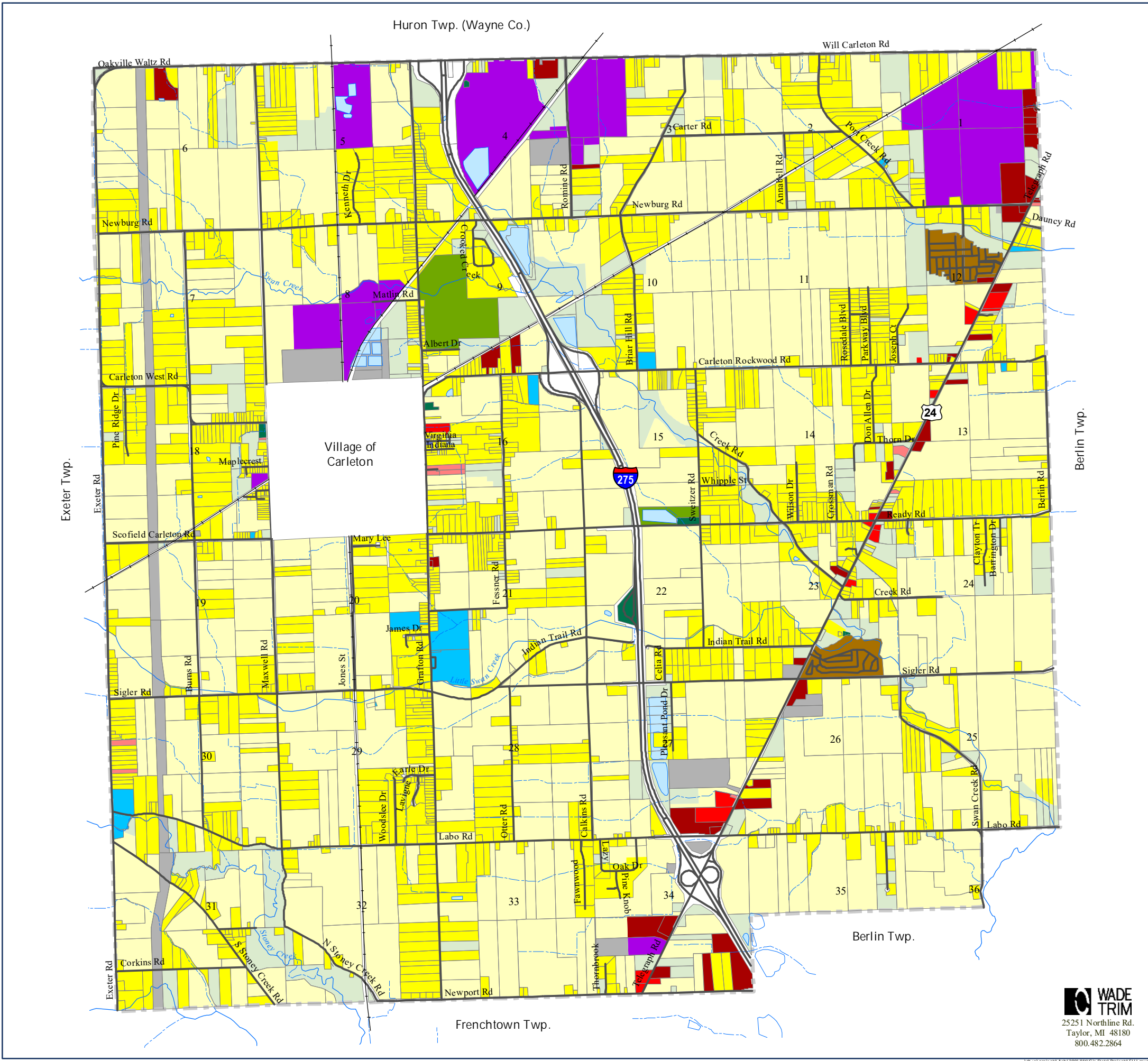
MAP 13: FUTURE LAND USE

MAP 1  
EXISTING LAND USE

- Existing Land Use:
- Agricultural/Rural Residential
  - Single-Family Residential
  - Manufactured Home Park
  - Neighborhood Commercial
  - General Commercial
  - Heavy Commercial
  - Office
  - Industrial
  - Churches/Schools/Institutions
  - Public Facilities
  - Recreational
  - Public Utilities and Works
  - Vacant/Open Space

- Base Features:
- Roads
  - Railroads
  - Parcel Lines
  - Rivers and Streams
  - Creeks and Drains
  - Water Bodies
  - Township Boundary

Source: Wade Trim, October 2019



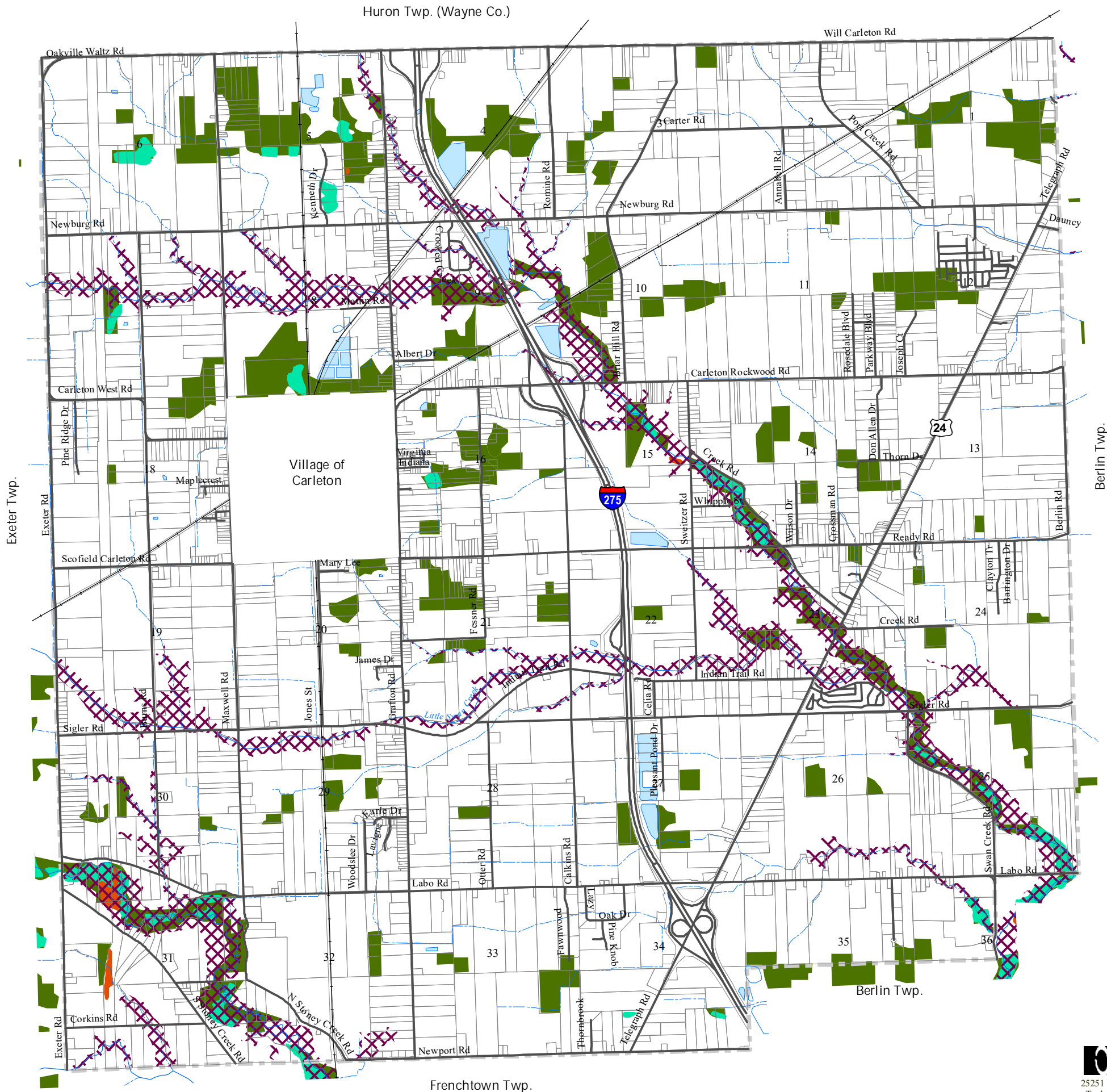


MAP 2  
NATURAL FEATURES

- Woodlands
- National Wetlands Inventory:
  - Forested Wetland
  - Scrub-Shrub Wetland
- 100-Year Flood Zone

- Base Features:
- Roads
  - Railroads
  - Parcel Lines
  - Rivers and Streams
  - Creeks and Drains
  - Water Bodies
  - Township Boundary

Source: Michigan Geographic Framework, v8a; FEMA Q3 Flood Insurance Rate Maps, 2008; National Wetlands Inventory, U.S. Fish and Wildlife Service, 1979-1994; MIRIS 1978 Land Cover/Land Use;



**WADE TRIM**  
25251 Northline Rd.  
Taylor, MI 48180  
800.482.2864

**ASH TOWNSHIP**  
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MAP 3  
PRIME AGRICULTURAL  
LANDS

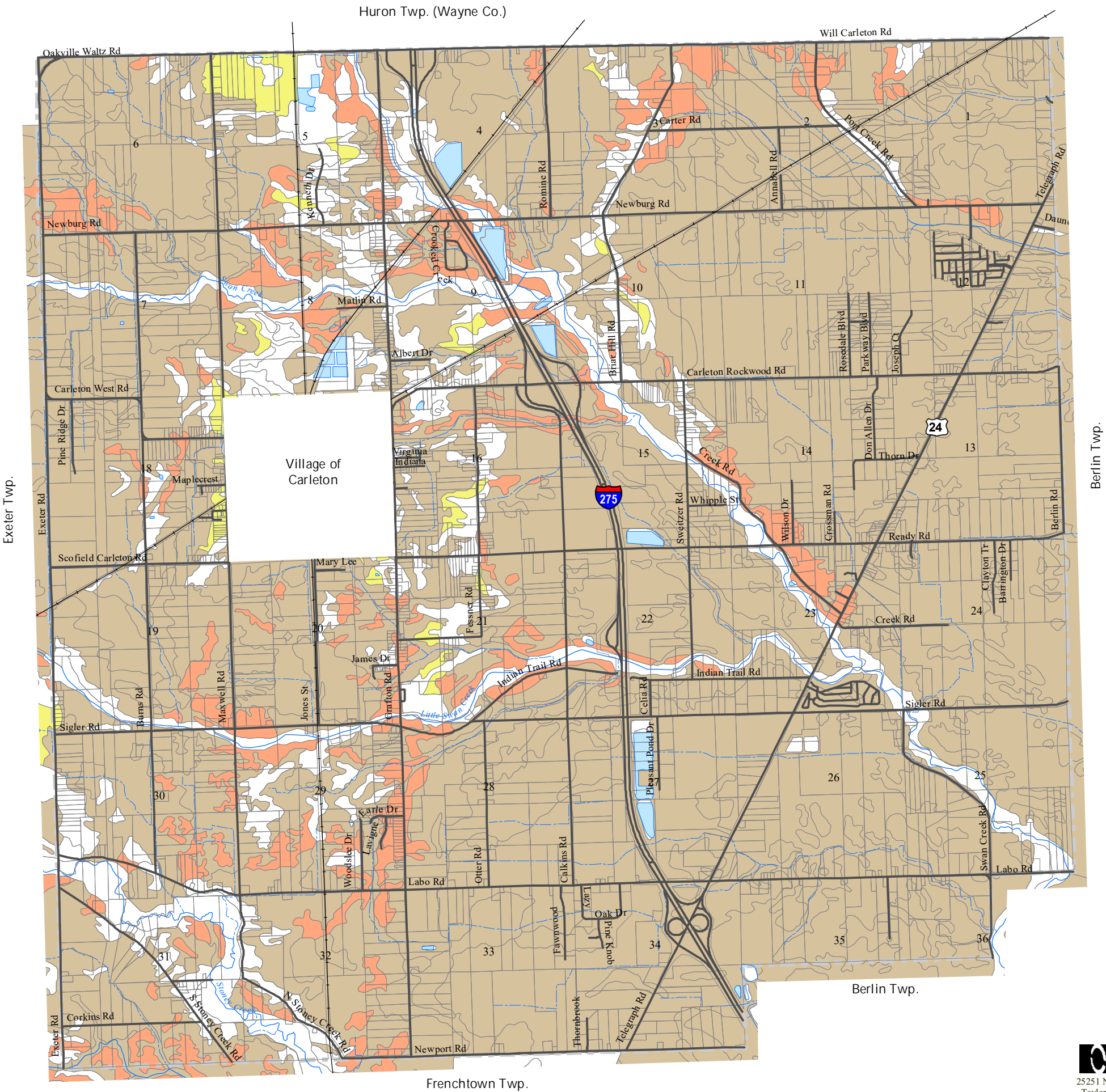
Prime Farmland Class:

- All Areas are Prime Farmland
- Farmland of Local Importance
- Prime Farmland if Drained
- Not Prime Farmland

Base Features:

- Roads
- Railroads
- Parcel Lines
- Rivers and Streams
- Creeks and Drains
- Water Bodies
- Township Boundary

Source: Michigan Geographic Framework, v8a; Soil Survey Geographic (SSURGO) database for Monroe County, U.S. Department of Agriculture, Natural Resource Conservation Service, 2002;





MAP 4  
TRANSPORTATION NETWORK

- Functional Class:
- Interstate (Principal Arterial)
  - Other Principal Arterial
  - Minor Arterial
  - Major Collector
  - Minor Collector
  - Local
  - Not a Certified Public Road

- Traffic Counts:
- Less than 2,500
  - 2,500 to 4,999
  - 5,000 to 7,499
  - 7,500 to 9,999
  - 10,000 to 12,499
  - 12,500 or More

- Base Features:
- I-275 Bicycle Path
  - Railroads
  - Parcel Lines
  - Rivers and Streams
  - Creeks and Drains
  - Water Bodies

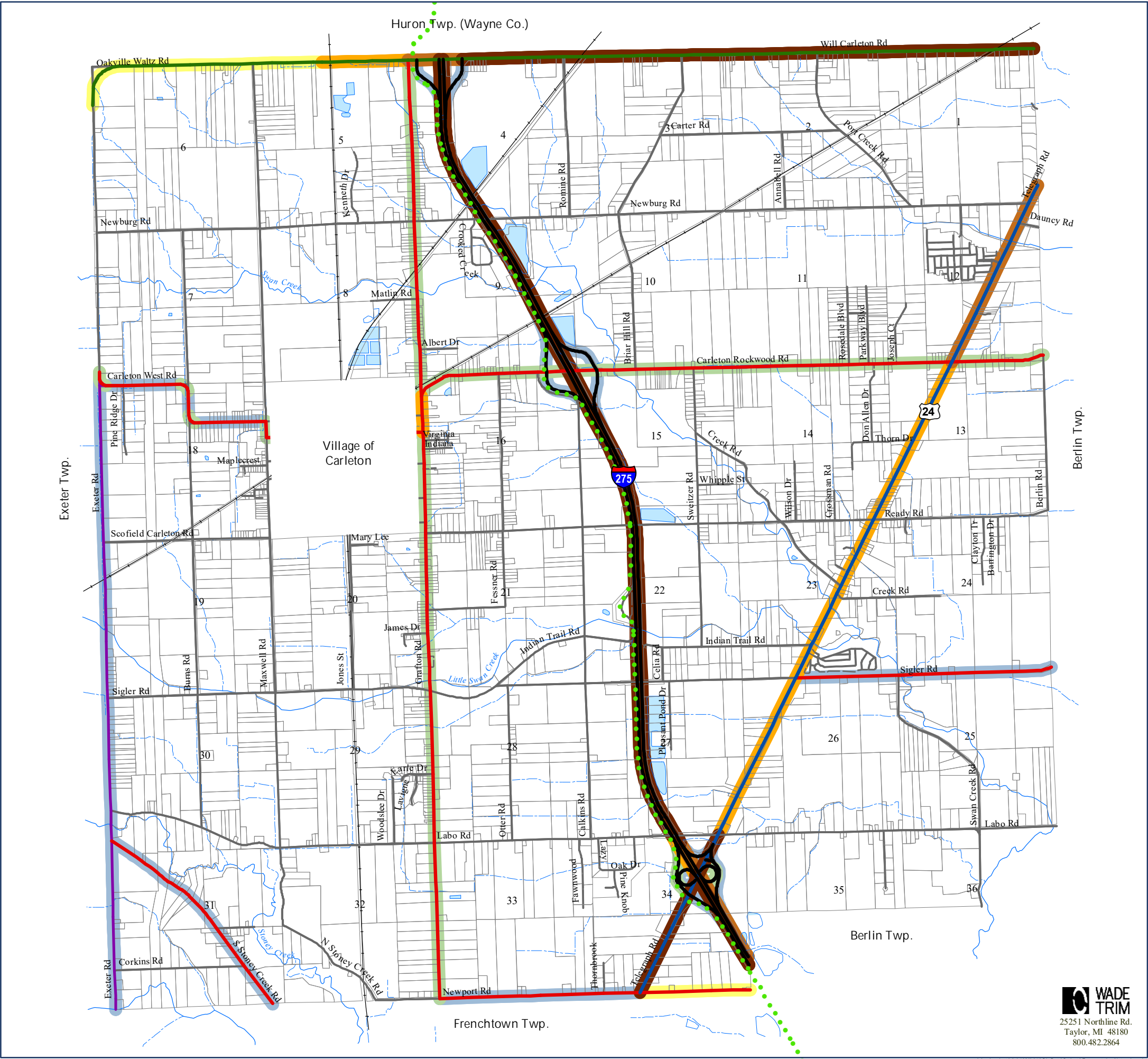
Source: Michigan Geographic Framework, v8a;  
SEMCOG 2019 ADT Traffic Volume Data.

0 0.5 1 Miles



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\\fs-w\projects\Ash\280101\GIS-Data\Projects\Transportation Network.mxd

# MAP 5 ROAD CONDITION AND PROPOSED IMPROVEMENTS

Road Surface Conditions:

- Good
- Fair
- Poor
- Not Rated

Surface Type:

- Hard Surface (Concrete, Asphalt or Seal Coat)
- Gravel Surface

5 Year Proposed Road Improvements

Base Features:

- Railroads
- Parcel Lines
- Rivers and Streams
- Creeks and Drains
- Water Bodies

Base Source: Michigan Geographic Framework, v8a; Pavement Source: Ash Township, January 2020; Condition Source: Ash Township, January 2020;





MAP 6  
UTILITIES AND PROPOSED  
IMPROVEMENTS

Existing Public Utility Network:

- Existing Water Lines  
Owned/Maintained by Ash Twp.
- Existing Water Lines  
Owned/Maintained by Exeter Twp.
- Existing Water Lines  
Owned/Maintained by Huron Twp.
- Existing Sewer Lines  
Owned/Maintained by the Village of Carleton  
Note: Sewer lines within the Village limits are not shown
- Existing Village of Carleton Wastewater Treatment Plant
- Existing Private Wastewater Treatment Plant

Potential Ash Twp. Public Water Improvements:

- 5-Year Plan
- 10-Year Plan

Base Features:

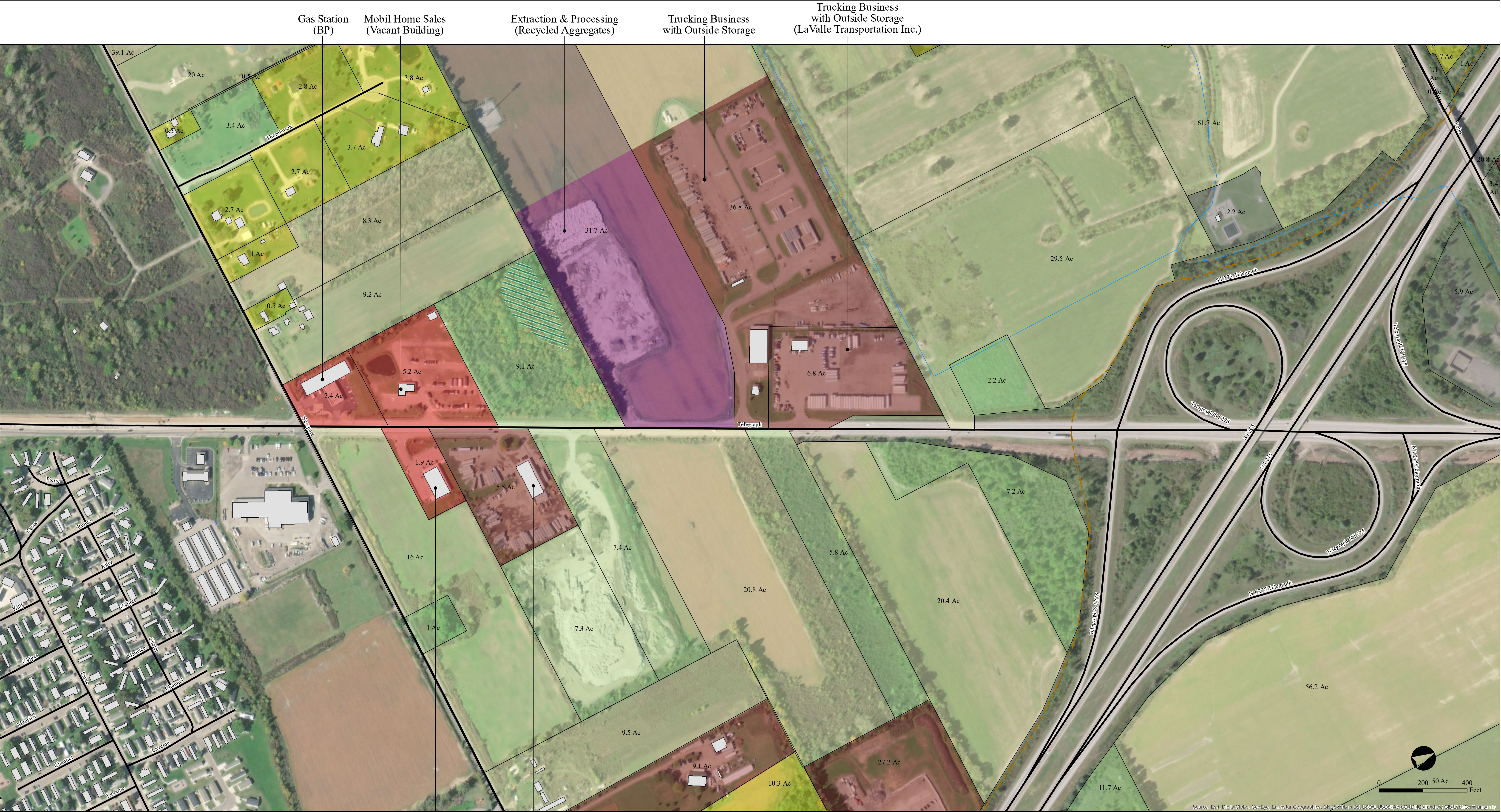
- Railroads
- Parcel Lines
- Rivers and Streams
- Creeks and Drains
- Water Bodies
- Township Boundary

Source: Ash Township, January 2020





Map 7: Telegraph Road from Newport Road to I-275  
Telegraph Road Corridor Analysis



Telegraph Road from Newport Road to Labo Road  
18,525 Average Daily Traffic (ADT), Observed 2017

**Existing Land Use**

Agricultural/Rural Residential	Neighborhood Commercial	Industrial/Extractive	Vacant/Open Space
Single-Family Residential	General Commercial	Churches/Schools/Institutions	Public Utilities and Works
Manufactured Home Park	Heavy Commercial	Public Facilities	

**Base Data**

Roads	Building Footprint	Forested Wetland
Old I-275 Bike Trail	Creeks, Drains, and Streams	100-Year Flood Zone
Parcels	Water Bodies	

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Map 8: Telegraph Road from I-275 to Sigler Road  
Telegraph Road Corridor Analysis



Telegraph Road from Labo Road to Sigler Road  
9,295 Average Daily Traffic (ADT), Observed 2017

**Existing Land Use**

Agricultural/Rural Residential	Neighborhood Commercial	Industrial/Extractive	Vacant/Open Space
Single-Family Residential	General Commercial	Churches/Schools/Institutions	Public Utilities and Works
Manufactured Home Park	Heavy Commercial	Public Facilities	

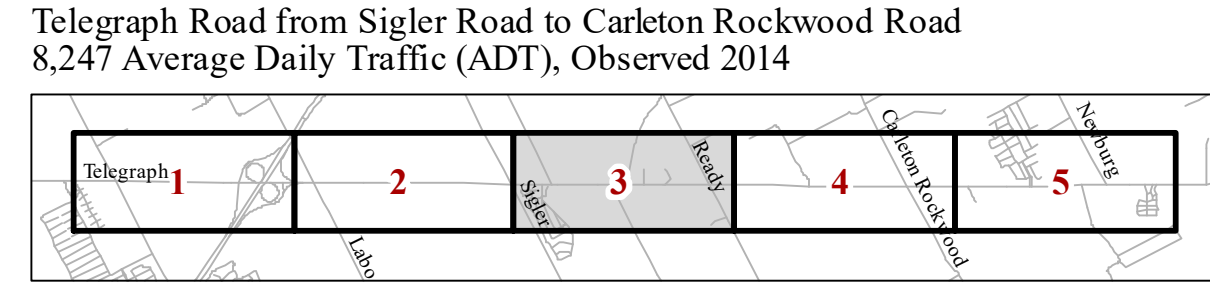
**Base Data**

Roads	Building Footprint	Forested Wetland
Old I-275 Bike Trail	Creeks, Drains, and Streams	100-Year Flood Zone
Parcels	Water Bodies	

**ASH TOWNSHIP**  
MASTER PLAN UPDATE 2020



Map 9: Telegraph Road from Sigler Road to Ready Road  
Telegraph Road Corridor Analysis



- Existing Land Use**
- Agricultural/Rural Residential
  - Single-Family Residential
  - Manufactured Home Park
  - Neighborhood Commercial
  - General Commercial
  - Heavy Commercial
  - Industrial/Extractive
  - Churches/Schools/Institutions
  - Public Facilities
  - Vacant/Open Space
  - Public Utilities and Works

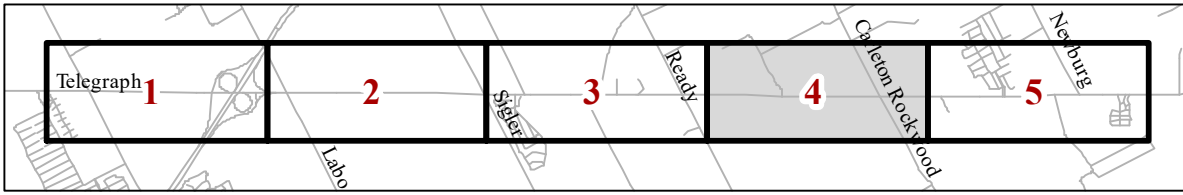
- Base Data**
- Roads
  - Old I-275 Bike Trail
  - Parcels
  - Building Footprint
  - Creeks, Drains, and Streams
  - Water Bodies
  - Forested Wetland
  - 100-Year Flood Zone



Map 10: Telegraph Road from Sigler Road to Carleton Rockwood Road  
Telegraph Road Corridor Analysis



Telegraph Road from Newport Road to Labo Road  
8,247 Average Daily Traffic (ADT), Observed 2014



Existing Land Use

- |                                |                         |                               |                            |
|--------------------------------|-------------------------|-------------------------------|----------------------------|
| Agricultural/Rural Residential | Neighborhood Commercial | Industrial/Extractive         | Vacant/Open Space          |
| Single-Family Residential      | General Commercial      | Churches/Schools/Institutions | Public Utilities and Works |
| Manufactured Home Park         | Heavy Commercial        | Public Facilities             |                            |

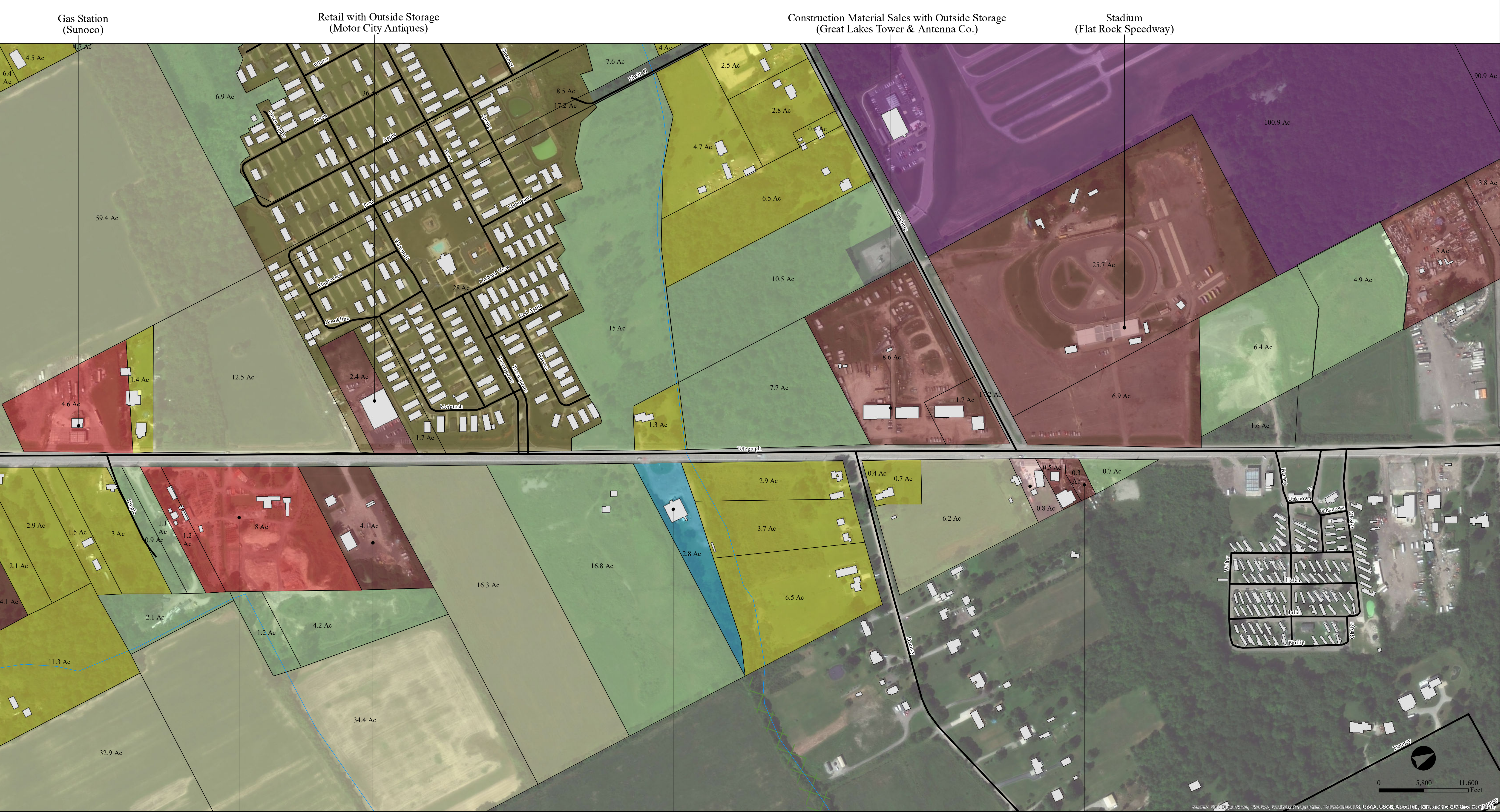
Base Data

- |                      |                             |                     |
|----------------------|-----------------------------|---------------------|
| Roads                | Building Footprint          | Forested Wetland    |
| Old I-275 Bike Trail | Creeks, Drains, and Streams | 100-Year Flood Zone |
| Parcels              | Water Bodies                |                     |





Map 11: Telegraph Road from Carleton Rockwood Road to Newburg Road  
Telegraph Road Corridor Analysis



Telegraph Road from Carleton Rockwood Road to Newburg Road  
11,826 Average Daily Traffic (ADT), Observed 2017

**Existing Land Use**

Agricultural/Rural Residential	Neighborhood Commercial	Industrial/Extractive	Vacant/Open Space
Single-Family Residential	General Commercial	Churches/Schools/Institutions	Public Utilities and Works
Manufactured Home Park	Heavy Commercial	Public Facilities	

**Base Data**

Roads	Building Footprint	Forested Wetland
Old I-275 Bike Trail	Creeks, Drains, and Streams	100-Year Flood Zone
Parcels	Water Bodies	

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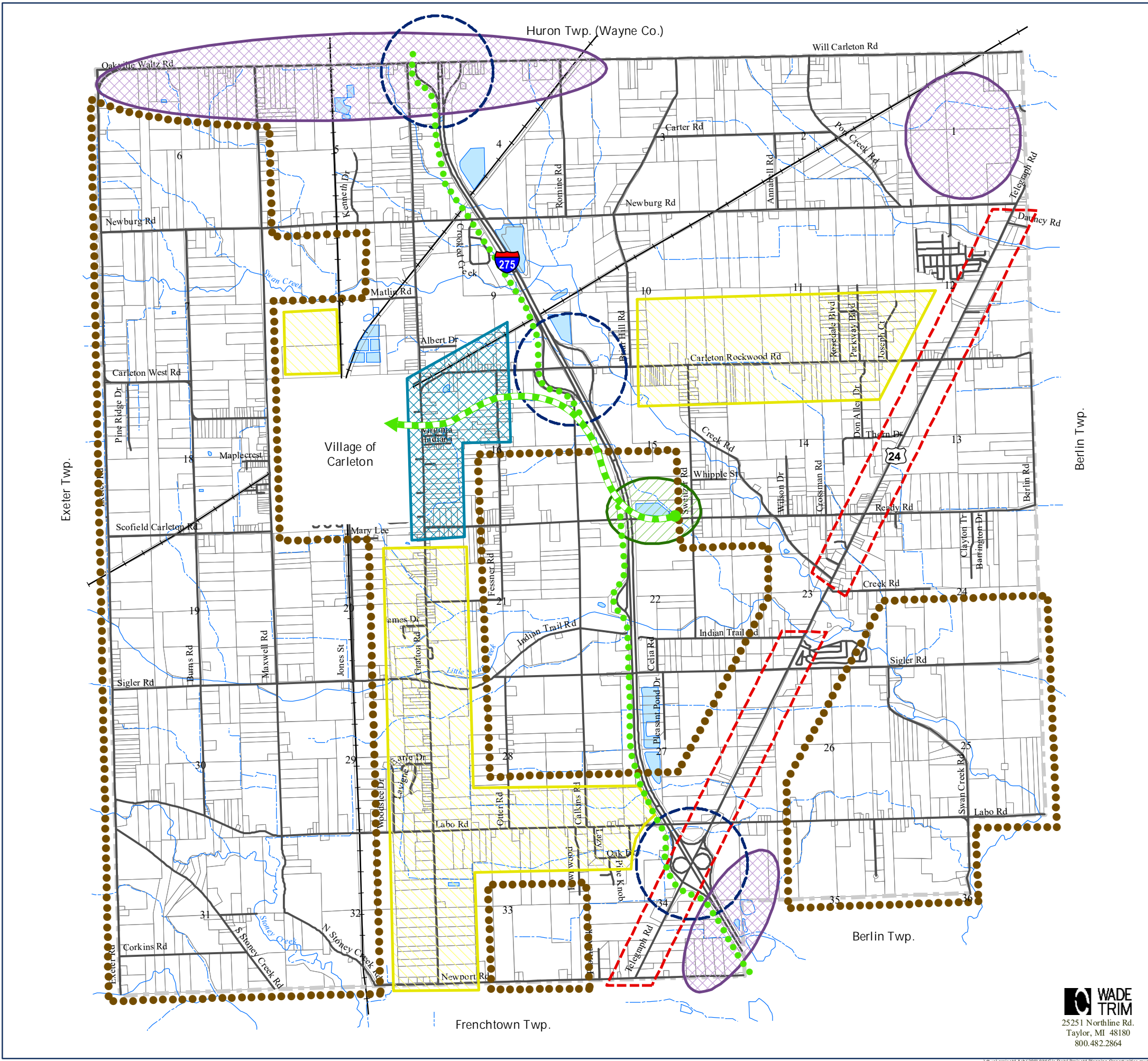


MAP 12  
PLANNING OPPORTUNITIES

- Commercial Growth
- Residential Growth
- Light Industrial/Research/Technology Growth
- Freeway Service Growth
- Village Mixed-Use Development (Single-Family, Multi-Family and Local Commercial)
- Recreational and Community Center
- Agricultural Preservation
- Proposed Village to Township Park Trail
- Improvements to Existing I-275 Bicycle Path

- Base Features:
- Roads
  - Railroads
  - Parcel Lines
  - Rivers and Streams
  - Creeks and Drains
  - Water Bodies
  - Township Boundary

Source: Wade Trim, October 2019



# MAP 13 FUTURE LAND USE

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## Future Land Use:

- Agricultural (AG)
- Rural Estates (RE)
- Single-Family Residential (R)
- Multi-Family Residential (RM)
- Manufactured Home Park (MHP)
- Public/Semi-Public/Recreation
- Local Commercial (C-1)
- General Commercial (C-2)
- Heavy Commercial (C-3)
- Freeway Service (FS)
- Light Industrial (I-1)
- General Industrial (I-2)

## Other Recommendations:

- Proposed Village to Township Park Trail
- Improvements to Existing I-275 Bicycle Path

## Base Features:

- Roads
- Railroads
- Parcel Lines
- Rivers and Streams
- Creeks and Drains
- Water Bodies
- Township Boundary

Source: Wade Trim, October 2019

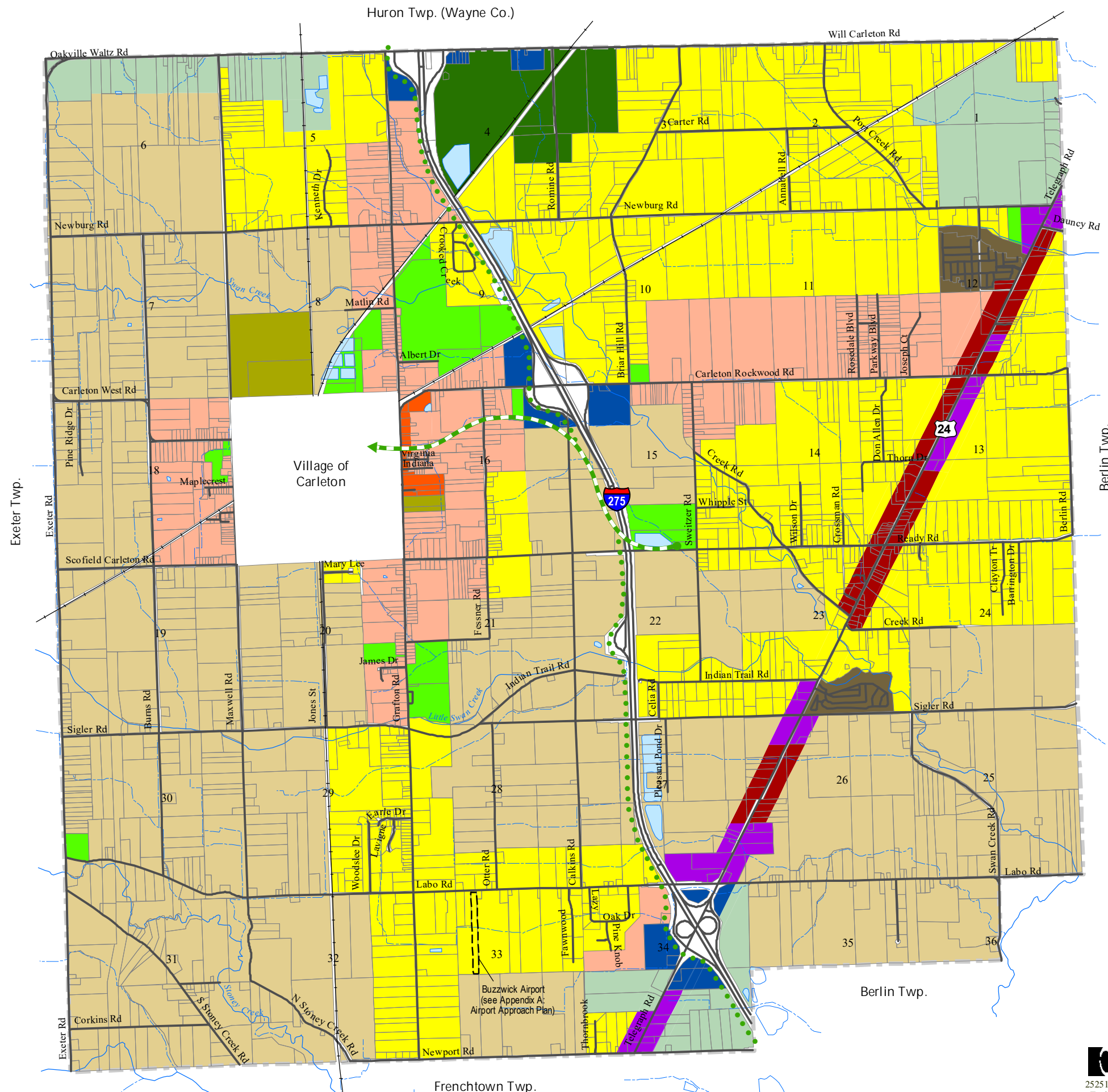
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# APPENDIX B



DRAFT Report, September 21, 2020

## BUZZWICK AIRPORT APPROACH PLAN





GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
**DEPARTMENT OF TRANSPORTATION**  
LANSING

PAUL AJEGBA  
DIRECTOR

September 10, 2019

Mitchell Noble, Airport Manager  
Buzzwick Airport  
400 E Labo  
Carleton, MI 48117

Dear Mr. Noble:

Subject: Airport Approach Plan - Revised  
Buzzwick Airport

To continually promote the compatible land use zone surrounding public use airports, we are once again providing you with the most current copy of your airport approach plan. These land use zoning guidelines and FAA Part 77 height protections approved by the Michigan Aeronautics Commission (MAC) are to be included as part of the Buzzwick Airport Approach Plan. At its November 20, 2002, meeting the MAC officially approved an Airport Approach Plan for your airport. An amendment to zone 3 of the Land Use Guidelines portion of the plan was also approved by the MAC at its November 15, 2006 meeting. Please file a copy of this document with the appropriate agencies and/or municipalities.

The Airport Approach Plan consists of height protection for the FAA Part 77 surfaces surrounding the airport and land use protection using standards adopted by the MAC. The Aeronautic Code of the State of Michigan requires these plans, as well as a copy of your Airport Layout Plan (ALP), be filed with the local planning agencies and/or political subdivisions underlying the areas depicted on the plans. Once filed with the local planning agency, section 125.3203 of the Zoning Enabling Act, Act 110 of 2006 requires these plans be included in the community's Master Plan which should provide an additional level of protection for the airport.

Please notify our office with the enclosed form once you have filed your Airport Approach Plan with the appropriate agencies and/or municipalities. You may also send it to me electronically to the email address listed below.

If you have and questions regarding this matter, please contact me at telephone number 517-335-9282 or by email at [badrak@michigan.gov](mailto:badrak@michigan.gov).

Sincerely,

Kelly Badra  
Office of Aeronautics, Project Support Unit

Enclosures

## **Notice of Airport Approach Plan Filing**

The following agencies/municipalities were provided a copy of the Airport Approach Plan for the Buzzwick Airport.

<b><u>Agency/Municipality</u></b>	<b><u>Date of Filing</u></b>	<b><u>Signature of Receiving Municipality Representative</u></b>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

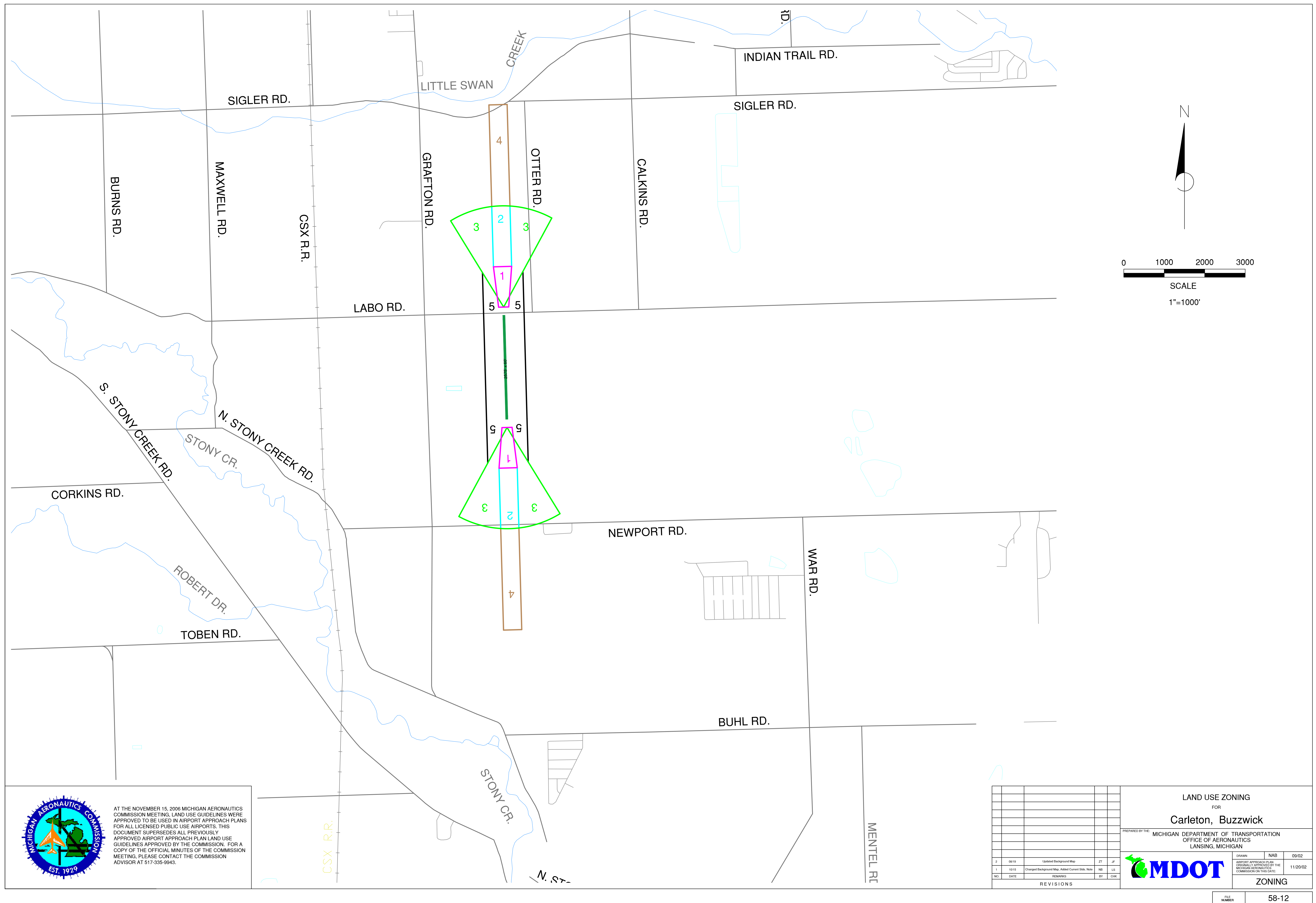
Signed,

\_\_\_\_\_ ,

\_\_\_\_\_  
Title of Airport Representative









ACCIDENT SAFETY ZONES, LAND USE GUIDELINES AND PLANNING STRATEGIES FOR NEW DEVELOPMENT

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 1 (See Special Note)	Population Density	Avoid land uses which concentrate people indoors or outdoors.	1. 0-5 people/acre. 2. Airport sponsor should purchase property if possible. 3. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).
	Residential vs. Non-Residential Land Use	Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines.	1. Create a height hazard overlay ordinance around the airport. 2. Airport sponsor should purchase property if possible. 3. Airport sponsor should obtain aviation and obstruction easements. 4. During the site development process, shift all structures away from the runway centerlines if possible. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

Special Note: Since the dimensions of Zone 1 are similar to the dimensions of the Runway Protection Zone (RPZ), those airports receiving federal grant dollars from the FAA's Airport Improvement Program, should strongly consider purchasing the RPZ, or otherwise acquire rights to the property for the RPZ.

COMPATIBLE LAND USE MATRIX

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 2	Population Density	Avoid land uses which concentrate people indoors or outdoors.	1. 0-5 people/acre. 2. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).
	Residential vs. Non-Residential Land Use	Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines.	1. Create a height hazard overlay ordinance around the airport. 2. Obtain aviation and obstruction easements. 3. During site development process, shift all structures away from the runway centerlines if possible. 4. Prohibit mobile home parks. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

COMPATIBLE LAND USE MATRIX

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 3	Population Density	Avoid land uses which concentrate people indoors or outdoors.	1. < 25 people/acre. 2. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).
	Residential vs. Non-Residential Land Use	Limit residential development to Low Density housing standards. All non-residential land uses permitted outright subject to the Special Function Land Use guidelines.	1. Create a height hazard overlay ordinance around the airport. 2. Obtain aviation and obstruction easements. 3. During site development process, shift all structures away from the runway centerlines if possible. 4. Prohibit mobile home parks. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

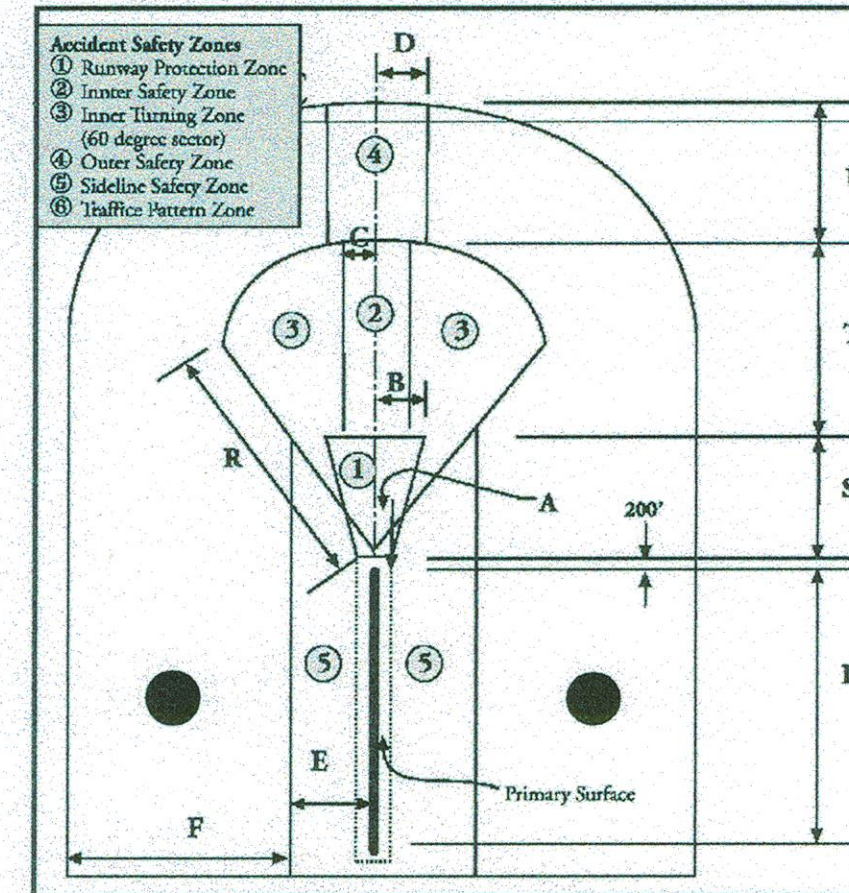
COMPATIBLE LAND USE MATRIX

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 4	Population Density	Limit population concentrations.	1. < 40 people/acre in buildings, < 75 persons/acre outside buildings.
	Residential vs. Non-Residential Land Use	Limit residential development to Low Density housing standards. All non-residential land uses permitted outright subject to the Special Function Land Use guidelines.	1. Create a height hazard overlay ordinance around the airport. 2. Obtain aviation easements. 3. Clustered development to maintain density as long as open space remains unbuild. 4. Place clustered development away from extended runway centerline. 5. Prohibit mobile home parks. 6. Require downward shading of lighting to reduce glare. 7. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Evaluate noise sensitive land uses in light of aircraft noise contour lines (if available) when establishing new zoning. 2. Prohibit high overhead utilities and all noise sensitive land uses. 3. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 4. Limit storage of large quantities of hazardous or flammable material. 5. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

COMPATIBLE LAND USE MATRIX

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 5	Population Density	Avoid land uses which concentrate people indoors or outdoors.	1. 0-5 people/acre. 2. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).
	Residential vs. Non-Residential Land Use	Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines.	1. Airport sponsor should purchase property if possible. 2. Create a height hazard overlay ordinance around the airport. 3. Obtain aviation and obstruction easements. 4. During site development process, shift all structures away from the runway centerlines if possible. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

APPENDIX A  
AIRCRAFT ACCIDENT SAFETY ZONE DIAGRAM



Note:  
Data Source: NTSB  
Accident investigations  
1984-1991. Illustration  
Source: Hedges and  
Shatt, Institute of  
Transportation Studies,  
University of California,  
Berkeley, 1993.

SAFETY ZONE DIMENSION (IN FEET)

Dimension	Runway Length Category (L)		
	Runway less than 4,000	Runway 4,000 to 5,999	Runway 6,000 or more
A	125	250	500
B	225	505	875
C	225	500	500
D	225	500	500
E	500	1,000	1,000
F	4,000	5,000	5,000
R (60°Sector)	2,500	4,500	5,000
S	1,000	1,700	2,500
T	1,500	2,800	2,500
U	2,500	3,000	5,000

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AT THE SEPTEMBER 16, 2009 MICHIGAN AERONAUTICS COMMISSION MEETING, THESE LAND USE GUIDELINES WERE AMENDED AND APPROVED TO BE USED IN AIRPORT APPROACH PLANS FOR ALL LICENSED PUBLIC USE AIRPORTS. THIS DOCUMENT AMENDS ALL PREVIOUSLY APPROVED AIRPORT APPROACH PLAN LAND USE GUIDELINES APPROVED BY THE COMMISSION. FOR A COPY OF THE OFFICIAL MINUTES OF THE COMMISSION MEETING, PLEASE CONTACT THE COMMISSION ADVISOR AT 517-335-9568.

ANY AIRPORT SPONSOR OR DULY AUTHORIZED REPRESENTATIVE OF A ZONED LOCAL GOVERNMENTAL UNIT MAY REQUEST THAT THE MICHIGAN AERONAUTICS COMMISSION AMEND AN AIRPORT APPROACH PLAN. ALL SUCH REQUESTS MUST CLEARLY STATE THE CHANGE FROM THE CURRENT PLAN, THE REASON FOR THE REQUESTED CHANGE AND ANY STANDARDS USED TO JUSTIFY THE MODIFICATION. PLEASE CONTACT THE AIRPORT'S DIVISION ZONING SPECIALIST TO REQUEST ANY SUCH AMENDMENTS.



LAND USE GUIDELINES FOR STATE OF MICHIGAN AIRPORT APPROACH PLANS			
MICHIGAN DEPARTMENT OF TRANSPORTATION AIRPORTS DIVISION LANSING, MICHIGAN			
APPROVED			
DRAWN		NAB	8/03
CHECKED			
PLOTTED			
REVISIONS E 11/23/09 CHANGED SPECIAL NOTE LPS RH D 10/30/06 ZONE 3 MODIFICATION, TITLE CHANGE LPS RH C 8/25/03 SAFETY ZONE DIAGRAM NAB B 4/16/02 Delete Zone 6 NAB A 3/01/02 New guidelines / strategies NAB ND DATE REMARKS BY CHK			
AIRPORTS DIVISION ADMINISTRATOR Rick Amundson 11/23/09		DATE	