

FUTURE LAND USE

Introduction

The Future Land Use Map (Map 18), which is presented in this chapter, is the culmination of the comprehensive planning process. This map is based on consideration of the analyses, goals, policies and strategies set forth in the plan.

The Introduction laid the foundation for the plan, emphasizing *Quality of residential life* as a primary goal. Public meetings and hearings reveal that residents equate a high quality living environment with preservation of natural features and rural characteristics. Responding to residents' opinions, the plan set forth preservation of natural features as a prevailing objective in all future development.

The plan addresses the issue of natural features preservation, setting forth a vision of continued development of a variety of land uses, including commercial, office, industrial, open space, and recreational uses in locations that will enhance the quality of the residential environment.

Even though development will alter the natural features of a site, through careful design practices significant features can be preserved. Development can be achieved that reflects the community's appreciation of the natural environment.

Existing Patterns of Development

The Existing Land Use chapter noted that the basic patterns of development have been influenced by the predominance of agriculture, major roads and railroads, proximity to the Detroit metropolitan area, soils limitations, and natural features and resources.

For most of its history, agriculture was the predominant land use in the Township. New Hudson and South Lyon existed primarily to serve the surrounding agricultural community. New Hudson was settled at the crossroads of Pontiac Trail, a state territorial road, and Grand River Avenue, the primary east-west route that connected Detroit and Lansing. New Hudson became a rail stop on the Pere Marquette line from Detroit to Grand Rapids, further elevating its importance in the late 1800's and early 1900's.

South Lyon developed around the junction of Pontiac Trail and two rail lines. It was a rail stop for the Pere Marquette, Grand Trunk Western, and Chesapeake & Ohio railroads, making it a center of commerce in southwest Oakland County.

Construction of I-96 provided access to relatively low cost land as the westward push of development in the metropolitan area reached the Township's door step. Lyon Township became the new frontier for people seeking a rural-like environment, and for industries looking for land with nearby freeway access.

Growth has been sustained for the past three decades. Where it has occurred within the Township has depended chiefly on the availability of sanitary sewer service, and where sewer service is not available, the capability of soils to support septic systems. Historically, most of the Township's residential subdivisions located in the northwest quadrant because of reasonably well-drained land and soils that perc. More recently, the availability of sanitary sewer service has made residential development feasible in other locations, such as along Ten Mile and Milford Roads, in the center of the Township. Along Grand River Avenue, the pace of industrial growth has accelerated in recent years as a result of the extension of sanitary sewers.

Future Land Use Concept

The 2010 Future Land Use Map expands on the pattern that has been created incrementally over a period of several decades. Intensive development is concentrated in two locations, between Grand River Avenue and I-96 in the north and around South Lyon in the southwest. Most commercial development is planned in two compact districts, in New Hudson and on Pontiac Trail south of South Lyon. A smaller, neighborhood oriented commercial facility is located at Ten Mile and Milford Road, and one is planned at Ten Mile at Johns Road. The Township's prime industrial district is located along Grand River Avenue, extending from New Hudson to Napier Road.

The remainder of the Township is dedicated to residential development, with single family residential being the predominant land use. Six residential classifications of varying density are illustrated on the Future Land Use Map.

Almost all vacant residential land is planned at a density of no greater than one unit per acre. This density is consistent with the density limitations imposed by County health officials for land not served by sanitary sewers. It is also consistent with the density of most recent residential development and with the residents' opinions about preserving open space and rural character.