

Charrette

Another means of collecting public input is a charrette – a multi-day workshop during which ideas are developed and sketched out, with the goal of putting together a plan for a specific area. Citizens are invited and encouraged to come in any time during the charrette to offer their ideas, critique the plan, and generally shape the plan.

A charrette was held for the purpose of developing a plan for the New Hudson part of the Township, resulting in the Lyon Center Vision Plan.

Residents who participated in the charrette agreed on a plan that calls for creation of a compact, walkable downtown, with a hamlet at its center, and high density residential adjacent to the hamlet on the south. The hamlet, consisting of individual building on individual lots, is intended to mimic the way New Hudson historically developed and provides a way to seamlessly integrate the new and old structures.

Looking beyond the hamlet, residents agreed that the southwest quadrant of downtown, but within the ring road, should be developed with a combination of multiple family at 12 to 14 units per acre and single family at 7 to 8 units per acre.

On the east side a downtown, the charrette resulted in a substantial amount of land being set aside for civic use on the land use plan. At the entrances to the downtown, the plan proposes Gateway Corridor land uses, which are intended to consist of low impact office and service uses in redeveloped single-family homes.

Goals and Policies

The opinion survey provides information about community values. These values provide the basis for a set of goals and policies, which, in turn, provide the foundation for the master plan. The goals and policies reflect the development concerns of the community, give direction regarding the physical environment desired by the citizens of the Township, provide direction for more detailed analysis and eventual changes in zoning, and establish a barometer to assist the various boards and commissions in assessing the impact of their planning and zoning decisions.

General Planning and Development Goals

1. **Balance of Land Uses:** Provide for a balance and variety of land uses, including commercial, office, industrial, open space, and recreational uses in locations that will enhance the quality of the residential environment.

2. **Master Physical Planning:** Maintain complementary land use relationships, which promote a harmonious, attractive community; preserve natural resources and the rural character; promote a sound tax base; and provide for manageable traffic conditions.
3. **Roads and Transportation:** Develop an orderly program for improvement, maintenance, and expansion of the road system in order to meet increasing traffic demands, provide smooth traffic flow, and provide proper access to all properties in the Township.
4. **Property Maintenance:** Encourage owners to maintain their properties, and work toward removal of blighted structures.
5. **Fiscal Stability:** Promote the development of a financially sound government that can continue to provide all necessary services (municipal, educational, etc.) to residents and businesses in an efficient manner.
6. **Urban Design:** Promote development that is consistent with the urban design concepts described in the Master Plan and Lyon Center Vision Plan, especially along Grand River Avenue and in New Hudson.
7. **Planning Innovation:** Permit innovation in land use planning where innovation would:
 - more effectively implement the goals set forth in the Master Plan,
 - achieve a higher quality of development than would be possible under conventional zoning regulations,
 - result in development that is compatible with surrounding uses, and
 - produce recognizable and substantial benefits for the community that would not otherwise be achieved.

Innovation should not be encouraged, as a means to increase the intensity of development or to simply develop land in a manner that otherwise would not be permitted.

8. **Preservation of Natural Features.** Lyon Township is fortunate that it is well-endowed with natural features, such as wetlands, woodlands, open spaces, and farmland. Preservation of these natural features should be a prevailing objective in all future development. The implications of this policy differ depending on the land being developed. The Township should strive for minimal alteration of natural features in the rural areas. In planned settlements, such as subdivisions, significant features should be preserved, recognizing that the overlay of a residential development pattern will alter the topography, vegetation, drainage patterns and other natural features of the site. Development of non-residential uses may severely alter the natural features of the site,

although the Township should use the site plan review process to encourage development that reflects the appreciation of the natural environment.

Residential and Agricultural Development Policies

1. **Density.** Consistent with residents' opinions, strive for low density single family residential development. Single family development at a density of approximately 2 to 3 units per acre is generally appropriate in the northern part of the Township, but single family development should generally not exceed a density of one house per acre in the southern part. The exception to these density standards is in New Hudson, where the Vision Plan calls for development of up to 14 units per acre in some multiple family locations.
2. **Availability of Public Services.** Permit residential development in accordance with the availability of necessary public services, including road construction and maintenance, police and fire services, governmental administrative services, and educational services. Consider the costs of both construction and maintenance of capital improvements necessary to serve proposed developments.
3. **Water and Sewage.** Base the density and location of residential land use on the adequacy of the water supply and wastewater treatment system.
4. **Land Use Incompatibility.** Separate residential areas from intensive, incompatible land uses. Where residential uses are located adjacent to industrial uses, encourage the phasing out of incompatible nonconforming residential uses.
5. **Preservation of Natural Features.** Design new residential developments to be compatible with the underlying natural features of the site. Preserve significant topographic features, tree stands, wetlands, and other natural features. Encourage rural open space planning where it would retain the rural character of the land.
6. **Amenities for Higher Density Housing.** Locate high- and medium-density housing where it can be adequately served by public and private services without unreasonable disruption to the level of services enjoyed by other residents. For example, provide higher-density housing with direct access to major thoroughfares, and locate such housing in proximity to shopping areas and recreation opportunities.
7. **Housing Code Enforcement.** Follow a policy of stringent code enforcement in all residential areas. The perceived quality of the residential environment is affected by the overall level of maintenance of houses and residential sites throughout the Township.
8. **Revitalization of Aging Residential Areas.** Facilitate revitalization of aging residential areas. Encourage self-initiative in upgrading property. Work toward improving the

- roads, street lights, and other amenities in older subdivisions. Use Community Development block Grant funds to aid low and moderate income residents with minor home repair and housing rehabilitation.
9. **Capital Improvements in Residential Neighborhoods.** Continue to work with residents and County agencies to identify and implement needed capital improvements in residential areas. Such capital improvements may include drainage and road improvements, for example.
 10. **Housing Compatibility.** Encourage housing development that is compatible in size, quality of materials, and quality of construction, with existing newer residential developments in the Township.
 11. **Housing for Elderly Residents.** Work toward providing a sufficient supply of affordable housing alternatives for elderly residents to encourage them to remain in the community, balancing and diversifying the population.
 12. **Farmland Preservation.** When reviewing development plans, explore alternative layouts to minimize conflict with nearby farming operations. Promote use of open space zoning to facilitate farmland preservation.
 13. **Lot Splits.** Discourage lot splits that result in the development of frontage along main roads, impairing adequate access to vacant lands to the rear.
 14. **Coordinated Road Patterns.** Require road connections between adjoining residential developments, provided that cut through traffic in residential neighborhoods can be avoided.
 15. **Residential Design Standards.** Require any new subdivisions or other residential developments to meet high standards of visual attractiveness, health and safety, and environmental sensitivity.

Commercial Development Policies

1. **Future Allocation of Commercial Land.** Base the future allocation of commercial land on residents' needs for shopping and office facilities.
2. **Commercial District Development.** Permit the development of commercial and office uses in the following locations: South of South Lyon on Pontiac Trail; in the New Hudson area; on the south side of Ten Mile Road, in the vicinity of Johns Road; and at the northwest corner of the Ten Mile Road/Milford Road intersection. Develop the New Hudson area as the center of commercial activity for the north part of the Township.

3. **Design.** Design commercial uses in Lyon Township to reflect thorough and careful analysis of the site and a sincere effort to improve the overall appearance of the district, consistent with the urban design guidelines set forth in the Master Plan.
 - Traditional architectural design is preferred in Lyon Township.
 - Buildings should be designed with varied architectural details to provide visual interest. Blank walls and reflective glass curtain walls should be avoided, particularly on the street side of buildings.
 - Large and garish signs should be prohibited.
 - Loading, parking, and storage areas should be located behind buildings or screened, preferably with landscaped screening or a combination of landscaping and walls.
 - Parking areas should be landscaped to provide visual relief to large paved areas.
 - Safe pedestrian access ways should be provided on every site.
4. **Variety of Commercial Uses.** Use commercial land wisely to satisfy the needs of residents. Work with developers to encourage recruitment of retail and office services for which there is a need. Discourage the inefficient use of land for commercial uses for which the demand has already been met.
5. **Linkages between Commercial Developments.** Require service drives, access easements and pedestrian/bicycle linkages between adjoining developments in the interest of traffic safety.
6. **Screening and Transitions.** Contain impacts from commercial developments on the site through careful site design, landscaped screening, and other measures. Where necessary, place transitional uses between commercial uses and nearby residential uses.
7. **Code Enforcement in Commercial Areas.** Enforce building and maintenance codes. Renovate or repair deteriorated buildings, signage, landscaping, and parking areas on a timely basis. Bring new uses into compliance with Township building and zoning codes.
8. **Relationship to the South Lyon Commercial District.** Satisfy the community's retail and service needs through the coordinated growth and development of both the Township's commercial districts and the South Lyon commercial district.

Research and Industrial Development Policies

1. **Balanced Research and Industrial Development Strategy.** Research and industrial growth strengthens the tax base and increases employment opportunities. Balance these economic benefits with the Township's environmental objectives and overall development goals.
2. **Types of Uses.** Work toward diversity in the industrial base, recognizing that Lyon Township is a good environment for high technology, research, and light industrial operations.
3. **Allocation of Research and Industrial Land.** Consistent with residents' opinions, confine *future* research and industrial development generally to the Grand River Avenue corridor, between the east roundabout and the Township's east boundary, where a growing industrial based has already been established. Immediate access to I-96 assures that the impact of research and industrial traffic on the remainder of the Township will be minimal.
4. **Environmental Capability.** Monitor the pace and type of research and industrial development to be certain it is in keeping with the Township's overriding goals for preservation of the natural environment and resources, and protection of residential areas. Light manufacturing and research firms would be best suited to Lyon Township, because such firms generally produce low levels of waste, noise, traffic, air and water pollution, and other undesirable impacts.
5. **Availability of Public Services.** Permit future research and industrial development only in accordance with the availability of utilities and public services, including adequate road construction and maintenance, police and fire protection, and general municipal administrative and regulatory services. Consider the ongoing cost of providing such services, as well as the cost related to initial construction.
6. **Research and Industrial Design Standards.** Seek high quality industrial design, including development within planned industrial parks.
7. **Aesthetics.** Require ample landscaping and screening around storage areas, loading areas, and trash disposal, particularly along Grand River Avenue, a main gateway to the community.
8. **Industrial Regulatory Enforcement.** Enforce codes and regulations applicable to industrial areas to prevent air, water, and soil contamination and exposure to unnecessary threats to health or safety.

Environmental Policies

1. **Protection of Natural Features.** Consistent with residents' opinions, seek preservation of wooded areas, roadside trees, wetlands, scenic views, farmlands, and unique wildlife and bird habitats, provided that people's property rights are protected.
2. **Pollution Control.** Take all reasonable steps to prevent surface and ground water pollution, contamination of the soils, air pollution, light pollution, and noise pollution. Toward this end, continue to adopt and enforce up-to-date performance and environmental standards where the Township has jurisdiction.
3. **Intergovernmental Cooperation.** Continue to cooperate with federal, state, and county agencies for the purposes of enforcing environmental regulations which are under the jurisdiction of outside agencies, such as wetlands and soil erosion control regulations.
4. **Floodways and Flood Hazard Areas.** Implement measures to protect floodways and flood hazard areas, consistent with the Floodway District and Flood Hazard Areas Ordinance.
5. **Energy Conservation.** Promote energy-conserving subdivision and building development.

Transportation Policies

1. **Road and Street Classifications.** Make development of a *road network* the primary objective of transportation planning in Lyon Township. Accordingly, base transportation system planning on a functional hierarchy of local, collector, and arterial roads and highways.
2. **Right-of-Way Widths.** Limit development in the existing and future rights-of-way indicated on the Master Right-of-Way Plan for Oakland County.
3. **Land Use/Transportation Relationships.** Strive for a balanced relationship between the transportation system and land use plan. Study new development proposals to determine the amount of traffic generated and the effect on the transportation system.
4. **Access Control.** Encourage the use of service drives to provide access between adjoining properties in commercial and industrial districts. Restrict the number of driveways penetrating onto major thoroughfares.
5. **Pedestrian/Bicycle Transportation.** Continue to develop a system of pedestrian/bicycle safety paths to link residential areas with schools, recreation areas, commercial districts, and other attractions.

Recreation Facilities Policies

1. **Multiple-Use Concept.** Develop the Township's recreation system based on the multiple-use concept, whereby the main Township park provides a total recreation experience for the entire family. Under this concept, the James F. Atchison Memorial Park is intended to serve virtually the entire Township with facilities for active and passive recreation, competitive sports, facilities for children and adolescents, and picnic areas.
2. **New Park Development.** Acquire additional land for future recreation development. Facilities will be needed in the south part of the Township and a waterfront park would be desirable.
3. **Special Facilities.** Provide special recreation facilities on a community-wide basis to meet the recreation needs of residents. Based on the Community Planning Survey, residents are most in need of bicycle paths, an ice rink, nature trails, picnic shelter, playgrounds, and hiking and cross-country ski trails. Facilities for senior citizens and the handicapped should also be included in Township parks.
4. **Coordination with Other Agencies.** Cooperate with other public and private organizations to provide recreation services and facilities and to avoid unnecessary duplication.
5. **Huron Valley Trail Connections.** Link open spaces and natural areas with the Huron Valley Trail and a network of continuous greenbelts throughout the Township.
6. **Environmental Compatibility.** Design parks to be compatible with the environment on and surrounding the park sites. Distinctive natural features on park sites should be preserved wherever possible. Design parks so they contribute to the aesthetic quality and rural character of the Township. These principles apply most notably to the "Elkow Farms" park parcel, located at the northeast corner of Milford Road and Eleven Mile.
7. **Funding for Parks and Recreation.** Implement sound fiscal planning for park acquisition, development, and maintenance. Consider various methods of funding and/or cost-reduction, including the use of volunteers, continued use of state and federal grant programs, user fees, fund-raising committees, and other methods.
8. **Privatization.** Consider working with the private sector to develop desired recreation facilities that the Township cannot afford to provide itself.
9. **Recreation Areas within Residential Developments.** During plan review encourage the preservation of open land areas and significant natural features as an integral part of any new residential development.

10. **Recreation Facilities Evaluation.** Establish an ongoing program of recreation facility evaluation so that the purpose and function of the recreation program can be adjusted to meet changing needs. Monitor services provided and the level of usage, residents' preferences, changes in population age structure and lifestyle, changes in popular types of recreation, changes in the level of recreation services provided by other agencies, and the cost of operation in relation to the benefits provided.

Community Facilities Policies

1. **Municipal Services.** Develop a system of quality municipal services that is responsive to the needs of the Township's residential, business, and industrial population. Design the municipal service base to provide services necessary to maintain the attractiveness of the community.
2. **Public Safety.** Provide facilities necessary to provide the community with high quality police and fire protection. Evaluate fire protection facilities on a regular basis as new development occurs to determine if modifications or additions to facilities are needed.
3. **Capital Improvements Program.** Prepare a six-year capital improvements program, as required by Michigan Public Act 33 of 2008, as amended, to plan for the expenditure of capital funds in an orderly manner, consistent with available funding.
4. **Historic and Cultural Resources.** Promote identification and preservation of buildings and sites that have historic or cultural significance.