

2017 CITY OF SALINE MASTER PLAN



JULY 2017

The City of Saline Planning Commission has made, and along with the City Council, adopted this Master Land Use Plan for the City as a guide for the physical development of the City of Saline.

 7/12/17

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City of Saline Planning Commission

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INTRODUCTION

PURPOSE OF THE MASTER PLAN

Planning is a process that involves the conscious selection of policy choices relating to land use, growth, and physical development of the community. There are many official City documents which set forth policies for the future development of the community. However, the Master Plan serves as the primary guide to the City regarding future land use decisions, investment in public improvements, and coordination of public improvements, and private development.

In one sense, a Master Plan presents an idealized vision of future growth patterns in the City. However, the Plan must also provide guidance to local decision and policy makers regarding today's issues. It is the intent of this Plan to be a working document which will provide for the orderly development of the City, assist the community in its effort to maintain and enhance a pleasant living environment, and spark a vision toward the future.

The City derives its authority for the preparation of a Master Plan from the Michigan Planning Enabling Legislation, P.A. 33 of 2008, as amended.

HOW IS THE PLAN TO BE USED

The Master Plan serves many functions and is to be used in a variety of ways:

1. The Plan is a general statement of the City's **goals and policies and provides a comprehensive view of the community's desires for the future.**
2. The Plan serves as an aid in daily decision-making. The goals and policies outlined in the Plan guide the Planning Commission and City Council in their deliberations on zoning, subdivision, capital improvements, annexation, and other matters related to land use and development. This provides a stable, long-term basis for decision-making.

Policy orientation of this Plan provides decision-makers with a framework and basis for decisions while organizing the dynamic character of the community. The variables upon which this Plan is based will likely change over time. However, adherence to the goals and policies will provide a stable, long-term basis for decision-making.

3. The Plan serves to provide the statutory basis upon which zoning decisions are based. The Michigan Zoning Enabling Act (P.A. 110 of 2006, as amended) requires that the zoning ordinance be based upon a plan designed to promote the public health, safety and general welfare. However, it is important to note that the Master Plan and accompanying maps do not replace other Municipal Ordinances, specifically the Zoning Ordinance and Map. Zoning is only one of the many legal devices (such as Special Land Use approval, Planned Unit Development, or Use-Variance approval) used to implement the Master Plan.
4. The Plan attempts to coordinate public improvements and private development supported by the Capital Improvements Plan. For example, public investments such as road, sewer, water improvements, parks and pathways should be in areas identified in the Plan as resulting in the greatest benefit to the City and its residents.
5. Finally, the Plan serves as an educational tool and provides citizens, property owners, developers and adjacent communities a clear indication of the City's direction for the future.

In summation, the City of Saline Master Plan is the only officially adopted document that sets forth an agenda for the achievement of goals and policies. It is a long-range statement of general goals and policies aimed at the unified and coordinated development of the City that compliments the goals of nearby governmental units, wherever possible. As such, it provides the basis upon which zoning and land use decisions are made.

HISTORIC CONTEXT

This document represents a full amendment to the City of Saline Master Plan adopted by the City Council and City Planning Commission in May 2011. Because communities are constantly changing, the information contained in a plan becomes outdated in time. As the conditions change, so do opportunities and expectations for the future. It is therefore essential to periodically update the information contained in the Master Plan as well as re-evaluate its basic vision and implementation programs. Current state legislation requires a review of a Master Plan every five (5) years.

THE PLANNING PROCESS

The process to update the Plan consists of six (6) phases: community profile; public participation; community vision, goals, and objectives; future land use plan; action plan for implementation; and adoption. Many factors that exist must be considered when formulating plans for the future.

This process is illustrated in the diagram below.

Figure 1. – *Planning Process*



PUBLIC PARTICIPATION

Citizen input is an important aspect of any planning effort. Methods to obtain public input consisted of a community engagement session held on October 27, 2015 and a web-based survey application, MiCommunity Remarks which was available through the City's web page and various social media outlets from October through January 2016. Results from the citizen input sessions are included in Appendix B of this Plan.

The draft Master Plan was distributed to adjacent Townships and County agencies for review and comment.

The public hearing for formal public comments was held on July 12, 2017.

SALINE AREA PLANNING

PLANNING STUDIES

The commitment of the City of Saline to apply proper planning and zoning within the community is not of recent vintage. Consideration has been given to the other planning studies while preparing this Master Plan. These past studies include:

City of Saline Parks & Recreation Plan (2016) – The purpose of the current Parks and Recreation Master Plan is to guide recreation planning and development efforts of the Parks and Recreation Department over the next five years. Once adopted, the Plan is the official document to be used by the community to guide decisions regarding parks and recreation. The revised and updated Plan is intended to meet State standards for community recreation planning that are necessary to gain eligibility for grant programs. The 2016 Parks and Recreation Plan was completed in coordination with this Master Plan review and amendment.

City of Saline Non-Motorized Transportation Plan (2017) – As adopted, the City of Saline Non-Motorized Transportation Plan provides a clear direction for the implementation of pedestrian and bicycle facilities in the City. The Plan, illustrated on Figure 7, calls for the establishment of bicycle lanes on major roadways, on and off-the-road shared-use pathways and pedestrian improvements at identified crosswalks. In 2010 the City adopted a 'Complete Streets' Ordinance to encourage the development of transportation corridors for use by people of all abilities and all modes. An update to the City's Non-Motorized Transportation is being conducted in coordination with this Master Plan review and amendment and should be completed later this year.

Urban Design Plan (2007) Quinn Evans – This report focuses on the development and redevelopment of the downtown area, specifically, green space, pedestrian and other forms of non-motorized transportation, new development in the City core, mixed-use planning, and preservation of residential developments at the downtown periphery.

City of Saline Downtown Blueprint (2005) Hyatt/Palma – The blueprint focused on promoting a variety of land uses within the downtown area, including open space. Additionally, upper-story building, historic designation and possible downtowns expansion was included as part of the study.

Adjacent Community Input – As a requirement of the Michigan Planning Enabling Legislation, input from the surrounding communities was carefully considered to ensure the coordination along the perimeters of abutting communities.

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PLANNING AND ZONING RESPONSIBILITIES

The City of Saline has several bodies that are actively involved in the planning and zoning decision-making process:

City Council – The City Council is the chief governing body of the City. By Michigan statute, the City Council approves rezoning requests, zoning text amendments, and subdivision plats. By City Ordinance, the City Council also approves special land uses. The Planning Enabling Legislation now permits the City council to review and approve the Master Plan.

Planning Commission – Planning Commission members are appointed by the Mayor and approved by City Council. The Planning Commission is the principal recommended body to the City Council on matters pertaining to the planning and development of the community. The Planning Commission approves site plans and makes recommendations to the City Council on rezoning requests, zoning text amendments, special land uses, and subdivision plats. Michigan statutes require a Planning Commission to prepare and adopt a Master Plan.

Zoning Board of Appeals – The Zoning Board of Appeals serves to interpret the provisions of the Zoning Ordinance when requested and determines when variances

should be granted when peculiar difficulties with property make it impossible to meet the strict provisions of the Zoning Ordinance. The Zoning Board of Appeals consists of seven members appointed by City Council. One member shall be a member of the Planning Commission and one shall be a member of City Council.

Historic District Commission – The Historic District Commission oversees and provides direction regarding the protection of community historic assets, and regulates the local historic district.

Parks Commission – The Parks Commission provides direction regarding City Parks, beautification, and landscaping.

Environmental Commission – The Environmental Commission reviews all matters of environmental importance referred by City Council, such as site plans, ordinances, and other matters. The Environmental Commission also provides information to the City Council on environmental concerns and investigates solutions to environmental problems.

Special Projects Commission – The Commission was established per Section 2-255 of the Saline Code of Ordinances to review, coordinate, and recommend Areas of Special Concern.

Each of the surrounding Townships also have elected and appointed bodies with similar planning and zoning responsibilities.



EXISTING LAND USE

LAND USE PATTERNS

The City of Saline's total land area more than tripled since the 1950s. Annexations have occurred primarily within the eastern and northern portion of the City where there is an agreement between the City of Saline and Pittsfield Township. As Figure 1 illustrates, Saline consists primarily of residential land uses, with a commercial area located along US-12 and centered on the Michigan Avenue and Ann Arbor Street intersection.

Single and multi-family land uses occupy almost 39% of the City's land acreage. Historic homes are concentrated in the central area while newer homes are in the outlying areas of town. Duplexes are primarily located around the City center, near Michigan Avenue. Multi-family residential uses include a medium amount of apartment complexes; there is one mobile home park in the City, which is located on Maple Road.

Commercial land uses occupy less than 10 percent of the City's land area, with the greatest concentration located along Michigan Avenue. Many of the avenue's historic buildings and homes have been converted to office, commercial, and related uses. Commercial strips are found at the eastern and western edges of the City. Mixed uses can also be found in the southern portion of town as well as within the industrial parks located in the northeast and southeast quadrants.

Public/quasi-public land uses within the city include churches, a cemetery, utilities, the former hospital, union hall, and other similar uses. Schools and their associated grounds and playing fields cover a relatively large portion of the City's land area. There are two public elementary schools, a middle school and other structures associated with public education. Saline High School and Harvest Elementary School are located east, just outside the City limits in Pittsfield Township.

Industrial land uses occupy about 16 percent of the City's land area and include light and heavy industrial uses in four industrial parks located north, east, and southeast of the Faurecia plant.

Open space and recreation land uses account for about 7.3 percent of the City's land area including about 210 acres of parks and open space. The largest parks are Curtiss and Mill Pond parks along the Saline River, but several community and neighborhood parks are scattered throughout the City. Tefft Park, a 40-acre site in the northeast corner of the City, includes the Saline Recreation Center and outdoor recreation facilities. A full accounting of City recreational lands and parks can be found in the 2016 City of Saline Parks and Recreation Plan.

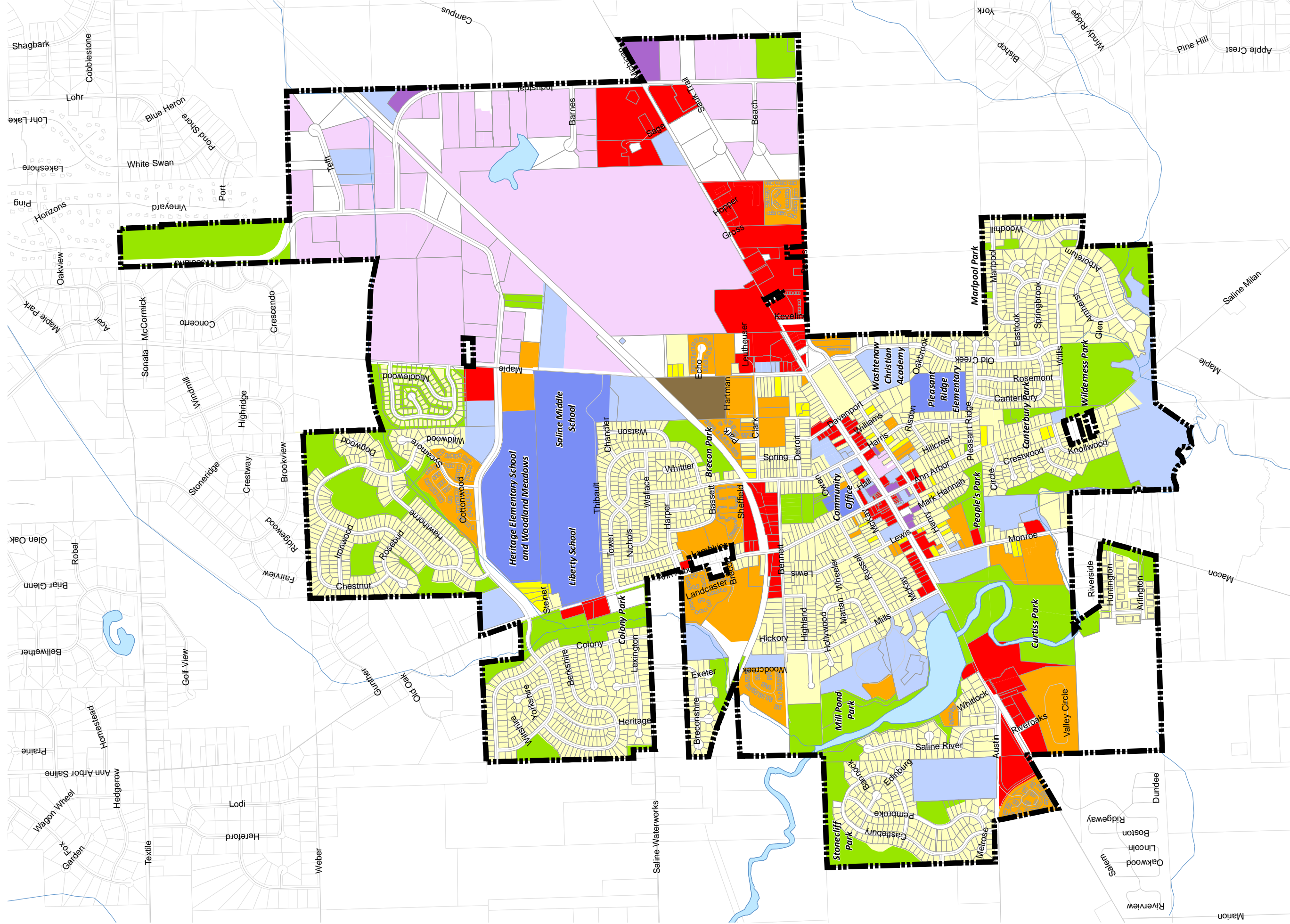
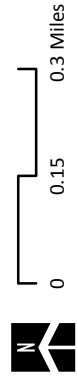


Figure 2
EXISTING LAND USE
City of Saline, Washtenaw County



- | | |
|------------------------------------|-----------------------------------|
| Single Family Residential | Industrial |
| Single Family Attached Residential | Public/Semi-Public |
| Multiple Family Residential | Schools |
| Mobile Home Park | Parks, Recreation, and Open Space |
| Mixed Use | Vacant |
| Commercial/Office | |

Source: Washtenaw County GIS Program, SEMCOG 2008

BACKGROUND STUDIES

SUMMARY

The Background Studies section of the Master Plan inventories past trends, current conditions and future projections. Although the full text of the Background Studies is found in Appendix A, the following summarizes significant findings. Since the adoption of the 2011 Master Plan, 2010 Census data has been made more readily available and accessible.

POPULATION

Between 2000 and 2010, Saline grew at a rate of 10%, resulting in a 2010 population of 8,810 persons. Since the 1990 decennial census, the population increased by 32%; by comparison, the adjacent communities of Lodi and Pittsfield Townships growth rate increased by 55% and 93%, respectively, during the same twenty-year period.

In the last decade (2000-2010), **Saline's population has continued** to grow at a rate similar to those of the surrounding townships. Lodi and Pittsfield Townships increased by 6% and 15%, respectively. However, Saline Township whose population grew 46%, from 1,302 to 1,896 persons, since 2000. As of July 2015, the **City of Saline's population has increased 1% since 2010.**

According to Census 2010, the general profile of Saline residents can be described as follows:

- Children (under age 18) make up 24 percent of the total population of Saline with 2,157 persons; and
- People 65 years and over include 15 percent of the total population with 1,289 people.

Projections by SEMCOG indicate that by 2040 the proportion of children and seniors will change as follows:

- The number of children under the age of 18 will decrease to 1,400, which will represent 15 percent of the total projected population;
- The number of people 65 years and over will more than double to 2,514, which will represent 28 percent of the total projected population.

HOUSING

According to the 2010 Census, there are 3,923 housing units in the City, an increase of 710 units or a 22.1 percent increase from 2000. The 2000 Census reported **Saline's housing**

units include primarily single-family detached units (63%) with some multi-family residential units (21%). Attached units, duplexes, and mobile homes account for the remaining residential units.

In 2010, the Census reported ninety-four percent (94%) of Saline's housing units are occupied, 68 percent owner-occupied and 27 percent renter-occupied. The remaining 5 percent are vacant. As of 2010, the City of Saline demonstrates a 2 percent vacancy rate. Residential property values in Saline have declined between 2000 and 2010. The median house value for the City was \$206,500 in 2010, down from \$220,082 in 2000.

SOCIOECONOMIC CHARACTERISTICS

Enrollment in the Saline Area School District has been relatively stable over the past ten (10) years, after experiencing rapid growth during the 1970's.

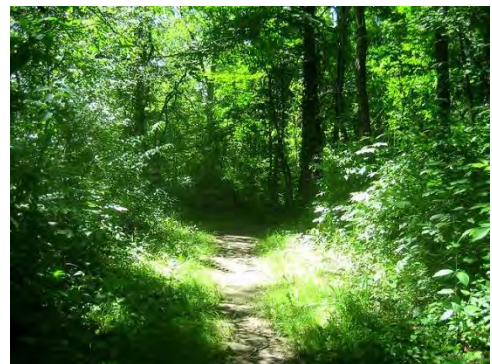
Approximately 57% of residents of the City have an undergraduate's degree or higher.

As of July 2015, the residents of Saline are employed in a wide variety of employment categories with the largest percentage (38%) employed in manufacturing. Second, at 16% are health care and social assistance occupations. The largest employers in Saline are Faurecia, Saline Area Schools and Evangelical Homes of Michigan.

The median household income in 2010 was \$68,789, which is greater than both the County (\$60,125) and State (\$48,273). Due to the high household income, few persons are living below the poverty level (6.3% for the City, 14.6% for the County and 16.2% for the State).

NATURAL FEATURES

The City's most obvious natural feature is the Saline River which flows across the City's southwest corner and includes an impounded portion, the Mill Pond. Wooded areas are located within areas of open land around Saline's periphery, and along the Saline River and smaller drainage courses. Apart from designated flood hazard areas and a wetland area along the southern municipal boundary, soils are generally suitable for development. For more detailed information on natural features, see Figure 12 in Appendix A.



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Open space and recreation land uses account for about 7.3 percent of the City's land area including about 201 acres of parks and open space and 60.9 acres of open water. The largest parks are Curtiss and Mill Pond parks along the Saline River, but several community and neighborhood parks are scattered throughout the City. Tefft Park, a 40-acre site in the northeast corner of the City, includes the Saline Recreation Center and outdoor recreation facilities. A full accounting of City recreational lands and parks can be found in the 2016 City of Saline Parks and Recreation Plan.

GOALS AND POLICIES

INTRODUCTION

The Master Plan encompasses more than just a series of maps. Goals, policies, and planning strategies formulated by the community establish the framework for public and private decision-making. Goals reflect the long-term needs of Saline and establish the desired end results of the planning process.

While goals tend to be general in nature, policies set forth an approach or position concerning various issues related to land use, transportation, and natural resources. These policies are the essence of the Master Plan and reflect an overall strategy for local development. Clearly defined statements of policy can go far to minimize arbitrary decisions and substantiate intelligent, objective decisions. The Land Use Plan Map and the Thoroughfare Plan Map are the graphic representation of the adopted policies. Policies broaden the scope of the Master Plan beyond just a series of maps.

GENERAL PLANNING GOALS

The following general goals set forth the desires and aspirations of the community:

- Goal 1: To promote the individuality of the City in contrast to surrounding communities, and to enhance those characteristics which make Saline a superior place in which to raise a family, to work and to play.
- Goal 2: To manage growth at a moderate rate which respects existing natural features and resources, existing development patterns, and infrastructure. Specific emphasis on the preservation of the Saline River and adjacent natural areas should be considered.
- Goal 3: To encourage economic development activities which complement existing development and which meet the employment and tax base needs of the City.
- Goal 4: To promote intergovernmental cooperation including planning between the City of Saline, its officials and agencies, and the officials and agencies



representing Washtenaw County, the surrounding Townships and Saline Area Schools.

Goal 5: To protect historic resources, promote their revitalization, and promote increased public awareness of local preservation activities and efforts.

Goal 6: To promote the sound development, redevelopment, and improvements of **each of the City's "Gateways"**. As depicted in the Gateway Corridor Plans, improvements include functional improvements, i.e. roadway improvements, and pedestrian access as well as aesthetic improvements, i.e. design guidelines.

Goal 7: To encourage and develop linkages throughout the entire City and to adjacent townships, to create a fully walkable community. In keeping with **the City's Non-Motorized Plan, Complete Streets Policy, and Washtenaw County's Non-Motorized Plan**, safe linkages should be created and maintained between neighborhoods, shopping areas, recreation facilities, and employment centers.

Goal 8: To promote the goals, policies, and recommendations of the City Parks and Recreation Master Plan.

In addition to the general policies provided herein, specific topics were developed to categorize community engagement comments throughout the Master Plan review process. These categories include: redevelopment opportunities; parks; non-motorized transportation; traffic; sustainability; community assets; and general (other).

HISTORIC AND VISUAL CHARACTER POLICIES

Maintain and enhance the unique and balanced character of Saline. Maintaining and enhancing the unique and balanced character of Saline as a place to live, conduct business, be employed, and enjoy leisure time shall be given high priority.

Objectives:

1. Plan areas for context-sensitive mixed-uses.
2. Ensure that new development and redevelopment projects promote an image that is compatible with the existing character of the City.
3. Maintain mature trees and historic structures as a primary element in defining community character.

4. Maintain the historic nature of downtown through the form-based code.

Develop facilities and activities that advance local historic preservation.

The development of facilities and activities which will advance local historic preservation efforts and serve as a link between past, present, and future Saline residents shall be encouraged.

Objectives:

1. Maintain up to date tools and techniques for the preservation, conservation, and funding opportunities of historic resources.
2. Develop local historic districts that are compatible with community values.
3. Continue cooperation between the Historic District Commission, Saline Area Historical Society and City departments to ensure that any city-owned properties that have historic qualities are correctly and adequately maintained and preserved.
4. Continue cooperation between the Historic District Commission and the Planning Commission to ensure that historic resources outside of the established historic districts receive appropriate review and preservation consideration.
5. Historic preservation and redevelopment of the central business district is important. New development within the downtown should be respectful of the historic nature of the area.

Redevelopment of **community “gateways”**.

Michigan Avenue, Maple Road and Ann Arbor Street represent the major entries to and corridors within the City. Each of these entries; East and West Michigan Avenue, North and South Ann Arbor Street and Maple Road are identified as “Gateways” into the City. The Michigan Avenue Gateway Strategic Plan (East Michigan Avenue) as well as the Gateway Strategic Plan (remainder of gateways) should be consulted in any development or redevelopment efforts within these gateways. While these are still valid guides to development, the City should consider updating these important design guidelines.

Objectives

1. The spread of narrow, linear or what is commonly referred to as “strip” commercial patterns should be discouraged and clustered commercial encouraged.
2. The spread of commercial development at the north and south entries at Ann Arbor Street, the south entry at Monroe Street, and the north entry at Maple Road shall not be permitted except where complementary to an office use.
3. Provide for appropriate access management techniques in order to avoid inadequate driveway spacing or placement, and encourage non-motorized transportation alternatives.

GENERAL LAND USE AND DEVELOPMENT POLICIES

Land use intensity shall depend on the capacity of infrastructure, compatibility of land use patterns, and natural capacity of the land.

Land use intensity shall depend on the capacity of existing and master planned infrastructure (i.e. roads and utilities), compatibility with existing or master planned land use patterns, and the natural capacity of the land to support new development.

Objectives:

1. Low intensity land uses shall be located where infrastructure and natural resource conditions are least capable of supporting new development, and where low intensity land uses currently exist (i.e. residential uses).
2. Medium intensity land uses shall be located in areas where infrastructure and natural resource conditions are moderately capable of supporting development and where medium density land use patterns exist (i.e. small commercial and office uses).
3. High intensity land uses (including mixed-use) require a high level of infrastructure and shall be located where these facilities exist, and where natural resource conditions and existing land use patterns are compatible with high intensity land uses (i.e. large commercial and industrial uses).
4. Encourage proactive opportunities for the expansion of technology infrastructure for businesses and residences. Technology infrastructure is needed for all land uses and land use intensities.

Promote compatible relationships between land uses.

A compatible relationship between land uses shall be promoted by providing appropriate land use transitions and safeguards to minimize the potentially negative impacts on roads, adjacent land uses, utilities, and the environment.

Objectives:

1. Promote the appropriate land use transitions between commercial, industrial, and residential land uses. Transitional uses may include office/service, public, and institutional uses. Where a transitional use is not possible, screening measures must be provided to protect residences from noise, glare, visual intrusion, dust and fumes associated with commercial and industrial developments.
2. Mitigate the impact of new development on public roads by:
 - Reducing the number of curb cuts.
 - Encouraging the use of combined drives and service drives.
3. Promote well designed architecture, landscaping, and signage which uphold the high-quality image of development in the community.
4. Ensure that new or expanded development is located in areas with adequate sewer and water service capacity.
5. Ensure that stormwater runoff from development is managed on-site and does not negatively impact neighboring properties or adjacent public roads. The City and developers shall follow the best management practices for storm water management to reduce illegal discharges into the waters of the State of Michigan. Saline is a Phase II Stormwater Community.
6. All planned land uses shall be designed to protect the character, safety and welfare of existing neighborhoods.
 - The intrusion of incompatible land uses into residential neighborhoods shall be discouraged.
 - Road patterns which discourage non-residential through traffic within neighborhoods shall be promoted. Non-residential traffic should be routed to existing collectors and arterial streets.
 - The conditions which lead to blight shall be removed and the rehabilitation of deteriorating residences shall be encouraged.
7. Where compatible with existing land uses, promote a mixed-use designation consistent with the tenants of a "form-based code."

RESIDENTIAL LAND USE POLICIES

Plan residential use in a range of density classifications.

Objectives:

1. Low Density Single Family Residential is planned for areas where it is desirable to maintain existing low density development patterns to mitigate impacts on natural resource conditions, utility systems, and/or roads. Areas planned for low density single family residential will be predominantly devoted to single family detached housing. Although clustered housing could occur at comparable densities. Low density provides for a density not to exceed three (3) dwelling units per one (1) acre. (*North, South & West Residential Sub-Areas*)
2. City Density Single Family Residential is planned for areas compatible with existing or planned medium to high density development and most capable of supporting additional development due to the availability of utilities and adequacy of streets. The predominant housing is single family residential, although cluster housing, two-family dwellings, and townhouses may also be included. The density ranges between three (3) and five (5) dwelling units per one (1) acre. (*Central Village Sub-Area*)
3. Multiple Family Residential is planned for areas near existing high density or multiple family developments where utilities and streets are most capable of additional development. (*Central Village Sub-Area*)
4. Mobile Home Park is planned to be confined to the existing park in the City.
5. Central Business District Residential is planned for the Central Business District (CBD). To increase the overall density of the City, upper level floors of commercial buildings in the CBD may be converted to residential uses.

Encourage innovative site planning and housing design.

A reasonable balance of housing styles shall be provided to meet the needs of a variety of age and income groups. The City shall encourage innovative site planning and housing design using a Planned Unit Development (PUD) overlay zoning district which increases open space opportunities, the sense of neighborhoods, and a safe and secure environment.

Objectives:

1. The design of new residential areas shall provide for the preservation of existing trees, water bodies and other scenic features and open space areas for the active and passive enjoyment of the neighborhood residents, and, where possible, for the visual enjoyment of the City.

2. The use of cluster housing which results in more efficient use of land, reduction in the cost of infrastructure improvements, and increase of open space shall be encouraged.
3. Future residential development shall be designed to minimize conflicts between the residential use and increasing traffic volumes on thoroughfares and collector roads in the City.
4. New residential development should maintain the neighborhood feel or character found throughout the City. It should be the policy to integrate new residential developments into existing neighborhoods where possible through connecting streets, pedestrian walks, and open spaces/parks
5. Residential developments shall be designed so that access to individual home sites is via local roads rather than directly from thoroughfares and collector roads.
6. New residential development shall respect the historic character of the City, employing design elements that strike a balance between new and existing neighborhoods.
7. New residential development which is specifically designed to meet the needs of senior citizen shall be encouraged. Housing designed for the elderly shall consider the following elements:
 - Capability of the Police and Fire Departments to provide service.
 - Access to public transportation or the provision of transportation within the community.
 - Location near shopping which provides food stores, drugstores, and general merchandise.
 - Availability of greater level of care as a resident's needs dictate.
 - Affordability of senior housing for existing City population.
8. New residential development should incorporate both active and passive recreation areas, i.e. parks and open space for use of area residents. Such areas may include public and private parks.

COMMERCIAL AND OFFICE LAND USE POLICIES

Provide commercial areas that meet the needs of City residents in terms of location and services offered.

Commercial areas which are primarily intended to meet the needs of City residents, in terms of both location and goods and services offered shall be provided. Commercial use designations shall include the Central Business District, and General Business.

Regional Centers are not provided due to the availability of such centers in Ann Arbor and the Detroit metropolitan area. Office designations include Office/Service and Professional Office.

Objectives:

1. The Downtown Business District. The role of and uses in the Downtown Business District have continued to change over time. While a wide range of uses can be accommodated, the Downtown Business District will not be able to meet all the retail commercial needs of the City. However, the Downtown Business District will continue to be an important area focused on business' and services such as banking, offices, restaurants and specialty retail. While the function of the Downtown Business District has become more specialized by individualizing the downtown core and the downtown edge, it shall be maintained as the focal point of the community. Shared parking opportunities, allowing for mixed-uses, improved pedestrian access across Michigan Avenue and expansion of the Downtown Business District into portions of the Central Village Sub-Area would promote further commercial development. In addition, the use of upper floors of existing buildings for high density residential units shall be encouraged to provide a walkable, livable downtown area.

The future role of the Downtown Business District as a business center in the Saline community should be protected and strengthened. Its future role as a business center and its economic strength can be weakened by the development of competing commercial centers in the outlying parts of the City.

2. General Business. These areas serve the larger needs of the community for both convenience and comparison goods. Typical uses include large supermarkets, drugstores, department stores, and large specialty stores. Commercial developments which serve the convenience needs of the City are also to be incorporated in this category
3. Office/Service. These areas are designated to provide locations for low intensity uses which primarily include professional, technical, medical and business offices, banking, and the services needed to support an office environment. While Office/Service uses exhibit some characteristics of commercial land use, they generally have less impact in terms of traffic, need for utilities, and nuisance to neighboring properties.
4. Professional Office. The Professional Office designation is intended to provide areas for the offices of professional services. Such uses are low intensity in character and operate during normal business hours, produce a low volume of traffic, and serve as a compatible transition between commercial and residential areas and/or between thoroughfares and residential areas.

Professional office uses are planned and designed to be compatible with traditional and historic neighboring residential areas.

In certain areas, the Professional Office designation is intended to safeguard the unique historical heritage of the City, by allowing the re-use of historic homes while maintaining their original historic character.

INDUSTRIAL AND RESEARCH/OFFICE LAND USE POLICIES

Encourage a diversified research/office and industrial base.

A diversified research/office and industrial base shall be encouraged and shall be in areas with available utilities and access to transportation systems. *(These policies coincide with the Business/Industrial Sub-Area)*

Objectives:

1. In the past, the use of the industrial parks has been confined to industrial, research/office and warehousing uses exclusively. A complimentary mix of uses will be promoted.
2. Heavy industrial, manufacturing, and processing uses shall be limited to areas where effects to non-industrial properties will be minimized, i.e. within existing industrial parks, or other areas that are not adjacent to residential land use.
3. Buffer and screens, transitional uses, landscaping and sufficient setbacks between residential and industrial, research and office developments shall be provided.

TRANSPORTATION POLICIES

Plan and provide a safe and efficient vehicular transportation network.

A vehicular transportation network which accommodates the safe and efficient movement of people and goods within and through the City shall be planned and provided. The City of Saline has agreed to work with the Ann Arbor Transit Authority in its objectives regarding regional transit improvements/opportunities. Road improvement priorities shall be based upon a hierarchy established by the function each road serves. The allocation of improvement dollars shall give priority towards roads which function to benefit the greatest number of residents or provide the greatest economic benefit to the City. (See Thoroughfare Plan, p. 49)

Objectives:

1. Encourage the development of an efficient and functional road system.

2. The City shall work proactively with regional agencies to develop an alternative east-west route to the north and/or south of Saline. And, also other north-south routes to provide adequate transportation circulation in and around the City. (*Outlying Areas & Regional Issues Sub-Area*)
3. Encourage grid patterns for new development or infill projects to provide pedestrian access and reduce traffic congestion.

Promote a pedestrian and non-motorized transportation network.

A planned pedestrian and non-motorized transportation network should be promoted and aggressively pursued throughout the City consisting of sidewalks within neighborhoods and multi-purpose paths connecting neighborhoods with other community facilities and focal points including City Parks.

The City of Saline Non-Motorized Transportation Plan, updated in 2016, addresses non-motorized and pedestrian transportation in a comprehensive and extensive manner. By reference the Master Plan incorporates the findings, goals and policies, and implementation of the 2016 plan.

MUNICIPAL SERVICE EXPANSION POLICIES

From time to time, and under mutual consent between the City of Saline and adjacent townships, the municipal boundaries of the City may expand. Municipal expansion of the City boundaries will typically occur in relation to a corresponding extension of sewer and water facilities into underserved areas of adjacent Townships.

The City's water and sewer systems were designed to serve City property within the present boundaries of the City. The City has made a significant investment in building the capacity, quality, and reliability of the water and sewer systems to serve existing areas of the City. Due to the significant investment in these facilities, the City will carefully consider the following general guidelines in accepting potential municipal service expansions:

Urban Development Areas (UDA's) are mutually agreed upon geographic areas used for guiding growth between the City and adjacent townships. Within the UDA boundary, municipal services could be available; outside of the boundary, services would not be available.

UDA's as defined within this plan are intended to control and guide the possible extension of municipal sewer and water into pre-planned areas and thus control and guide growth.

The City will consider the following general guidelines in accepting potential municipal service expansions:

1. When mutually beneficial, work with surrounding communities in developing appropriate UDA's that may include the extension of municipal sewer and water services. Such agreements can be beneficial to both communities regarding economic development and the addition of new tax base.
2. To promote an orderly growth area from the City of Saline into adjacent municipalities, any area planned as UDA must be adjacent to and contiguous to the current City of Saline municipal boundaries. The "leapfrogging" of Township areas to provide municipal services which create an island UDA within a Township will not be considered by the City. The idea of contiguous development requires that municipal services expand from one fully-developed area to the next adjacent area.
3. The development of one or more urban development areas (UDA's) shall only occur with appropriate municipal agreements between the City and any adjacent municipality(ies). There are several tools available to allow such annexation agreements between communities including PA 425 – Transfer of Property, PA 8 – Transfer of Functions and Responsibilities Act, and PA 7 – Urban Cooperation Act. In addition to these tools it is recognized that there are other types of agreements that can be pursued if mutually beneficial between parties.
4. It shall be the policy of the City that land included within an urban development area be ultimately brought under the jurisdiction of the City of Saline. This includes, but is not limited to, control of planning and zoning within the area. It is encouraged that representatives from the City of Saline initiate discussions with representatives from Lodi and Saline Townships regarding the formation of a Joint Planning Commission; this is permitted under P.A. 226 of 2003.
5. Zoning within UDA's will be established based in part upon an agreement between the City and the adjacent municipality. As a UDA is developed a master plan amendment shall be required to provide for thoughtful procedure that complies with the approval and adoption procedures for a Master Plan amendment as contained in the Michigan Planning Enabling Act, PA 33 of 2008. Zoning of the UDA would then follow the Master Plan amendment.
6. The City shall undertake and/or require studies to determine the estimated water and sewer demand of proposed areas to be included within an urban development area and the City's ability to service such demand.
7. Where expansion of facilities is proposed, the City shall require developers to provide a negotiated monetary amount to offset the cost of the extension of

water and sewer service as well as the cost of expanding and providing water treatment and distribution capacity and wastewater treatment capacity.

As shown on Figure 3, two potential residential UDAs have been identified within Lodi Township, adjacent to the City of Saline. The 2016 Saline Township Master Plan identifies an area in the far northeast corner of the Township, adjacent to City boundaries, that is identified as an “urban service area” that includes residential, open space and mixed use business.

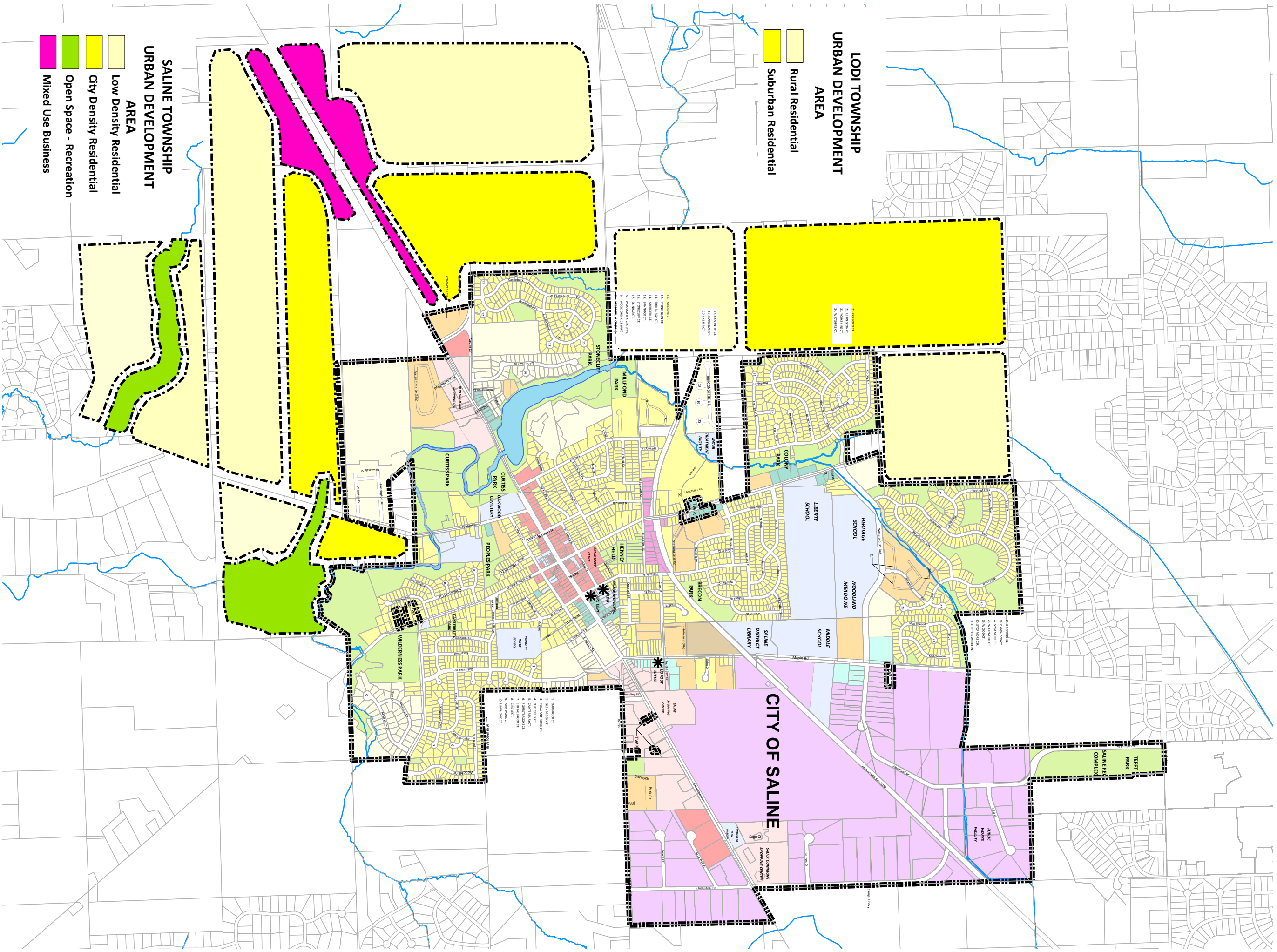


Figure 3

PROPOSED USES

URBAN DEVELOPMENT AREAS

City of Saline, Washtenaw County, Michigan



03-17-2017

Carlisle/Wortman Associates



While the method of municipal expansion would have to be determined, Saline Township notes the potential of a PA 425 agreement.

The Lodi Township Master Plan also identifies an area adjacent to the City of Saline as a “municipal service area”. This area includes portions of Section 26 and 35 of Lodi Township. While the method of municipal expansion would have to be determined, Lodi Township has also noted in their Master Plan the potential of a PA 425 agreement.

The future land use categories shown as a part of the UDAs are in general conformance with the categories and uses proposed within the Saline and Lodi Townships' Master Plans. Where municipal services are extended to serve portions of the Saline and Lodi Townships' UDAs, land use should follow the City Master Plan as shown in Figure 2 and be zoned to be in conformance with these categories.

York Township has planned for low-density agricultural land adjacent to the City so there is less of a likelihood that an urban development area (UDA) will be located there. As Pittsfield Township has its own municipal services, it is unlikely that a formal urban development area would be needed for the extension of municipal services.

The City of Saline Master Plan does not propose or plan for future UDA's outside of the ones identified with Saline and Lodi Townships. In the absence of a formal UDA or transfer agreement for other adjacent Townships all area surrounding the City of Saline are planned for Low Density Residential and if brought into the City would be zoned to correspond to this category.

NATURAL RESOURCE AND OPEN SPACE POLICIES

Integrate natural resources into an open space system.

An element of the City's Master Plan and Policies is the integration of natural resources and features such as wetlands, woodlands, flood plains, surface waters and steep topography into an open space system for the enjoyment of current and future generations. Wetlands are characterized by saturation with water as the dominant factor determining the nature of soil development, and the types of plant and animal communities living in the soil and on the surface. Woodlands, however, are a low-density forest, forming open habitats with plenty of sunlight and limited shade. Woodlands may support an understory of shrubs and herbaceous plants including grasses.

Objectives:

1. The open space plan should be considered in its totality as a combination of privately and publicly owned properties.
2. The Saline River corridor, including the river flood plain, and adjacent wooded areas, is a principal element of the open space plan. The Saline River should be

utilized to its maximum potential as a recreational resource for the Saline community, consistent with its natural beauty and capabilities. Integrated with the Saline River as part of the open space system are the Wood Outlet Drain, Pittsfield Drain #5, and other appropriate contiguous natural areas.

3. Poor soil areas, such as wet, organic soils, should be retained in their natural condition, and integrated with the planned open space system.
4. Flood hazard areas and wetlands should be incorporated into the open space system.
5. The open space system and storm drainage system should be integrated to utilize natural water storage areas, and to utilize natural creek corridors as a means of conveying storm water runoff to the Saline River or other discharge areas.
6. The continued education of citizens through the development of community resources geared to explain utility capacity, existing infrastructure and the importance of low-impact development techniques.

Protect and enhance wetland, woodland, water resources, drainage systems, and open space.

The protection and enhancement of wetlands, woodlands, ground and surface water resources and drainage systems and open space shall be a key consideration in land use and development decisions.

Objectives:

1. Wetlands shall be considered in the following manner:
 - The protection of wetlands is essential to the preservation of water quality stabilization of stormwater runoff, promotion of groundwater recharge and provision of plant and wildlife habitats.
 - The specific boundaries and the special significance of each wetland area must be determined at the time of a development review. One of the highest priorities is to preserve previously undisturbed wetlands in their natural state.
2. Woodlands shall be considered in the following manner:
 - Woodland conservation is important to protect water, soil and air quality, mitigate noise pollution, moderate local climate and storm hazards, preserve wildlife habitat, and preserve aesthetic values and community beauty.
 - Development which is permitted in and around wooded areas should be planned, constructed, and maintained so that existing healthy trees and native vegetation are preserved. The objective should be to preserve native trees rather than to rely on removal and subsequent replanting. The diversity of

woodland areas should be protected to ensure the long-term stability and variety of the species preserved.

3. Groundwater resources shall be protected through a wellhead protection program which shall include:
 - Groundwater recharge areas replenish water levels in underground storage areas and supply water to lakes, rivers, and streams. Although much of the City is served with central water, the source of that water is groundwater. Therefore, the retention and protection of groundwater resources is highly important. Since groundwater resources extend beyond City boundaries, County and regional cooperation will be necessary to effectively manage this problem.
 - Groundwater resources should be protected from pollution by controlling uses which discharge wastes into the hydro geologic cycle. It is equally critical to monitor and discourage uses which handle or produce hazardous materials. Land grading should be controlled to retain the water holding characteristics of the land. Vegetation essential to the water holding characteristics should be preserved or, where necessary, enhanced as part of a development program.
4. Drainage systems shall be considered in the following manner:
 - Protection of soils, woodlands, and wetlands within a watershed and proper management of land use and development are essential to the proper management of storm drainage.
 - Natural vegetation and topographical features along stream corridors and waterways should be preserved. Uses along the stream channel should be restricted to those which minimize topographical disturbance leading to the increased runoff, sedimentation and degradation of water quality.
 - Following development of a site, surface water runoff should meet or exceed current standards of the Washtenaw County Drain Commission. Stormwater management prevents stream overloading and long-term erosion resulting from uncontrolled, high velocity discharges.

INTERGOVERNMENTAL COOPERATION POLICIES

Promote effective working relationships between the City, surrounding communities, and the Saline Area Schools.

Objectives:

1. Planning issues which are integral to the discussion between the various bodies should include:

- The delineation of realistic City boundaries which would facilitate the provision of City services and allow for a reasonable level of additional growth through planned urban development areas.
 - The coordination of road improvements, traffic patterns, and traffic control.
 - The improvement of pedestrian connections across municipal borders.
 - The coordination of multi-modal forms of transportation, including pedestrian, dedicated bike lanes, and public transit.
2. The Washtenaw Area Transportation Study should be consulted regarding transportation issues of regional significance.

FUTURE LAND USE PLAN

INTRODUCTION

As indicated throughout this document, the Master Plan is more than a series of maps. The Master Plan establishes a direction for the future of the City through goals, policies and graphic representation. Planning strategies, represented in both graphic and narrative form, identify the more specific manner which goals and policies are to be implemented.

SALINE SUB AREA PLAN

In addition to the overall land use plan and the future land use categories the City was divided into the following five (5) sub areas:

- Business/Industrial Sub Area
- Central Village Sub Area
- Michigan Avenue Sub Area
- City Residential Sub Area
- Outlying Areas & Regional Sub Area

The following pages address issues related to land use, land preservation, transportation, and community facilities and services for each sub area. The preferred land use arrangement, the specific development strategies, and site design guidelines for each sub area are also discussed.

BUSINESS/INDUSTRIAL SUB AREA

Characteristics:

- Existing land uses are primarily industrial, with general commercial uses in proximity to E. Michigan Avenue, and a small area of recreation in the far northern portion of the sub area.

- Adjacent to Pittsfield and York Townships.
- Encompasses the Faurecia Plant, (former ACH facility), the City's industrial parks, Tefft Park, Saline Recreation Complex, Public Works Facility, Sauk Commons Shopping Center, The Oaks Shopping Center, Saline Shopping Center, and Rentschler Farm Museum.
- The Michigan Avenue corridor is a primary feature within this sub area.

Development Strategies:

1. Consider complimentary uses within the City Industrial Parks. A complimentary mix of uses will be promoted.
2. Continue to encourage a diversified research/office and industrial base within this area.
3. Along the Michigan Avenue corridor, discourage the spread of narrow, linear (strip commercial) patterns, and encourage clustered commercial developments.
3. Business retention and attraction is a primary strategy within this sub area.
4. Encourage non-motorized transportation through the establishment of a pedestrian and bicycle safety path system linking residential areas with park, school and shopping facilities, and other pedestrian and bicycle paths.

Design Guidelines:

1. Appropriate buffers, transitional areas, landscaping and sufficient setbacks should be provided between residential and industrial, research and office developments.
2. Enhance the aesthetics of the City Industrial Parks to make these areas more attractive for prospective business.
3. Encourage Low Impact Development (LID) techniques for stormwater management.
4. Encourage Leadership in Energy in Environmental Design (LEED) techniques for architecture and site design.

CENTRAL VILLAGE SUB AREA

Characteristics:

- Existing land uses include primarily city density residential, low density residential, mixed use, and public/quasi-public.
- The focal point of the community contains the Union School building, Saline City Hall, and the Historic Train Depot Museum.
- The Central Village Sub Area is bisected by Michigan Avenue.
- Represents the older historic neighborhoods within the City.
- The density of this sub area ranges between three (3) and five (5) units per acre.

Development Strategies:

1. Encourage non-motorized transportation through the establishment of a pedestrian and bicycle safety path system linking residential areas with park, school and shopping facilities, and other pedestrian and bicycle paths, specifically between U.S. 12 and Henne Field.
2. Encourage expansion of the central business district into portions of the Central Village Sub Area to promote additional commercial development opportunities.
3. Preserve and enhance the historic character of the central village sub area.
4. Establish parks in proximity to higher density population areas to meet the needs of the residents.
5. Multiple family residential developments should be located in close proximity to existing high density or multiple family developments where infrastructure is capable of additional development.

Design Guidelines:

1. Allow for shared parking opportunities limiting the number of surface lots.
2. Allow for mixed-uses, such as upper floor residential units in order to encourage a walkable and livable downtown area.
3. Provide appropriate architectural standards for new developments maintaining the architectural integrity of the downtown as it relates to this sub area.
4. Encourage Low Impact Design (LID) techniques for stormwater management.
5. Encourage Leadership in Energy in Environment Design (LEED) techniques for architecture and site design.

MICHIGAN AVENUE SUB AREA

Michigan Avenue is the backbone of the Saline community. The corridor is the economic engine and the visual identity of the City. Virtually all retail opportunities occur on or near Michigan Avenue. Local business growth is to be concentrated and encouraged within this sub area.

Characteristics:

- The Michigan Avenue sub area is the visual identity of Saline.
- Existing land uses include primarily downtown business/retail, general commercial, public/quasi-public, residential and professional office.
- Main east/west corridor through the City.
- Surrounded by all the residential sub areas.
- Encompasses most of the central business district.
- Considered a "traditional" downtown district.
- Historic architectural character including "zero lot lines".

Development Strategies:

1. Discourage the spread of strip commercial development patterns.
2. Encourage clustered commercial developments.
3. Encourage the use of upper floors to be converted into residential uses.
4. Preserve the historic context of the district, particularly in the design of new developments using.
5. Encourage non-motorized transportation through the establishment of a pedestrian and bicycle safety path system linking residential areas with park, school and shopping facilities, and other pedestrian and bicycle paths.
6. Consider vehicular and pedestrian improvements at all intersections within the Michigan Avenue sub area.
7. Consider the goals and objectives referenced in the 2007 Urban Design Plan (Quinn Evans).

Design Guidelines:

1. Allow for shared parking opportunities limiting the number of surface lots.
2. Allow for mixed-uses, such as upper floor residential units as to encourage a walkable and livable downtown area.
3. Provide appropriate architectural standards for new developments using form based code design standards while maintaining the historic integrity of the community.

4. Encourage Low Impact Design (LID) techniques for stormwater management.
5. Encourage Leadership in Energy in Environmental Design (LEED) techniques for architecture and site design.

NORTH RESIDENTIAL SUB AREA

Characteristics:

- Existing land uses are primarily city residential, public/quasi-public, multiple family residential and professional office.
- Adjacent to Lodi Township.
- Contains newer residential developments adjacent to the older central village sub area residences, Heritage School, Saline Middle School, Liberty School, Woodland Meadows, Linden Square Assisted Living and the Saline District Library.

Development Strategies:

1. Continue to control and plan for future residential growth by encouraging clustered developments preserving open space.
2. Implement policies to preserve trees, water bodies and other natural features from development.
3. Encourage new developments to preserve or create parks and open space areas for the active and passive enjoyment for the north residential sub area residents.
4. Encourage non-motorized transportation through the establishment of a pedestrian and bicycle safety path system linking residential areas with park, school and shopping facilities, and other pedestrian and bicycle paths.
5. New residential development shall respect the historic character of the City, employing design elements that strike a balance between new and existing neighborhoods.
6. Integrate new residential developments into existing neighborhoods where possible, connecting streets, pedestrian walks, and open spaces/parks.
7. Consider potential development opportunities for land not designated as park or open space.

Design Guidelines:

1. Future residential development shall be designed to minimize conflicts between the residential use and increasing traffic volumes on thoroughfares and collector streets.

2. Provide appropriate architectural standards for new developments maintaining the historic integrity of the community.
3. Encourage Low Impact Development (LID) techniques for stormwater management.
4. Encourage Leadership in Energy in Environment Design (LEED) techniques for architecture and site design.

WEST RESIDENTIAL SUB AREA

Characteristics:

- Existing land uses are primarily city residential, low density residential, public/quasi-public, and open space/recreation.
- Adjacent to Lodi and Saline Townships.
- Contains newer residential developments adjacent to the older central village sub area residences, the Evangelical Home of Michigan, Mill Pond Park, and Stonecliff Park.

Development Strategies:

1. Continue to control and plan for future residential growth by encouraging clustered developments preserving open space.
2. Implement policies to preserve trees, water bodies and other natural features from development.
3. Encourage new developments to preserve or create parks and open space areas for the active and passive enjoyment of the west residential sub area residents.
4. Encourage non-motorized transportation through the establishment of a pedestrian and bicycle safety path system linking residential areas with parks, schools and shopping facilities, and other pedestrian and bicycle paths.
5. New residential development shall respect the historic character of the City, employing design elements that strike a balance between new and existing neighborhoods.
6. Integrate new residential developments into existing neighborhoods where possible, connecting streets, pedestrian walks, and open spaces/parks.
7. Consider housing opportunities designed for the elderly.
8. Consider potential redevelopment/reuse opportunities for Evangelical Homes of Michigan site on Russell Street.

Design Guidelines:

1. Future residential development shall be designed to minimize conflicts between

the residential use and increasing traffic volumes on thoroughfares and collector streets.

2. Provide appropriate architectural standards for new developments maintaining the historic integrity of the community.
3. Encourage Low Impact Design (LID) techniques for stormwater management.
4. Encourage Leadership in Energy in Environmental Design (LEED) techniques for architecture and site design.

SOUTH RESIDENTIAL SUB AREA

Characteristics:

- Existing land uses are primarily city residential, low density residential and open space/recreation.
- Adjacent to Saline and York Townships.
- Contains Wilderness Park, Peoples Park, Curtiss Park, Salt Springs Park, Oakwood Cemetery, and Pleasant Ridge School.

Development Strategies:

1. Continue to control and plan for future residential growth by encouraging clustered developments preserving open space.
2. Implement policies to preserve trees, water bodies and other natural features from development.
3. Establish parks and open space areas for the active and passive enjoyment of the south residential sub area residents.
4. Encourage non-motorized transportation through the establishment of a pedestrian and bicycle safety path system linking residential areas with park, school and shopping facilities, and other pedestrian and bicycle paths.
5. New residential development shall respect the historic character of the City, employing design elements that strike a balance between new and existing neighborhoods.
6. Integrate new residential developments into existing neighborhoods where possible, connecting streets, pedestrian walks, and open spaces/parks.
7. Consider housing opportunities designed for the elderly, and the capabilities of the Police and Fire Departments, and public transportation.
8. Encourage additional park development for both active and passive users.

Design Guidelines:

1. Future residential development shall be designed to minimize conflicts between the residential use and increasing traffic volumes on thoroughfares and collector

streets.

2. Provide appropriate architectural standards for new developments maintaining the historic integrity of the community.
3. Encourage Low Impact Design (LID) techniques for stormwater management.
4. Encourage Leadership in Energy in Environmental Design (LEED) techniques for architecture and site design.

OUTLYING AREAS AND REGIONAL ISSUES SUB AREA

Characteristics:

- This sub area is inclusive of Lodi, Pittsfield, Saline and York Townships, the County of Washtenaw, and the State of Michigan.
- Immediately adjacent to the City, the surrounding area is primarily low density residential and undeveloped.

Development Strategies:

1. Coordinate with regional agencies to develop an alternative east-west route to the north and/or south of Saline.
2. Coordinate with regional agencies to develop alternative north-south routes to provide adequate transportation circulation in and around the City of Saline.
3. Consider the delineation of realistic City boundaries which would facilitate the provision of City services and allow for a reasonable level of additional growth.
4. Coordinate road improvements, traffic patterns and traffic control with appropriate regional agencies.
5. Coordinate the improvement of pedestrian connections across municipal borders.
6. Coordinate multi-modal forms of transportation throughout the region, including pedestrian, dedicated bike lanes, and public transit.
7. Evaluate fees and charge policies for recreation programs and services and work to increase program cost recovery.
8. Discuss the equitable distribution of non-residential tax base throughout the Saline Area School District with the appropriate regional agencies.

Design Guidelines:

1. The Regional Planning Guidelines of the Saline Area Sustainability Circle provide a broad framework of regional cooperation. This framework should be proactively coordinated when land use issues facing the City have a regional influence.

2. The Saline Area Sustainability Circle Communities Regional Plan Map should be proactively coordinated when land use and zoning issues are adjacent to neighboring communities and may affect those communities.
3. Encourage the use of Low Impact Design (LID) techniques for stormwater management.
4. Encourage Leadership in Energy in Environmental Design (LEED) techniques for architecture and site design.

LAND USE PLAN

The Land Use Plan Map, provided on Figure 4, serves as a graphic representation of the City's goals and policies. The Land Use Plan Map is not a zoning map, but rather a generalized guide to the desired future land use patterns both within the City and in the Township areas which are contiguous to the City.

When preparing the plan, the following factors were considered: public input through the City-wide Planning Fair, previous planning studies, existing development patterns, demographic trends, regional influences, sewer and water service areas, natural resource conditions, and street patterns.

LAND USE PLAN CLASSIFICATIONS AND STRATEGIES

The following defines the intent of each land use plan category:

Low Density Single Family Residential – provides for density not to exceed three (3) dwelling units per one (1) acre and is planned for areas compatible with existing low density development patterns both within the City and adjacent Townships. Such areas are also planned as low density as a consideration to potential impacts on natural resources, roads, and utilities.

Several parcels, both within and outside of the City boundaries are planned for low density single family residential. The most significant areas are in the western, northwestern and southwestern portion of the City, adjacent to Saline and Lodi Townships. Low densities are planned in these areas to protect an extensive wetland system associated with the Wood Outlet and Saline River watersheds. Furthermore, low density is planned to lessen the impact on Saline-Ann Arbor Road and Saline Waterworks Road.

The other significant areas designated for low density residential are in the southern and southeast portions of the City and adjacent areas of York Township. These areas are also affected by wetlands associated with the Warner Drain and Saline River. Furthermore, low density development would reduce the potential traffic impacts on Willis Road leading into the City.

City Density Single Family Residential – provides for over three (3) but not more than five (5) dwelling units per one (1) acre and is planned for areas compatible with existing medium to high density development and most capable of supporting additional development due to the availability of utilities, existing natural resource conditions, and the adequacy of roads. Such areas are intended to serve in some cases as a transition between low and multiple family density areas. Most areas designated for City density residential are in existing developed areas.

Multiple Family Residential – intended to provide for multiple family dwelling units at a density ranging from ten (10) to fifteen (15) units per acre depending on site conditions. Multiple Family Residential is planned for areas compatible with existing multiple family development, utilities, and direct access to roads with acceptable available capacity.

Most of the areas designated for multiple-family are confined to existing developments. Additional area designated for multiple-family is located on the north side of Bemis Road adjacent to either existing or planned commercial land uses.

Mobile Home Park Residential – intended to provide for mobile home parks within existing locations in the City. No new Mobile Home Park Residential areas are planned for the City of Saline. It is important to note not only the existing Saline City Mobile Home Park located on the west side of Maple Road, but also the newer mobile home development (River Oaks) located in Saline Township just west of the City limits. When both mobile home developments are considered, the Saline area is well served by mobile home park residential.

General Business – intended to provide suitable locations for general retail and service establishments. Uses typically found include larger supermarkets, discount stores, department stores, appliance and furniture stores, and specialty shops. These types of land uses rely on a larger market area and can provide either convenience and/or comparison goods. General Business may take the form of either a shopping center or groups of buildings sharing common access, architectural style and design elements.

The General Business designation also includes special retail and service uses, such as garden sales, building supplies, and auto dealerships. These types of commercial uses are generally developed along major roads. Usually, the types of business activities located in such a general business district are not related to each other and consequently need not be compatible in terms of their ability to strengthen customer drawing power.

General Business land use is intended to provide for both convenience and comparison needs. Very little new area is planned for general commercial due to the current amount which is already available and the proximity to shopping in Ann Arbor.

The largest area planned for general commercial is along East Michigan Avenue. While this area is extensive, it is also designated as a Special Planning Area (SPA and SPA-1) in the Zoning Ordinance and is subject to relative strict land use regulation.

The second smaller area is along West Michigan Avenue at the western entry of the City. While not subject to the same regulation as East Michigan Avenue, the quality and character of development in this area should also be an important concern.

Central Business District – exclusive to the commercial center of the City of Saline. This designation is intended to promote the center of the City as a special business area offering a range of convenience commercial, specialty shops, personal services, restaurants, offices and banking uses. In addition, the use of upper floors for high density residential is encouraged to help promote a livelier active atmosphere bringing people and activities to the heart of the City.

The Central Business District (CBD) shall be maintained as the focal point of the community. The CBD is found along Michigan Avenue generally between Mills Road to the west and S. Harris Street to the east. The designation is bounded roughly to the north by McKay Street and to the south by Henry Street.

The CBD has been in a continual state of evolution since its early role as the sole provider of goods and services to residents. However, the CBD can no longer meet all of the traditional commercial needs of the City.

The current and future role of the CBD is as a mixed-use center of specialty commercial, office, restaurant, service, and high-density residential uses. As important as the uses in the CBD, are the other elements which make up the CBD. The pedestrian and vehicular activity, character and scale of the buildings, sidewalks and lighting, street trees, signs and canopies are all elements that, when combined, define the CBD. Future planning activities must consider all the elements in combination.

As noted above, the CBD is planned as a truly mixed-use designation that promotes a wide variety of land uses including upper story housing. Two studies provide significant insight to the type of desired development as well as the direction of CBD in the future:

- Saline Downtown Blueprint – 2005 (Hyatt, Palma)
- Urban Design Plan – 2007 (Quinn Evans)

Both plans emphasize the need for mixed-use planning including upper floor residential, improved pedestrian access, and a variety of land uses.

Professional Office – provides areas for such low intensity uses as the offices of doctors, dentists, engineers, attorneys and other similar professionals.

The Professional Office designation is intended to provide a compatible transition between commercial and residential areas and/or between thoroughfares and residential areas.

Several areas are designated as Professional Office, primarily along North Ann Arbor-Saline Road and East Michigan Avenue. These designated areas provide a land use

transition between residential land use and major thoroughfares and/or commercial land use.

Office-Service – intended to provide locations for uses which primarily include office and technical uses, and business and personal services uses which are dependent on and supportive of an office environment.

Office Service is intended for larger sites than the Professional Office designation, but where there still may be a need to provide for a compatible transitional use between commercial and residential areas and/or between thoroughfares and residential areas.

The Office Service designation is not intended to permit commercial retail uses that generate a large traffic volume. A limited range of business and service uses are included for the benefit of office personnel, tenants and visitors, provided offices and technical uses remain the predominant use with this designation.

Two areas are designated for Office Service. An area adjacent to the current City boundaries on West Michigan Avenue has been designated to provide a smooth transition between commercial land use to the east and residential to the west. Furthermore, such a designation is in keeping with both City and Township policies to prevent the spread of strip commercial along West Michigan Avenue. A second small area has been designated at the southeast corner of Maple Road and Woodland Drive to provide an area of support services near the industrial parks.

Industrial – considered warehousing, research, laboratory and light manufacturing. Such uses are intended to be enclosed within a building and external effects are not to be experienced beyond their property boundaries. Outdoor storage is intended to be minimal. Such areas should be located on roads capable of adequately accommodating necessary truck traffic, and should be separated from residential areas where external effects might be present.

Industrial land use patterns are very well established in the City of Saline. With some minor exceptions, the City has concentrated industrial activity in the northeast portion of the City along Michigan Avenue, Industrial Drive, Woodland Drive, and Tefft Court.

Current industrial areas are well planned because of the access to transportation routes, capability for expansion of individual uses, and relative isolation from existing residential areas. Because the City is fortunate to have such an area, it is important that the planned industrial areas be strictly reserved for industrial use. Intrusion by commercial uses, for example, should be avoided.

Public/Institutional – intended to accommodate both Public and Quasi-Public uses such as public buildings, schools, and other public facilities including City sewer and water facilities. New Public/Institutional areas are not proposed.

Open Space –Recreation – intended to provide public and private parks, recreation and open space systems which preserve and enhance the character of the City. Protection and preservation of these areas will ensure maintenance and enhancement of the natural characteristics of the City while at the same time broadening recreational opportunities in appropriate areas.

Mixed Use – is proposed to create a flexible environment in which a variety of activities that may be mutually supportive can be permitted. The type of uses envisioned will include office, business support services, light industrial, research, and public facilities. The Mixed-Use district would not include moderate to heavy industrial uses.

It is also the intent that any use permitted within this designation be compatible with adjacent and neighboring land uses. The type of uses envisioned will include office, business support services, limited industrial, research, public facilities and a limited amount of retail type activities.

The mixed-use area is found on the north side of Bennett Street both sides of North Ann Arbor Street. This area will have varied characteristics: office/research, limited industrial and limited retail. To a certain extent this designation reflects the existing mixed-use character of this area.

Desirable land uses and elements of the Mixed-Use Category are:

- Office/Research Use
- Limited Industrial Uses with the storage of materials outdoors strongly discouraged. These uses must be compatible with adjacent properties, especially residentially used property.
- Limited Retail of a neighborhood service type. Retail uses would include only limited facilities of no greater than 4,000 square feet in area and are intended to serve the residential and non-residential uses within the immediate area. Properties within the Mixed-Use Category that directly abut residentially zoned or used property are not appropriate for limited retail uses.
- The idea of an open-air seasonal “Depot Area-Farmers Market” use would fit into the Mixed-Use designation nicely. It would be the intent that this type of use would be organized and operated by the City of Saline.

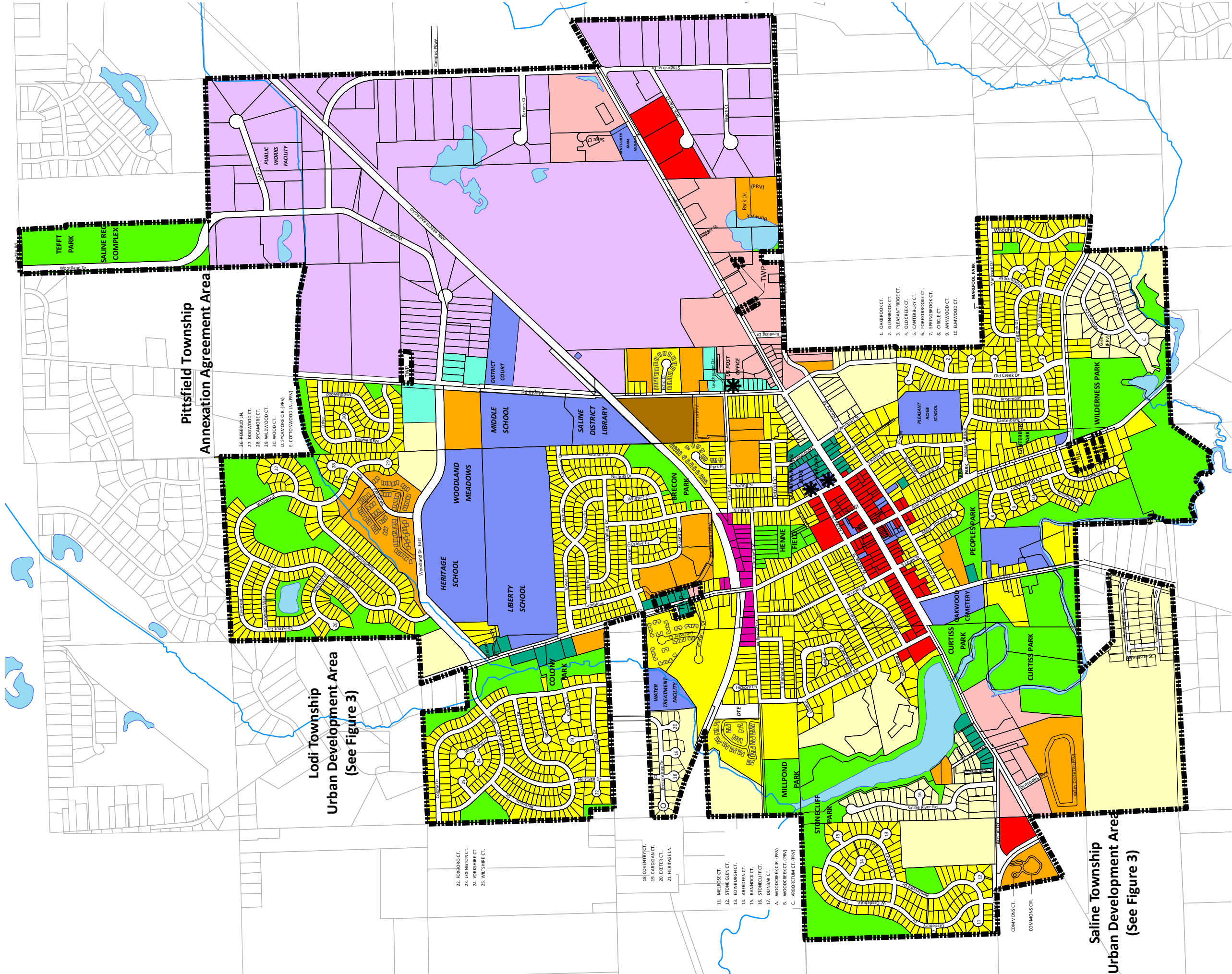
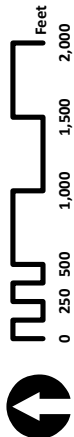


Figure 4

FUTURE LAND USE

City of Saline, Washtenaw County

- | | |
|-----------------------------|---------------------------|
| Low Density Residential | Central Business District |
| City Density Residential | Office - Service |
| Multiple Family Residential | Professional Office |
| Mobile Home Park | Industrial |
| Public | Open Space - Recreation |
| General Business | Mixed Use Business |



THOROUGHFARE PLAN

The purpose of the City's street network is to provide for the safe and efficient movement of people and goods within and through the Community. Adequate roads are essential to the conduct of commerce and daily activities. The automobile will continue to be the dominant mode of transportation due to scattered land use patterns, population densities and personal preferences. However, energy availability and cost will make non-motorized transportation more attractive, a factor which must be considered in future planning (see Figure 7, p. 49).

There exists a strong interrelationship between the road system and land use patterns. The type of pattern of land use will strongly influence traffic volumes along a given road. Likewise, adequacy of a road may determine the type of adjacent land development that occurs. Therefore, the benefit of the Thoroughfare Plan is to assist in establishing priorities for future road improvements based on the function a roadway serves.

Roads are classified as follows:

- Interstate – Provides major “through traffic” between municipalities and states.
- Principal Arterial Roads – Primary function is to carry relatively long distance, through travel movements and/or to service important traffic generators, i.e. airports or regional shopping centers.
- Minor Arterials – Like Principal Arterial Roads, with trips carried being shorter distance to lesser traffic generators.
- Collector Roads – Funnel traffic from residential or rural areas to arterials. Collector Roads also provide some access to property.
- Local Roads – Primary function is to provide access to property, i.e., residential neighborhoods or rural areas.

The above classifications correspond to the National Functional Classification map for Washtenaw County used by the Michigan Department of Transportation Bureau of Transportation Planning. The road classification determines whether the road is eligible for federal aid. “Federal aid” roads include all principal arterials, all minor arterials, all urban collectors, and all rural major collectors.

The following describes all primary roads within the City of Saline along with their designations:

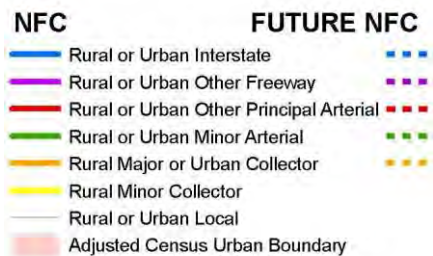
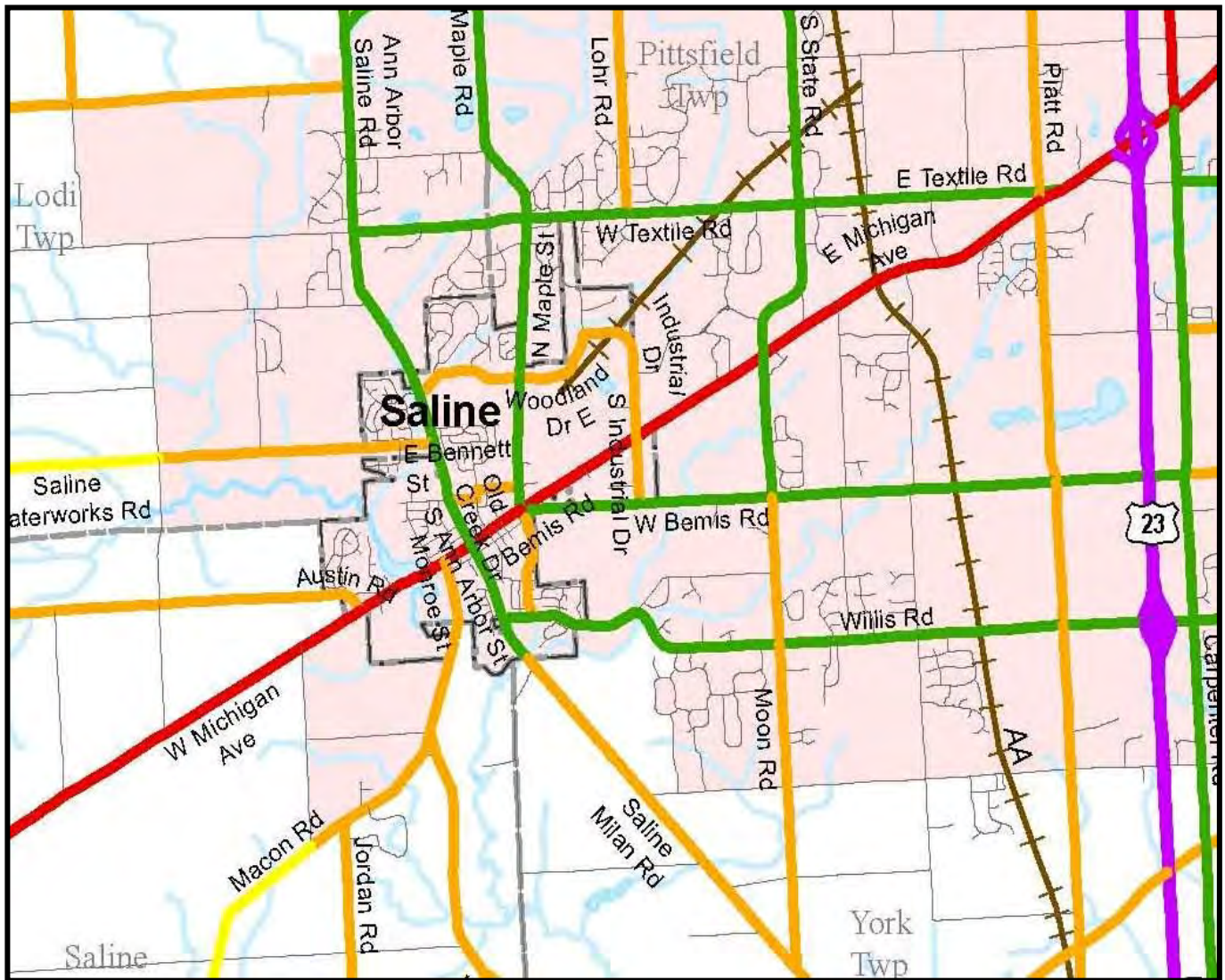
- Michigan Avenue – Principal Arterial
- Ann Arbor Street– Minor Arterial
- North Maple Street (City border to Bemis Road) - Minor Arterial
- Willis Road – Minor Arterial

- Oak Creek Drive – Major Collector
- East Bennett – Major Collector
- Austin Road – Major Collector
- Woodland Drive East – Major Collector
- S. Industrial Drive – Major Collector
- Monroe Street – Major Collector

In addition to the localized efforts, the City of Saline is an active participant with The Washtenaw Area Transportation Study (WATS); the Mayor is a committee member.

Per their website (www.miwats.org), WATS is a multi-jurisdictional agency responsible for transportation planning in Washtenaw County. The agency is mandated by Federal law to provide a continuing, cooperative and comprehensive transportation planning process, which guides the expenditure of state and federal transportation funds in Washtenaw County. WATS annually establishes project priorities for consideration by the Michigan Department of Transportation (MDOT) when programming transportation funds. In addition, WATS continually monitors the current condition of the county's transportation system, including roads, bicycle and pedestrian paths, bridges, and public transit.

Figure 6. National Functional Classification Map



ACCESS MANAGEMENT

To ensure safe management of traffic, several elements should be considered for all new development.

1. Limit the number of driveways and encourage alternative means of access.
2. Permit only one access or shared access per site unless a larger residential development (i.e. greater than 50 units).
3. Median at the east end of the corridor to direct traffic.
4. Spacing of access points is important as it is related to both signalized and non-signalized locations.
5. Locate shared driveways on the property line.
6. Provide service drives at the rear of site unless a shallow lot.
7. Consider a new traffic signal for higher traffic generating uses.
8. Design driveways to support efficient and safe traffic operations.

SAFETY PATHS

The City of Saline hopes to make it safer and easier for more people to bicycle and walk throughout the City with the establishment of non-motorized transportation facilities. This section is intended to work in concert with the City of Saline's Non-Motorized Transportation Plan and Parks and Recreation Plan.

The purpose of the Non-Motorized Plan is to articulate a vision for non-motorized transportation in the City of Saline. The plan provides a vision for a city-wide non-motorized network, a plan for non-motorized facility development, and a clear direction for the implementation of non-motorized facilities throughout the City.

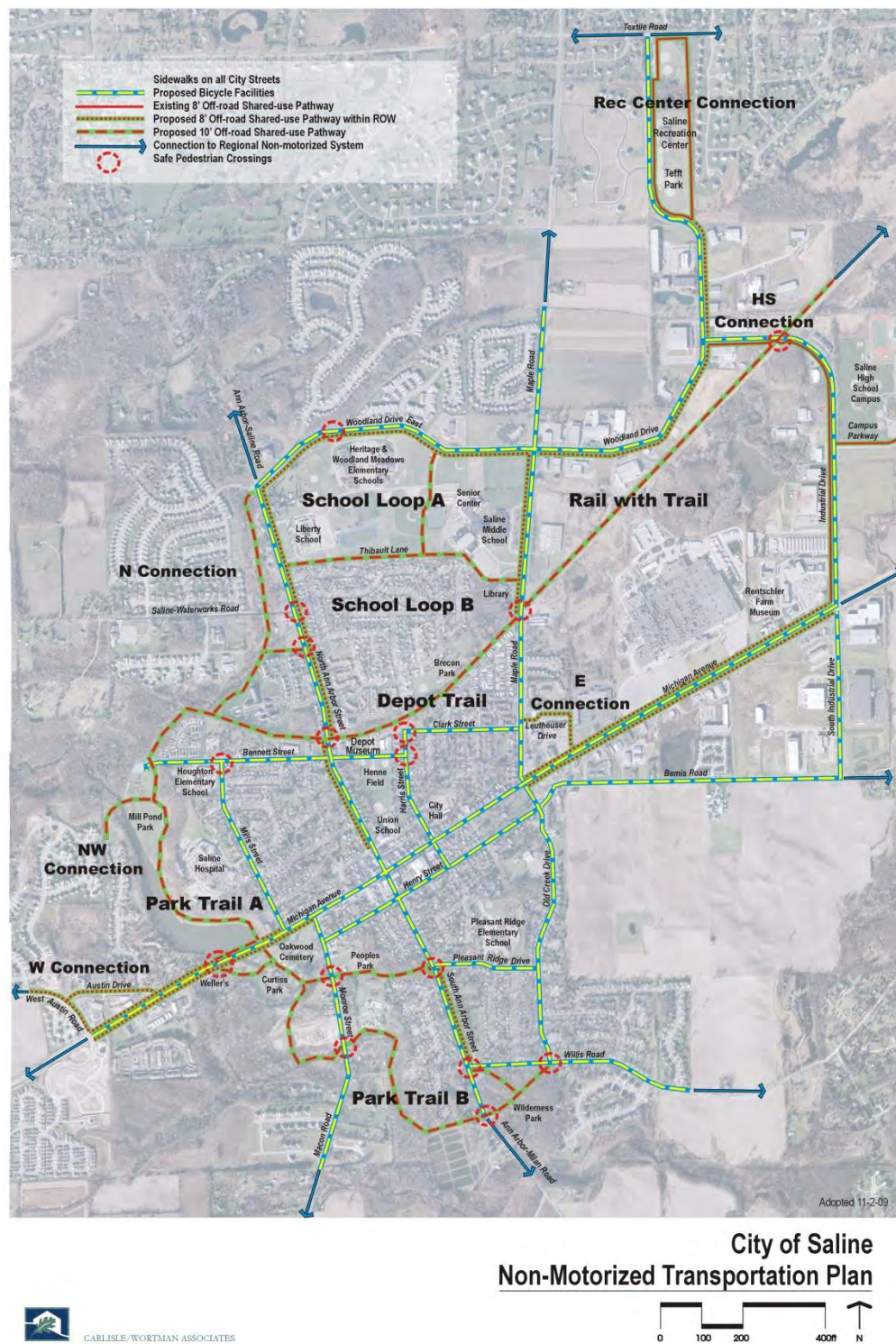
The Non-Motorized Plan is intended to guide non-motorized facility planning, design, and construction for the City of Saline. The plan is implementation oriented and utilizes community and stakeholder involvement and input. The plan is also intended to serve as a foundation for future grant applications and funding requests.

This Master Plan of the City of Saline incorporates the findings, goals and policies, and implementation of that plan.

Additionally, the City adopted a "Complete Streets" ordinance in 2010, which is intended to work in concert in implementing the Non-Motorized Plan.

Figure 7 depicts the City of Saline Non-Motorized Transportation Plan Map.

Figure 7. Non-Motorized Plan



PRESERVATION PLAN

Open Space - A key element of the Master Plan, as outlined in the Land Use Policy Section, is the integration of natural resources and features into an open space system. Several innovative zoning techniques are available to local municipalities to encourage the preservation of open space and natural features. These techniques include:

Cluster Housing - A common practice used in preserving the natural amenities of a site is by clustering. Cluster development is a development technique in which building lots may be reduced in size and buildings are sited closer together, usually in groups or clusters. The total development density does not exceed that which could be constructed on the site under conventional zoning and subdivision regulations. The additional land that remains undeveloped is then preserved as open space and recreational land.

Planned Unit Developments (PUD) – Planned Unit Development (PUD) is a frequently misunderstood term, mainly because a PUD is often envisioned as a particular type of development. The common view of a PUD is as an immense development containing every possible land use normally found within a small community. PUD's are more properly viewed as a regulatory process that can be applied to various forms of development.

Traditional zoning has developed to reduce conflicts arising from incompatible uses of land. Municipal government achieves this end by segregating the conflicting uses into different districts, and by enacting detailed requirements for the type, size, and location of buildings within each district. Although this “cookie cutter” zoning may reduce some conflicts, it is highly inflexible and tends to obstruct attempts to use property more efficiently.

Because of this inflexibility, several municipalities have adopted the concept of planned unit development (PUD). The PUD process allows for flexibility in the application of traditional zoning requirements to encourage the use of land in accordance with its character; conserve natural resources and energy; encourage innovation in land use planning; provide enhanced housing, employment, shopping, traffic circulation and recreational opportunities; and bring about a greater compatibility of design and use. In short, it is a planning driven process rather than a zoning driven process. The plan as approved by the community dictates the use of the land.

Planning Commission approval is always based on a specific plan, and the zoning ordinance must specify the conditions which create planned unit development eligibility; the participants in the review process; and the requirements and standards upon which applications will be judged and approval granted. The procedures for application, review and approval must also be stated.

Site Plan and Subdivision Plat Review Standards - Specific standards can be incorporated in the site plan and subdivision plat review process that reflect the concepts set forth in Policy 14. Such standards would be devised to encourage the preservation of natural features and open space.

IMPLEMENTATION

Once adopted, the Master Plan is the official policy guide to be used by the City Council and Planning Commission to solve the existing and anticipated community development problems identified in this document. Through text and maps, the Plan illustrates the attitude and desire of the community toward future growth and development. Further, the Plan also promotes continuity in development policy as memberships on the Planning Commission and Council change over the years.

The Plan forms the philosophical basis for the more technical and specific implementation measures. It must be recognized that development and change will occur either with or without planning, and that the Plan will have little effect upon future development unless adequate implementation programs are established. This section identifies actions and programs that will be useful if the Plan is to be followed.

A variety of programs or administrative tools are available to allow the Plan to succeed. These include:

ZONING REQUIREMENTS

Zoning is the development control that has been most closely associated with planning. Originally, zoning was intended to inhibit nuisances and protect property values. However, zoning should also serve additional purposes that include:

- Promote orderly growth in a manner consistent with the land use policies and the Master Plan;
- Promote attractiveness in the City's physical (built) environment by provided variation in lot sizes, architectural features and appropriate land uses;
- Accommodate special, complex or unique uses through mechanisms such as planned unit developments, overlay districts, or special land use permits – specifically within the CBD and industrial districts in order to allow complimentary uses;
- Guide development away from conflicting land uses (i.e. industrial uses adjacent to residential areas); and
- To preserve and protect existing land uses and significant natural features in accordance with the Master Plan.

The Zoning Ordinance and Future Land Use map themselves should not be considered as the major long range planning policy of the City. Rather, the Master Plan should be

regarded as a statement of planning policy, and zoning should be used to assist in implementing that policy.

ZONING ADJUSTMENTS

Zoning adjustments for Master Plan implementation.

- Review existing zoning and subdivision ordinances to determine whether districts, permitted uses and regulatory standards implement the policies of the Master Plan.
- Consider implementing a mixed-use overlay district and/or form-based code allowing for increased density within the CBD by allowing residential units on the upper floors, and incorporate development strategies and guidelines outlined for the Michigan Avenue Sub Area.
- Address the goals and recommendation of both the Parks and Recreation Plan and the Non-Motorized Plan.
- Review and revise the City environmental regulations and ordinances to address the goals and policies of the Master Plan Including the use of “green” building and development techniques.

Policy initiatives for Master Plan implementation.

- Utilize the UDAs as defined within this Plan to control and guide the possible extension of municipal sewer and water into pre-planned areas and thus control and guide growth.
- Develop local historic districts that are compatible with community values.
- Provide appropriate architectural standards for new developments maintaining the historic integrity of the community.

PLAN EDUCATION

Citizen involvement and support will be necessary as the Plan is implemented. Local officials should constantly strive to develop procedures and outlets, i.e. web page, that assists with **citizens'** awareness of the planning and zoning process and the day-to-day decision-making which affects implementation of the Plan. A continuous program of discussion, education, and participation will be extremely important as the City moves toward realization of the goals and objectives contained within the Master Plan.

PLAN UPDATES

The Plan should not become a static document. The City Planning Commission should attempt to re-evaluate and update portions of it on a periodic basis. In accordance with Public Act 33, the City is required to review the Plan every five (5) years to determine whether to commence the procedure to amend or adopt a new Plan. However, at the beginning of every calendar year, the Planning Commission should set goals for the review of select sections of this Plan, and, if appropriate, revise accordingly. The Master Plan should also be coordinated with the City Parks and Recreation Master Plan and Non-Motorized Plan to provide proper long-range planning for parks and recreation improvements.

APPENDIX A – BACKGROUND STUDIES

REGIONAL CONTEXT

Saline is located in south-central Washtenaw County. Its main thoroughfare is US-12, the historic Chicago-to-Detroit road. It is supported by a wide variety of business and industry, as well as its proximity to the Ann Arbor area.

Saline was first settled in 1824 by Orange Risdon, a military surveyor who purchased a 160-acre parcel. It was officially platted in 1832 and named for the salt springs found in the area. The town was incorporated as a village in 1866 and later as a city in 1931.

Saline offers a unique mix of land uses, including the following:

- Historic and newer residential neighborhoods;
- A traditional downtown centered at the junction of Ann Arbor Street and Michigan Avenue; and
- Four large industrial parks located on the east side.

The City's transportation network provides direct connections to outlying communities. The east-west route, US-12, provides access to Ypsilanti and Detroit, while the main northern routes, Ann Arbor – Saline Road and Maple Road, connects Saline to Ann Arbor, and main southern route, Saline – Milan Road, connects Saline to Milan. These routes also link to Michigan's major highways, I-94 and US-23, which provide access to Jackson, Flint, Detroit, Toledo, and places beyond.



Figure 8. – Regional Location

Figure 9. – SEMCOG Region



Washtenaw County is in the western portion of the Southeast Michigan Council of Governments (SEMCOG) region. SEMCOG is the regional planning agency that conducts planning studies and maintains a comprehensive database of information about each community it serves. It is a source for the population and land use related data included in this report.

POPULATION

Between 2000 and 2010, Saline's population grew at a rate of 10 percent, resulting in a 2010 population of 8,810 persons. Compared with most adjacent communities (see Table 1. below), Saline's population growth between 2000 and 2010 occurred at a slower rate, however higher than the county.

Table 1. – Population Comparison

	1990	2000	% Increase 1990-2000	2010	% Increase 2000-2010
<i>City of Saline</i>	<i>6,660</i>	<i>8,034</i>	<i>21%</i>	<i>8,810</i>	<i>10%</i>
Lodi Township	3,902	5,710	46%	6,058	6%
Pittsfield Township	17,668	30,167	71%	34,663	15%
Saline Township	1,276	1,302	2%	1,896	46%
York Township	6,225	7,392	19%	8,708	18%
Washtenaw County	282,937	322,895	14%	344,791	7%

Source: 2010 U.S. Census Bureau, SEMCOG Community Profile, 2012

Population projections (Table 2) from SEMCOG through 2040 indicate a leveling off or a much-reduced growth pattern for the City (3%), while Pittsfield (14%), Saline (41%), and York (16%) Townships will continue to experience substantial growth.

Table 2. – Population Projections

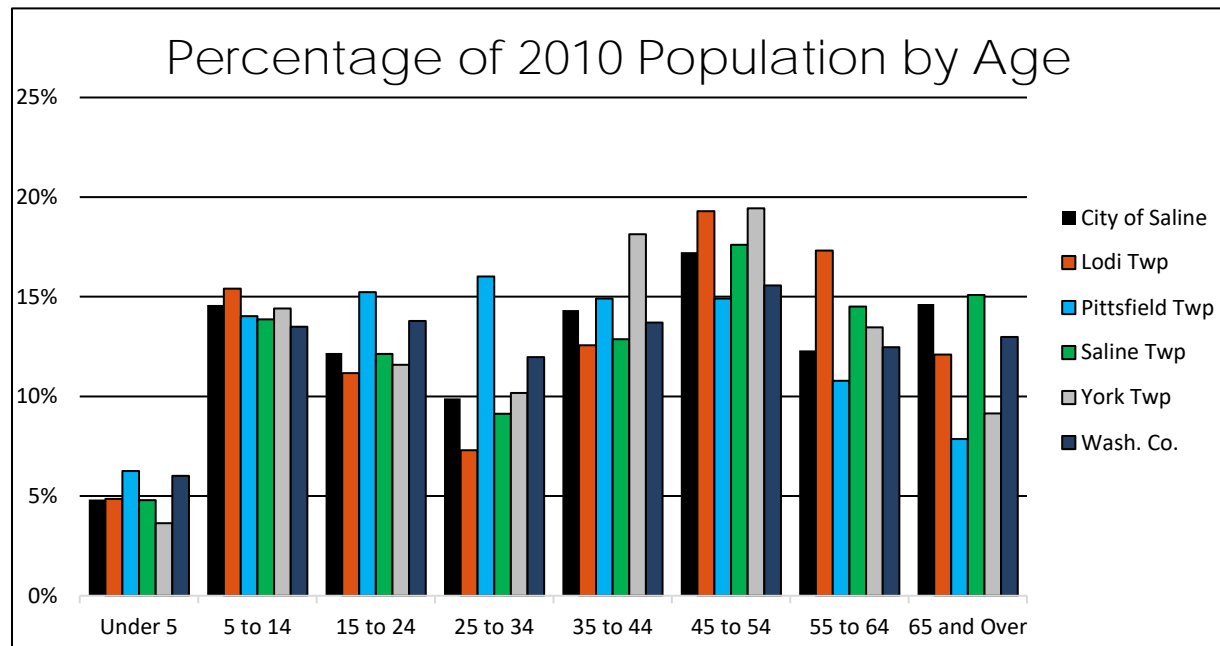
	2010	July 2015	2020	2030	2040	% Increase 2000-2040
<i>City of Saline</i>	<i>8,810</i>	<i>8,897</i>	<i>8,645</i>	<i>8,564</i>	<i>9,066</i>	<i>3%</i>
Lodi Township	6,058	6,238	5,887	5,791	6,174	2%
Pittsfield Township	34,663	38,309	36,356	37,077	39,376	14%
Saline Township	1,896	2,057	2,392	2,457	2,676	41%
York Township	8,708	9,003	9,032	9,584	10,105	16%
Washtenaw County	344,791	359,454	354,116	368,262	386,235	12%

Source: 2010 U.S. Census Bureau, SEMCOG Community Profile 2012

AGE

The median age in Saline was reported as 41.1 years by the 2010 Census which is a 14% increase from the 36-year median age reported in 2000. Figure 10 below depicts the population of the City of Saline and the surrounding townships and Washtenaw County by age group. It is clear from the graph, that all communities have the greatest percentage of population in the 45-54 age category.

Figure 10. – Percentage of Population by Age

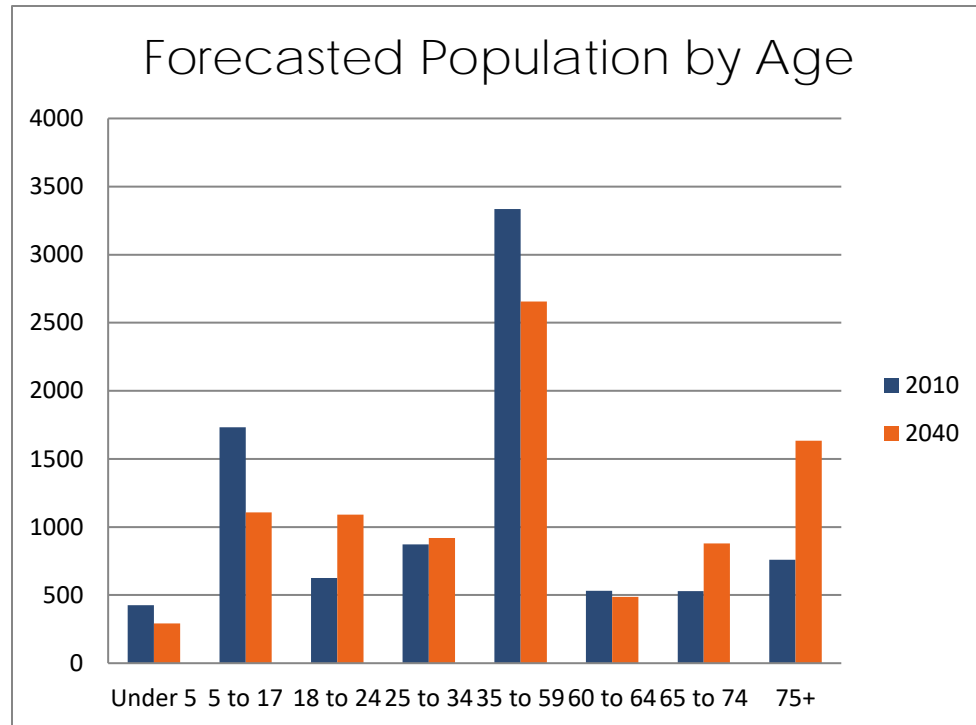


Source: 2010 U.S. Census Bureau, SEMCOG Community Profile 2012

As part of their population forecast, SEMCOG breaks down their projected population by age. This generates a forecast of how the age groups within the total population will grow/decline over the next 30 years. Figure 11 on the following page demonstrates the

projected shifts in the population by age group. The younger age groups (under 5 and 5-17) will decrease along with the 35-59 category. All other age groups represent an increase, with significant growth in both the 65-74 and 75+ age groups.

Figure 11. – *Forecasted Population by Age*



Source: 2010 U.S. Census, SEMCOG Community Profile 2012

EDUCATION

Approximately 57 percent of residents of the City have an undergraduate degree or higher. Table 3 demonstrates the comparison of education levels of Saline residents and Washtenaw County age 25 and older, and, the percent change reported from the 2000 and 2010 Censuses.

Table 3. – Education Level (Population age 25+)

	CITY OF SALINE		WASHTENAW COUNTY	
	2010	% Change 2000-2010	2010	% Change 2000-2010
Graduate/Professional Degree	19.6%	3.8%	11.5%	1.9%
Bachelor's Degree	37.6%	12.9%	17%	1.8%
Associate Degree	7.8%	-1.2%	7.7%	1.1%
Some College, No Degree	17.3%	-8.3%	23.2%	-0.1%
High School Graduate	14.7%	-3.9%	28.5%	0.2%
Did Not Graduate High School	3.1%	-3.4%	12.2%	-4.9%

Source: 2010 U.S. Census Bureau, SEMCOG Community Profile 2012

EMPLOYMENT

Table 4 demonstrates the current (2010), and forecasted (2040) jobs by industry. Due to the continuing shift in the economy from manufacturing-oriented to service-oriented is depicted by the decrease in manufacturing positions and the increase in health care and other service related industries.

Residents in Saline are employed in a wide variety of employment categories with the largest percentage (39%) in manufacturing and (16%) private education and healthcare. Through 2040, manufacturing is projected to decrease by 17%, but will remain the largest percentage with private education and healthcare growing to 23%. It is difficult to speculate the reasons for the estimated increase in some categories; manufacturing and healthcare are not.

Since the most recent recession there has been a decrease in local manufacturing. Now that the economy has stabilized the, city is experiencing a factory and manufacturing employment rebound through business expansion and business attraction.

As is common in cities across the nation, the baby boomer generation is aging resulting in the need for an increase in healthcare systems, retirement communities and assisted living facilities in the next twenty years. There is a phenomenon that the population will see for years beyond 2040 as the population across the nation continues to increase and generations continue to age.

Table 4. - *Current + Forecasted Job Estimates by Industry*

	SEMCOG 2010	SEMCOG 2040	Change 2010-2040
Natural Resources, Mining, & Construction	358	510	152
Manufacturing	2,772	2,294	-478
Wholesale Trade, Transportation, Warehousing, & Utilities	181	211	30
Retail Trade	288	269	-19
Knowledge-Based Services (Contractual Professional Services)	706	894	188
Services to Households & Firms	333	428	95
Private Education & Healthcare	1,126	1,884	758
Leisure & Hospitality (Entertainment or Accommodations)	831	1,071	240
Government	549	580	31

Source: SEMCOG 2040 Forecast, 2012

INCOME

Median household income had decreased 13% between 2000 and 2010 from an estimated \$68,789 to \$59,855. This decrease may be the result of the most recent recession and the loss of employment.

HOUSING TYPES

Per the 2010 Census, there are 4,014 housing units in the City, an increase of 799 units, or a 25% increase from 2000. **Saline's housing units include primarily single-family detached units (60%) with some multi-family residential units (22%).**

Evidence of the negative impact from the 2008 recession was the decrease in residential property values from \$220,082 in 2000 to \$206,500 in 2010. Additionally, the median gross rent during the same period decreased from \$793.00 to \$749.00.

However, as explained in the following narrative, in recent years (2010-2016) the city has issued sixty-eight (68) new building permits for single-family detached homes; an indication of a positive shift in the housing economy.

HOUSING UNITS

The information provided in Table 5 and Table 6 indicates a rebound in the housing occupancy rate that is consistent with the population increase as supplied in July 2015. As seen in Table 2 - Population Projections, the population increase from 2010 to 2015 was 87 people; the increase in housing around the same time was 33 units. As shown in

Table 6 – Housing Units 2010 – 2014, the average household size has seen a reduction from 2.34 persons to 2.27 persons between 2010 to 2014. Based on the figures provided, calculating the housing increase and the reduction of average household size results in 74.91 persons, an average consistent with the population increase.

Additional positive trends shown in Table 5 and Table 6 is nearly ninety-five percent (95%) of Saline's housing units are occupied both by either owner or non-owner, leaving only five percent (5%) unoccupied. These numbers are an increase from year 2010 and are nearly identical to the numbers in year 2000.

By comparison, in 2010, Washtenaw County housing occupancy rate was ninety percent (90%) and the remaining 10% were vacant.

Table 5. – Housing Units 2000 - 2010

Housing Tenure	Census 2000	Census 2010	Change 2000-2010
Owner occupied	2,254	2,658	404
Renter occupied	894	1,041	147
Vacant	65	224	159
Seasonal/migrant	9	10	1
Other vacant units	56	214	158
Total Housing Units	3,213	3,923	710

Source: U.S. Census Bureau, Census 2000, 2010 American Community Survey 5-Year Estimates.

Table 6. – Housing Units 2010 - 2014

	SEMCOG 2010	SEMCOG 2014	Increase/Decrease	Change
Housing Units	3,923	3,956	33	1%
Households (occupied housing units)	3,699	3,872	173	5%
Residential Vacancy Rate	5.7%	2.1%	-3.6%	-63%
Average Household Size	2.34	2.27	-0.07	-3%

Source: 2010 U.S. Census Bureau, SEMCOG 2040 Forecast, 2012

NATURAL FEATURES

GEOGRAPHY AND TOPOGRAPHY

The existing terrain in and around the City of Saline was shaped by the Wisconsin ice sheet, which retreated from the region about 13,000 years ago. Saline is characterized by gently rolling topography in the southeast and by nearly level land in the north.

The Saline River has carved out a steep sided valley which meanders along the southern portions of the City. **Figure X depicts the City's natural features.**

SOILS

Two soil associations are identified in the Washtenaw County Soil Survey for the City of Saline. The well-drained to poorly-drained Boyer-Fox-Sebewa Association is found in the northwest corner of the City. The Morley-Blount Association, sometimes high in clay content, occupies the remainder of Saline.

VEGETATION

The pattern of vegetation is influenced by topography, soil, and human impact. The representative vegetation communities include forests, streamside natural growth, abandoned fields, and roadside natural growth.

The City's streets and parks include many planted trees, while areas along the Saline River and on the north part of Saline include some wooded areas left relatively undisturbed because they remain undeveloped.

WATER RESOURCES

The Saline River is the City's largest waterway. Primary drains include the Wood Outlet Drain in the north, and the Pittsfield No. 5 and Koch Warner drains in the south. The three tributaries flow in a southwesterly direction toward the river. In a broader context, the Saline area is part of the River Raisin Watershed, the second largest watershed in Washtenaw County draining into Lake Erie.

Small, seasonal wetlands are scattered throughout the City and are most often found in association with the river at its tributaries.

The Saline River is used for recreational fishing. Several public access points have been provided at Mill Pond and Curtiss Park. Canoeing and kayaking along the river are also popular.

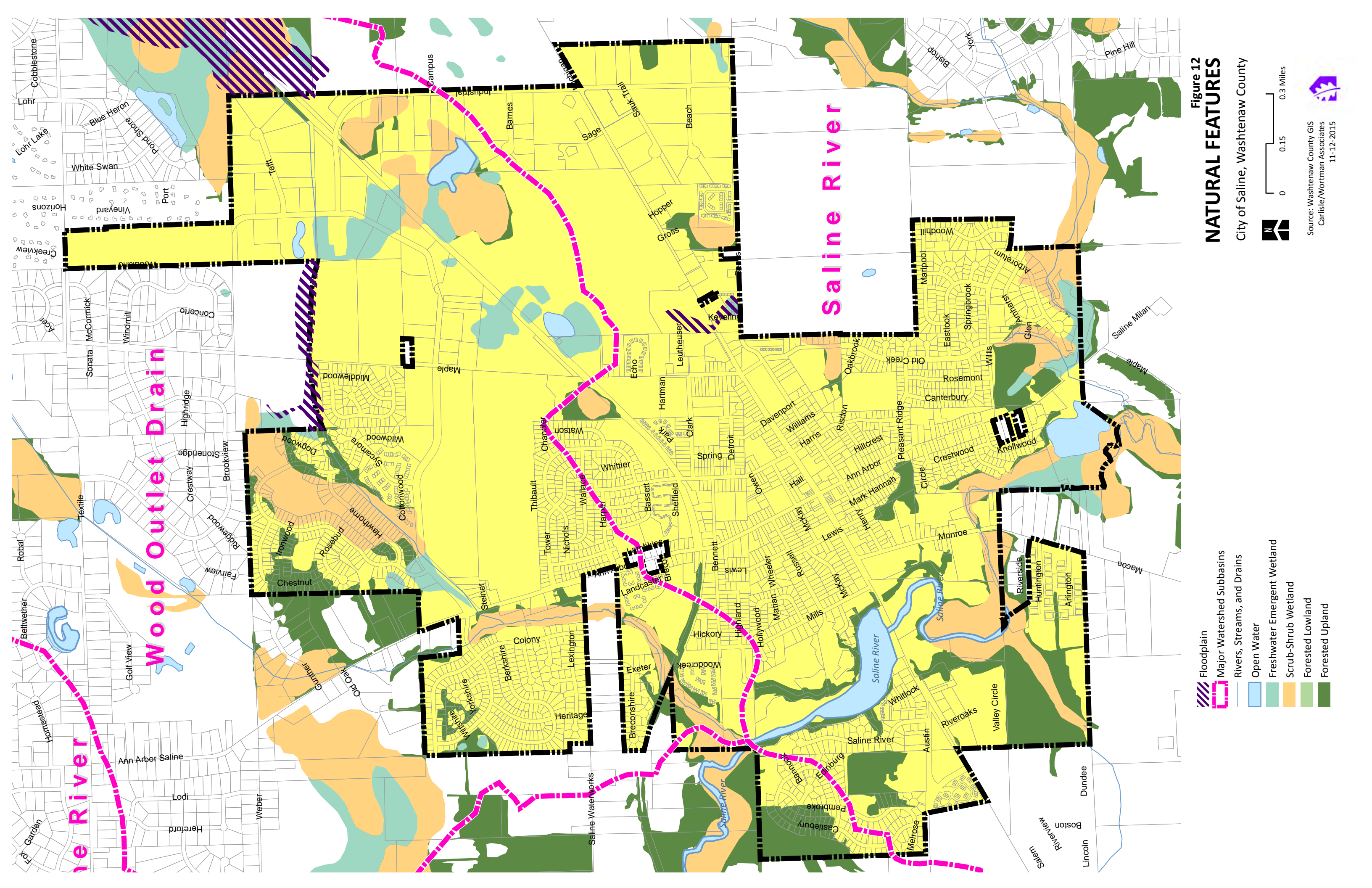


Figure 12
NATURAL FEATURES

City of Saline, Washtenaw County

APPENDIX B – PUBLIC INPUT SUMMARY

COMMUNITY ENGAGEMENT MEETING

The City of Saline held a community engagement meeting at the Liberty School Cafeteria on Tuesday, October 27, 2015. The purpose of the meeting was to receive comments from the public regarding the City's Land Use, Parks and Recreation, and Non-Motorized Plans. Approximately 30 people attended the event, and contributed comments to the following topics: Redevelopment Opportunities; Parks; Traffic; Sustainability; Community Assets; and Other.

Participants listed topics for consideration, and then voted on those they considered to be priorities. Two hundred seventy (270) votes were cast. The top voting-getting topics included:

Topic	Number of Votes	Percentage of Votes
1. Water Park / Splash Pad / Pool	24	8.9%
2. Connection between Mill Pond + Curtiss Parks	20	7.4%
3. Removal of Mill Pond Dam	14	5.2%
4. Saline to Milan Water Trail	13	4.8%
5. Trailways	12	4.4%
6. Increased use of Rentschler Farm + Depot Museum	11	4.1%
7. Farmer's Market	8	3.0%
8. Outdoor Concerts / Events	8	3.0%
9. Rec Center	7	2.6%
10. Henry + Ann Arbor Street crossing improvements	7	2.6%
11. Salt Springs Park Development	7	2.6%
12. Park Lighting	7	2.6%
13. Community Center	7	2.6%
14. City-Wide Wi-Fi	5	1.9%
15. Use of Curtiss Mansion	5	1.9%
16. Band Shell / Amphitheater	5	1.9%

MiCOMMUNITY REMARKS

As of January 04, 2016, the following comments were provided via the City of Saline's MiCommunity Remarks web-based public engagement tool. Each comment is numbered and any additional comments received with regard to the main (first respondent's comment) are noted underneath (a., b., c., etc.). Votes for each comment are noted in *(italics)* after the comment.

Redevelopment Opportunities:

1. I would like to see the vacant property at 147 W. Michigan developed into a shared space where events can be held. Ideally the space would include retail space, a boutique hotel, and multi-use parking garage along with transition housing (condos). For one idea, see video: https://www.youtube.com/watch?v=Dou5avd_Vgl. *(0 Likes, 0 Dislikes)*
2. Add a permanent building for the farmer's market on purchased land that would add additional parking. *(2 Likes, 0 Dislikes)*

<https://www.youtube.com/watch?v=OxbdX3bYrSo>
3. Trail and foot bridge to Mill Pond Park. *(4 Likes, 0 Dislikes)*
 - a. Yes, some alternate way to get to the park rather than sharing with cars on the road.
4. Convert old R+B property into mixed use condos and stores facing the parking lot.
5. The vacant property at 147 W. Michigan Ave. is ready for development. *(2 Likes, 0 Dislikes)*
6. Just an old idea from about a decade ago. It was a list of "homerun" efforts for Saline:
 - Integrated road plans ease both public and private travel, maintenance
 - US-12 enjoys a Hilton Head aura of screened and wooded landscapes
 - Area parks abound that are intergenerational, co-planned and enjoy buffer zones
 - Growth continues at a high rate
 - Foot and bike paths connect with Huron River network
 - A functioning regional plan has eased the burden of individual efforts
 - A Council of Governments exists and addresses common interests
 - Elementary schools sit now in children's neighborhoods

- A metro park follows our watershed pattern
- A coordinated fire and police system is in place and successful
- An interconnected system of parks is created through intergovernmental planning and parks groups
- A regional water and sewer authority provides cost effective, quality service (pluses and minuses)
- A high-tech park has risen on the former State Hospital property
- An open and effective web of communication operates among the Townships, City, schools, and Chamber
- A more defined structure ensures the continuance and effective operation of the Sustainability Circle (pluses and minuses)
- A jogger is seen crossing US-12 by Curtiss Park at 7:30am successfully
- A common haul route for gravel carriers is in effect and respected
- A coordinated economical development effort is gaining successes
- Common zoning ordinances have simplified process for government and developers
- Urban sprawl has been successfully shifted to achieve apartment-single family housing balance
- A broad appreciation of growth issues and respective limits to authority is in place, resulting in an appreciation of the promise of collaboration
- An acceptable and fair model of "impact fees" has been put in place, offset by a less costly governmental approval process
- An ongoing program of student involvement in beautification has linked with the Saline River course
- The Saline River now is pristine
- The County published its first "Accountability Report to Client Units of Government" explaining uses of their funding
- A full ongoing learning effort by the Board of Commissioners as opened communications with local units of government

Parks:

1. Add a spray park next to the pool at the Rec Center. *(6 Likes, 0 Dislikes)*
 - a. Outdoor bally hockey/roller hockey rink. Great exercise. Fairly inexpensive to build. Cheap way to learn to get introduced to hockey. Would be a new recreational opportunity for Saline residents and it would be the only one of its kind in Washtenaw County and bring people to Saline. <http://www1.uwindsor.ca/campusrec/system/files/DSCN1748.JPG>
2. Increase the Rec Center space!

3. Perhaps this fits into parks category. The Farmer's Market has been a wonderful landmark. Seek to use the Downtown Parking Lot Plan for a roofed area for stalls. I believe it was developed by Linda Klenczar.

Non-Motorized:

1. I would like to see the bike path continued along the old train tracks, maybe to the high school? *(2 Likes, 0 Dislikes)*
2. Add a foot bridge over the dam to connect the west side of Saline to Mill Pond Park. This bridge could be styled to highlight the entrance to saline from the east. *(2 Likes, 0 Dislikes)*
 - a. More walking biking paths all around town is absolutely necessary!
 - b. This is an absolutely fantastic idea. It likely will also help with traffic calming in this area and promote better margining of traffic into a single lane.
3. Please connect the rec center to the bike path that ends at the Library. Maybe continue along the railroad tracks up to Woodland Drive? *(1 Like, 0 Dislikes)*
4. Complete the sidewalk along the front of the Faurecia Plan to connect the east side businesses to downtown. *(4 Likes, 0 Dislikes)*
5. I would like to see a non-motorized path through Mills Park connecting to Curtiss Park with a pedestrian safe crossing connecting the existing sidewalk. This would allow non-motorized travel between the south end of Curtiss Park to the Library using existing paths and safe roadways. The south end of Mill Pond Park is one of **Saline's best features and is almost unavailable to use because of marshy conditions and no parking access.** *(6 Likes, 0 Dislikes)*
 - a. Yes, more access to the parks would be great!!! And a safe way to connect the two parks would definitely improve the quality of the parks.
 - b. Agree with Westlake. Mill Pond and Curtiss Parks are diamonds in the rough. Saline should look at Stratford, Ontario and the way it has developed its park areas around the Avon River. Walking paths, limited boating, musical performances/concerts from a large dock on the river's edge and plenty of picnic tables and shade trees. Walking access to Mill Pond from the south needs to be implemented.
6. The City really needs to commit to creating a walkable route from the Huntington Woods subdivision to town, especially in light of the proposed addition of another 41 tax paying lots, which ultimately means there will be 75

households without walkable access. While the current site plan for Phase Two of Huntington Woods commits to a 5 foot wide sidewalk to the bridge, a major concern is the fact that the bridge is narrow, there is no shoulder on that part of the road, which is a transition between 25mph and 45mph around a blind curve, and therefore the current proposal does not ensure that residents especially children who could otherwise walk to Pleasant Ridge, will be able to utilize it without concern for their safety. More needs to be done, especially in light of **the Mayor's commitment to a walkable Saline, and the proposals to connect the various parks and proposed parks in the area.** I would like to know which other subdivisions of this size located in city limits do not have walkable access to the city. Thank you. *(28 Likes, 0 Dislikes)*

- a. Our family lives in the Huntington Woods subdivision, just south of downtown, and we would like to see a sidewalk built all the way to town. We spend a lot of time supporting local business in the downtown area but we currently drive to town due to safety concerns created by no sidewalk to town. Our homeowners association has been working with the city and the developer of Huntington Woods to, at a minimum, have a sidewalk built to the bridge. This commitment needs a specific time line established and met. Our family applauds the current commitment to a walkable Saline and we look forward to seeing a specific plan (details/timing) for a safe walk or ride from Huntington Woods to downtown Saline. Thank You.
- 7. I would like to be able to walk on the North side of Michigan Ave from Mills Rd. to Austin Rd. on a SIDEWALK! *(14 Likes, 0 Dislikes)*
 - a. Agree with Collins. This is essential. We need walkable access to Mill Pond Park from the south and from the west.
- 8. Complete the sidewalk along the front of Brecon Village. *(1Like, 0 Dislikes)*
 - a. Agree with Westlake.
- 9. I would like to see a veterans memorial in the south Mill Pond Park added after the sidewalk is added between Mills and the park during the Michigan Ave. rebuild. A place where people can site would enhance the area. *(1 Like, 0 Dislikes)*
 - a. Agree with Westlake. This is an excellent idea. Reminds of Stratford, Ontario, which has a Veteran's Memorial near the entrance to its park along the Avon River when one enters from the nearby downtown commercial area.

10. We need access to Saline from York Township using safe, non-motorized lanes, or trails. We are so close and yet, we are cut off from getting to town any other way besides care, because there isn't even a safe shoulder on Willis Road to walk or ride your bike down. (3 Likes, 0 Dislikes)
11. Sidewalk on North side of Michigan Ave going over bridge to Mill Pond Park and connecting west side to city.
12. Make the Saline River navigable from Curtiss Park to the City of Milan. (11 Likes, 0 Dislikes)
13. My family and I would like to see sidewalks installed so that we can safely walk or ride our bikes into town from Huntington Woods subdivision. Currently, it is not safe to walk or ride bikes in the roadway because of the high rate of speed that vehicular traffic travels and because of several blind spots in the terrain of this area. Please provide Huntington Woods residents with a safe non-motorized method of coming into the downtown area and the surrounding parks. Thank you. (2 Likes, 0 Dislikes)
 - a. It would be nice to have a bike trail along the river.
 - b. A bike and walking trail along the river in Mill Pond Park.
14. I live in York Township and would LOVE/appreciate a non-motorized path along Moon Road. Currently, a person cannot walk their dogs safely or get to town without utilizing a car. Even a non-motorized path north starting from Your Township on Saline-Mile Road to town should be considered. Another possibility is a walking path alongside the RR tracks from Willis Road, North toward town. However, I am unsure where those tracks end or if it is plausible.
15. I would like to see improvement at the south side of Mill Pond Park including pedestrian access from the parking at Curtiss Park and completing non-motorized access from the library to end of Curtiss Park. The east entrance to the city needs to be announced better by highlighting the parks with focus locations like a foot bridge over the Mill Pond dam. See video idea:

<https://www.youtube.com/watch?v=w2kttexaP4U>

Traffic:

1. A lot of traffic from N. Ann Arbor Street seems to use Mills Road to bypass the Michigan Ave/Ann Arbor St. intersection. Because they are bypassing they are trying to get somewhere faster. That means they travel really fast down Mills Road, which is a residential area. I would like to see some mode of slowing

traffic or making it more difficult to use a residential area as a bypass. Maybe add a couple 4-way stop signs? Or speed bumps? (1 Like, 0 Dislikes)

- a. I agree that some traffic calming on Mills would be helpful, but adding 4 way stops and speed bumps will only slow traffic in very limited areas, and **can cause speeds between the “obstacles” to be higher as motorists speed up to make up for the lost time.** Other avenues should be explored first, such as narrowing sections of the street, including intersection bump-outs, pedestrian crossing islands, encouraging on-street parking.
 - b. I agree with the anonymous comment that alternative methods to calm traffic are more effective. Trying to slow people down artificially (speed limits, stop signs, speed bumps) can cause confusion and actually be more dangerous. The goal is to make people want to drive slower, which creates safety automatically.
 - c. Improve traffic flow at the four corners intersection and fewer people would use Mills as a cut-through. Appears the current situation offers a revenue enhancement opportunity for Saline: have a patrol car on Mills during peak traffic times. Not rocket science.
2. Updating or changing the traffic light signal method at Monroe and US12 going east or west, the traffic light will turn red but there are no cars coming from Monroe Street. **In contrast, I've been coming from Monroe St. to US12 and the light has turned green before I've reached Henry St. and turns yellow or red when I finally get to US12.** In either case it slows traffic down especially on US12.
 - a. Keep in mind traffic signal cycles are not just for the intersection that is controlled, but also create breaks in traffic between signaled intersections to allow for traffic to pull into and out of driveways and streets safely.
 - b. Good luck getting MDOT to agree to signal timing changes along US-12.
 3. Please prepare for what the Road Commission for Washtenaw County has for the Willis Road to August Road connection in their long-term transportation plan. <http://www.wcroads.org/node/484>
 4. Please re-stripe this intersection (Bennett / Ann Arbor Streets) to be supporting of complete streets and have proper left turn lanes. Also strip the remainder of the street to support the parking on one side of the street.

Sustainability:

1. Improve river water quality by buffering the dog park from Mill Pond so that runoff doesn't directly enter the river. Allow the vegetation to return along the river's edge. (1 Like, 0 Dislikes)
 - a. Are you suggesting not allowing dogs to swim or just improving the bank to prevent runoff?
 - b. Reducing the manicured lawn areas all along this portion of Mill Pond would be helpful in controlling the nuisance geese population as well. I suggest maintaining an 8-10 foot wide trail/waling area, and planting the rest in native vegetation and allowing it to grow long. Specific points to access the water's edge could be added for fishing, views, etc. This should also help to reduce the ongoing maintenance costs (less mowing).
 - c. Agree with Westlake. Relocate the dog park away from the river and place it near the northeast entrance area of the park – even utilize the hilly area. The dogs should not be wading/swimming in the not very clean water. The dog park is way under used because of its current location.
2. Preserve the opportunity to leverage mass transit by preserving the space that was the Ann Arbor Railroad for possible future use.
3. Plant compatible low growing species under/near powerlines to reduce the amount of disturbance caused by vegetation management of ITC. Keep the power on!
4. Site planning should include only low growing species under/near power lines to reduce the disturbance caused by vegetation removal crews ITC.
5. The City should work diligently with Johnson Controls to convert the old Saline Die Casting site to a City park. This area has been an area of blight for many years (7+ years) and an improvement as described would significantly benefit the community. It will create more green space for the community to enjoy, allow for the enhancement of the Saline River and create a gateway to access City parks without traveling along Michigan Ave (a potential safety concern for some families). It also demonstrates how the private and public sectors worked together for the betterment of the community.
6. Please consider removing the dam, restoring the river, planting native species, and increasing tree canopy as has been done throughout Michigan (look to Dexter as an example). (4 Likes, 0 Dislikes)
 - a. Agree Dexter has done an excellent job improving its river walk area.

7. Add stormwater sustainability planters to the Michigan Avenue design to help purify the stormwater runoff duping directly into the Saline River. Exceeds phosphates, fertilizer and road debris is adding to the damage of our rivers and ultimately feeding problems in Lake Erie that cause cities like Toledo to be unable to draw drinking water from the lake. (4 Likes, 0 Dislikes)

http://www.cleveland.com/metro/index.ssf/2015/08/toxins_near_toledo_water-intak.html

<http://andersonapes.pbworks.com/w/page/12868221/1st%20Period%20Phosphorus%20Cycle>

- a. Agreed!!
 - b. Great idea!
8. **More/better recycling opportunities.** Electronics, household chemicals, etc...also more recycling opportunities in public places such as separate receptacles for glass/paper/plastic. Rooftop gardens, or grass planted on rooftops. More recycled rainwater abilities. More trees down Michigan Avenue.
 9. Require more trees in subdivisions being built. Also, trees that are being taken down due to development should be made to be replaced. Part of my canopy of trees on Judd Road were taken down (I know this is York Township) however, man! Did it kill part of the charm of the road!! Plant more trees along new walking paths (Textile Road) and wherever new paths are developed. Makes it easier to endure the heat in the summer.
 10. And be a continued leader in introducing electric car charger availability.
 11. Expand maps used for planning to include some portion of adjacent governmental units so that possibilities for rolling a green effort into a green area and multiplying the outcome. – e.g., bike trails, runoff control.

Community Assets:

1. Create a permanent Farmer's Market location that can be used on the summer and winter (with the use of garage doors/heat?). When it is not used as the Farmer's Market, it could be rented for other events (craft shows, Christmas displays, etc.)This site would be connected to Henne Field, the Depot Trail and the Saline Railroad Depot Museum. Also if the old railroad tracks were ever converted to Rails to Trails, this would also be connected to this site. Dexter, Ann Arbor, and Holland have permanent Farmer's Markets which are not in "downtown" where parking is limited. It should be noted the City owns this site and the one behind it (north along the Depot Trail) so by developing the land, it

will not impact the City's tax revenue. To partially offset the development costs, the State of Michigan is offering grants specifically for the development of Farmer's Markets. (3 Likes, 0 Dislikes)

- a. Parking would be a huge issue for this proposal. Also, by not having it located downtown, those businesses would benefit very little from people attending the market. Expanding parking at Henne Field is not a good idea. Locating a year-round farmer's market at Mill Pond Park and connecting that park to the downtown via a walkway on the north side of US-12 to Mill Pond's southern entrance may make more sense.
2. Our schools are definitely a huge source of pride and identity. Connect students (our students are our biggest assets) with community government! Let their VOICES be considered when making community decisions. Give highschoolers a seat at the table.
3. More restaurant options in downtown Saline. A Whole Foods, Trader Joe's or Lucky's Market in the old Country Market site.

General Comments:

1. Saline is a great baseball/softball community yet it lacks a nice diamond complex. Most of the fields are one offs with no facilities spread throughout the community. A nice park with four diamonds and proper facilities would be a great addition and allow more community support at one location for multiple teams. Many of our neighboring communities have such a place.
2. I feel that Saline needs to brin in businesses that are NOT Subways. There are 4 in one mile. Ridiculous! Jimmy John's, DiBella's, Tubby's, and Jersey Mike's are all much better options. Variety is the space of life! Starbuck's would do well here in the city as well. More jobs. More revenue. The empty lot across from the library is an eye sore with large utility vehicles parking there. The VERY empty corner mall at Industrial and US12 is sad! Why can't anyone stay there? Why has it been so empty for SO long? High rent? US 12 would look so much nicer, and our town so much more inviting, if there were trees and bushes planted in and around all of the God awful industrial buildings.
3. Parks – add a paved or mulched pathway along the river at Mill Pond Park and have it circle back along the eastern boundary of the park to the parking lot. Also, make Mill Pond Park accessible from along the northern side of US-12 by extending the sidewalk in front of the American Legion property. Relocate the dog park to the northeaster section of Mill Pond away from the river (and away from all the geese/duck poop) making it more accessible to people and also allowing dogs to play without going into the river. Due to its current location, this

dog park is very underused, and many dog owners are using neighborhood and school baseball field as de facto dog parks. If the dog park remains in its present location, then at least fence off access to the river and create more restricted access to the river.



APPENDIX C – ZONING MAP

APPENDIX D – PUBLIC PARTICIPATION & NEEDS ASSESSMENT

An essential task in the recreation planning process is to determine the needs of the community as a basis for an action plan to improve the parks and recreation system. The needs provide the rationale for the goals and objectives and identify areas for future improvement. To assess needs, consideration was given to current recreation trends, park talks, a public meeting with public officials, staff, and residents, and other identified needs.

NATIONAL RECREATION TRENDS

Recreation trends on a national level provide insight into activities that show the greatest growth in popularity and may affect the future direction of parks and recreation. According to the 2013 Sports and Fitness Industry Association Survey, overall participation in sports remained steady; Fitness and outdoor sports had the highest participation rates across age groups with median scores of 62.95 and 56.45 percent. Michigan is comparatively active with 33.4 - 35.4 percent of its population individuals shown to be active to a healthy level. According to the National Sporting Goods Association, Michigan residents are more than twice as likely as the average American to participate in water skiing, in-line roller skating, snowboarding, play softball, or hunt with a bow and arrow.

Swimming for fitness was the most commonly listed “aspirational” sports, or sport which most interest non-participants. Camping and bicycling were highly rated across all age groups.

Outdoor, individually oriented sports tended to be among the fastest growing activities. Telemarking, a form of skiing which mixes Nordic and Alpine methods was the fastest growing sport over the past five years.

National Sports Participation, 2013

Activity	Participation	5-Year Growth Rate
Walking for Fitness	111,029	1.0%
Running/Jogging	51,450	4.7%
Treadmill	50,839	0.3%
Bowling	48,614	-4.1%
Free Weights (hand weights)	46,564	1.2%
Bicycling (road)	39,790	0.1%
Fishing (freshwater)	39,002	-2.3%
Weight/Resistance Machines	38,999	-0.1%
Free Weights (dumbbells)	36,604	2.5%
Stretching	35,873	-0.1%

Source: 2013 Sports, Fitness and Leisure Activities Topline Participation Report

Adventure racing and triathlons rounded out the top three. One of the common themes of these activities is the relative lack of equipment and facilities required. Traditional outdoor team sports, such as baseball, football, and soccer, conversely demonstrated negative growth. It should be noted, however, that total participation in the fastest growing sport groups is still comparatively low, and the combined number of participants in these activities do not begin to approach the total participants in the traditional team sports.

The National Recreation and Park Association (NRPA) and the American Academy for Park and Recreation Administration have published a list of future trends compiled from different sources that will influence the direction of recreation planning and programming. These trends include an increase in:

- Environmentally sensitive lifestyles, natural areas management and water quality protection,
- Concerns for personal and family security, in the importance for wellness activities and a desire to preserve and maintain cultural heritage,
- Public costs, in the provision of leisure services through the public and private sectors and partnerships, a greater recognition of the economic value of parks, open space, and green infrastructure, and

- Senior citizens, fewer traditional family households, greater number of smaller households and an increase in cultural diversity of residents.

Monitoring parks and recreation trends is important in determining how parks and recreation services should evolve. Conclusions regarding the implication of the trends noted combined with the demographic and physical characteristics of the City of Saline are summarized below:

- As population increases, demand for recreation will likely increase;
- Recreation facilities and programs should respond to the expected increase of seniors;
- There is and will continue to be a need for more linear parks along corridors to accommodate bicycle and pedestrian pathways for recreation and non-motorized transportation;
- With the increased popularity of exercise walking and fitness related activities, there will continue to be an increased importance on recreation contributing to walkable, livable, and sustainable communities; and
- The continued collaboration and partnerships between public, private, and non-profit agencies as well as with adjacent local municipalities for the provision of parks and recreation programs and facilities will continue to be critical to the future success of Saline Parks and Recreation.

PLANNING FAIR

The public was invited to attend a planning fair held at Liberty School on October 27, 2015. The fair was an opportunity for the community to discuss topics **related to the City's** Master Plan, Non-Motorized Transportation Plan, and Parks & Recreation Plan. A notice was published in the *Saline Reporter*, the City's website, and the Saline Recreation Facebook page, and flyers were posted at City Hall and the Saline Library.

The planning fair was conducted as an open house with information stations situated around a room for attendees to study and comment. There were 3 stations representing broad topics of discussion relevant to the City including:

- Redevelopment Opportunities
- Traffic
- Community Assets
- Non-motorized Facilities
- Parks

- Sustainability

Each station displayed maps, pictures, and information related to each sub-area. City staff, Planning Commission, and Parks Commission members were present at each station to provide specific information on each topic, answer questions, and record comments. Participants were asked to provide comments on open-ended questions related to each sub-area. At the end of the evening, participants “voted” on topics they felt were most important to the City. Over 30 people attended and provided valuable thoughts for improvements. While no single concept received an overwhelming percentage of votes, several of the concepts still managed to stand out from the others:

- Water Park / Splash Pad / Outdoor Pool: The top vote getter of the evening with 9% of the total votes, participants were interested in the development of outdoor water amenities at their parks. The Recreation Center was commonly mentioned as the ideal location.
- Connection between Mill Pond and Curtiss Parks: Attendees displayed their frustration with the lack of connectivity between Curtiss and Mill Pond Park. The lack of a sidewalk along the Mill Pond side of Michigan Avenue was frequently mentioned as part of this issue. Construction of a tunnel beneath Michigan Avenue was discussed as an option at both input fair and later in more detail at the Parks Commission meeting on December 8, 2015.
- Removal of Mill Pond Dam: Slightly more than 5% of the votes were cast for the removal of Mill Pond dam. Attendees mentioned the ecological and community benefits and pointed to nearby Dexter as an example.
- Saline to Milan Water Trail: Participants were intrigued by the concept of a water trail system between Saline and downriver Milan. Most participants mentioned Curtiss Parks as the launching point, although some felt the new Salt Springs Park would be a more logical point.
- Expansion of Trailways System: Connectivity between City amenities, nearby communities, and regional trail systems were key to this concept.
- Increased use of Rentschler Farm and Depot Museum: Widely viewed as community assets, participants felt that these two institutions could play a larger role in the community for both educational and entertainment purposes.

Other ideas receiving votes included creating a permanent location for the City's farmers market, holding outdoor concerts and events in City parks, improvements to the Rec Center including exterior improvements, improved lighting at the various City parks, and further development of Salt Springs Park.

MiCommunityRemarks

In addition to the planning fair, the public input website www.micommunityremarks.com/saline was developed and published beginning on October 23, 2015. The website allows users to click on locations on a map of the City and leave comments regarding improvements or deficiencies of that particular site.


The site allowed users to choose from six different tags which were organized to mirror the categories used at the planning fair, i.e. redevelopment opportunities, traffic, community assets, non-motorized facilities, parks, and sustainability. Users were able to either leave comments, or could vote for and respond to concepts already in place.

Similar to the planning fair, several topics stood out:

- **Trail Systems and Connectivity:** Over half of the respondents discussed ideas directly related to connectivity within the City and the City parks. Three specific points came out of that general idea:
- **Development of a sidewalk or trail system from the Huntington Woods subdivision:** Residents expressed frustration at the lack of connection to area parks and downtown Saline. Respondents were especially interested in connecting through Curtiss Park to Michigan Avenue as part of a larger trail system.
- **Construction of a walking path at Mill Pond Park:** As discussed in the planning fair, respondents expressed a desire to see a sidewalk along the north side of Michigan Avenue at Mill Pond Park. Survey respondents were less likely to express an interest in connection between Curtiss and Mill Pond Parks than were the participants at the planning fair.
- **Connection between parks and out to regional trail systems:** Respondents were especially interested in seeing connections developed between the City's parks and neighborhoods and neighboring communities.
- **Sustainability:** Over 10% of respondents discussed concepts related to sustainable practices; removal of the Mill Pond dam and addition of filtering planters along Michigan Avenue were the primary items mentioned.

Respondents were also interested in the Saline to Milan water trail (8%) the creation of a permanent Farmer's Market (7%), and the addition of a spray park at the Rec Center (5%).

While some of the concepts expressed in the planning fair and on MiCommunityRemarks fall outside of the purview of the Parks and Recreation Department, it will be important



to coordinate with the City Planning Commission and City Council to ensure that any further development on those matters are consistent with the goals of the Parks Department.