



# Superior Township 2023 Comprehensive Master Plan



*Charter Township of*

Adopted by Superior Township Board of Trustees - XXXX

Adopted by Superior Township Planning Commission - XXXX, 2023





## Resolution of Adoption



# Acknowledgments

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- Bernice Lindke - Trustee / Liaison to Parks & Recreation Commission
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With assistance from



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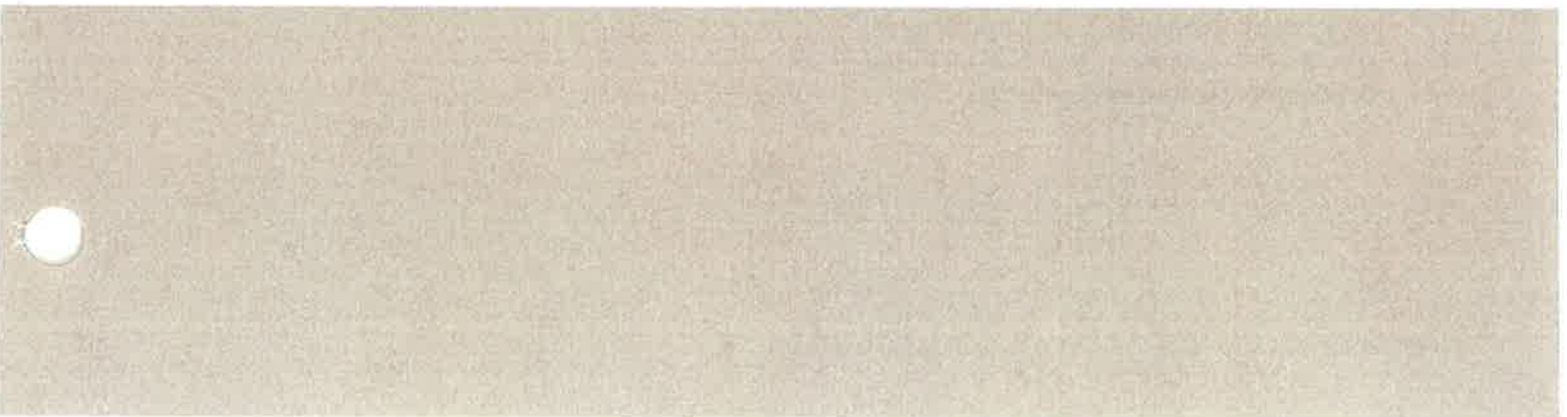
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Appendix A. To Be Determined

# ● Chapter 1: Introduction



## Chapter

Superior Township is a hidden gem in Washtenaw County. The Township is home to both great new and historic neighborhoods, agricultural lands, hundreds of acres of protected natural resources, the historic Village of Dixboro, and high quality recreational and open space areas. Much has changed in the region and township since the last master plan was adopted. As a result, a review of community desires, recognition of demographic shifts, and a renewed awareness of land use challenges was required to assess and refine policies for preservation, investment, and controlled growth.

Recognizing the challenges, changes, and opportunities that face the community, the Township initiated a comprehensive process to update the Township Master Plan. To begin this Master Plan update, Superior Charter Township launched a community-based process to engage residents. This document is the resulting policy road map for land use, development, preservation, transportation, and housing, based on a shared community vision and in recognition of the current demographics and market conditions.

The Master Plan is organized as follows:

### I. Introduction

This chapter describes the purpose of a Master Plan, the process used to develop the plan, and a brief history of Superior Township.

### II. Community Profile and Planning Context

The Community profile describes Superior Township's role in the region, its people, housing stock, commuter patterns, transportation information, and natural features with the most up-to-date data available. The chapter shows the diversity of the Township in terms of people and land use, the impact of the Great Recession on housing, and transportation challenges.

### III. Vision and Policies

This chapter provides the context of the Master Plan. By articulating a vision for the Township's future and presenting the policies which reflect this community's vision, this chapter is critical when evaluating proposals for future development within the Township.

### IV. Growth Management and Future Land Use Plan

This chapter provides the framework for future growth, redevelopment, preservation, and sustainability. Using an approach that identifies the different policies articulated in this Master Plan, this chapter applies strategies to the various sub areas of the township based on their unique characteristics. The section also deals with broader topics that relate to the township but also may involve different approaches in individual sub areas. Ultimately, the Future Land Use Plan provides a land use designation that guides future development or preservation for each parcel of land in the township.

### V. Strategies and Implementation

This chapter compiles the strategies for reaching the township's future vision and breaks down actions by sub area and policy alignment. The chapter includes potential partners and funding sources. The chapter ends with a comprehensive implementation table.

### VI. Dixboro Special Area Plan

Due to its unique historical significance, special attention was paid to the Dixboro area during the Master Planning development process. This chapter included information about the area and details of the focused planning efforts that were undertaken for study of this area. The plan for the Dixboro area includes a unique set of Policies and strategies to achieve the community's vision for this area.

### VII. Appendix

## What is a Master Plan?

The Master Plan is the Township's official statement of the goals and policies and a single, comprehensive view for the community's future. The Master Plan fills several roles:

- **Vision:** The Master Plan lays out the future vision of Superior Township, as well as a road map - with goals policies, strategies, and actions - to achieve that vision.
- **Aid in daily decision-making:** The Master Plan guides the Planning Commission, Township Board, and other Township bodies in their deliberations on zoning, land division, capital improvements, and matters related to land use and development. It provides a stable, long-term basis for decision making.
- **Statutory Basis:** The Master Plan provides the statutory basis upon which zoning decisions are made. The Michigan Planning Enabling Act (P.A. 33 of 2008, as amended) requires that the zoning ordinance be based upon a plan designed to promote the public health, safety, and general welfare. The Master Plan and accompanying maps do not replace other Township Ordinances, specifically the Zoning Ordinance and Map.
- **Public/Private Coordination:** The Master Plan attempts to coordinate public improvements and private developments supported by the Capital Improvements Plan. For example, public investments such as road or sewer and water improvements should be located in areas identified in the Plan as resulting in the greatest benefit to the Township and its residents.
- **Education Tool:** The Master Plan serves as an educational tool and gives citizens, property owners, developers, and adjacent communities a clear indication of the Township's direction for the future.



## Connection Between Master Plan and Zoning Ordinance

### MASTER PLAN

- Is a long-term guiding policy document
- Applies 5-20 years into the future
- Has goals and objectives based on community input
- Includes analysis and recommendations on economy development, housing, transportation, infrastructure, land use, etc.
- Must be reviewed once every 5 years by State Law
- Is not intended or expected to serve as law

### ZONING ORDINANCE

- Is the law
- Applies now
- Is subject to Federal and State law, and Federal and State case law
- Regulates land use, building size, form, placement, parcel area, width, depth, parking, landscaping, etc.
- Must be based on a Master Plan, per State Law
- Is used to implement the Master Plan

### FUTURE LAND USE PLAN

- Is a visual guide for future planning
- Applies now and up to 20 years in the future
- Has future land use categories, which describe what may be considered if zoning changes
- Provides descriptions on types of uses that are appropriate in particular areas and details on desired density, height, design, landscaping, etc.
- Show possibilities, not guaranteed changes
- Changed as a Master Plan Update, which has extensive community input

### ZONING MAP

- Is the law
- Applies now
- Has zoning districts, which state what land uses, building types can be built now
- Mandates land use, building size, form, placement, parcel area, width, depth, etc. for each zoning district
- Must be followed for all new development
- Can only be changed by a Rezoning or Zoning Map Amendment process, a multi-step approval process that includes a public hearing and recommendation by the Planning Commission, and two readings before the Township Board

## The Creation and Care of the Master Plan

The Superior Township Planning Commission is the primary agency responsible for the preparation of the Master Plan. Supported by staff, consultants, and public involvement, it is the role of the Planning Commission to develop this Plan and encourage its implementation.

In a diverse community such as Superior Township, however, the Planning Commission must broaden its planning process to go beyond conventional land use planning and explore a variety of topic areas which play a role in the preservation, development, and well-being of the community. This Plan was designed from the ground up to relate to a broad range of topics and build momentum for the future of Superior.

### Master Plan Leadership

The Master Plan is a document that should and must be embraced by the leadership of the Superior Township as possible. While ultimately the responsibility of the Planning Commission, the Master Plan must inspire consistent decision making throughout the community to live up to its potential. The Plan serves as a basis for the fundamental responsibilities of the Planning Commission, such as review of development proposals and maintenance of the Zoning Ordinance, but also serves a larger purpose to inspire informed, innovative community development. In that spirit, it is also the responsibility of the Planning Commission to advocate for the Master Plan outside of its own reach, to ensure that it is implemented community-wide.

## How Will the Plan Be Used?

### Day-To-Day

On a daily basis, the Township Staff will refer to the Master Plan when conducting the regular business of the Township. Whether discussing development options with a potential developer, working on drafting new Zoning Ordinance amendments, or making recommendations to the Planning Commission or Township Board, the Master Plan will inform and guide the policies of the Township's professionals. In addition, the Plan will serve as a reference for neighborhood groups, the local investment community, and for non-profit community organizations.

### Month-To-Month

On a weekly or monthly basis, the elected and appointed officials of the Township will refer to the Master Plan when making decisions about land use development proposals, and in the setting of Township policies relating to community development and preservation. The improvement of infrastructure, development of regulations and ordinances, and budgeting of the Township will all be influenced by the goals and policies established by this Master Plan.

### Year-To-Year

It is critical that the Master Plan be annually evaluated to ensure that it still represents the policy direction of the Township. The Township should audit its effort on a regular basis to reflect on the Plan and recognize the accomplishments it has made towards the execution of the goals and policies of the Plan. Revisions and updates to the Plan should be considered annually to make sure the Plan continues to enjoy widespread support.

## Process

The Master Plan process was based on community engagement and current data. The process diagram on page X outlines the Master Plan process as part of the Superior Township Master Planning process. The Master Plan update was a multiple process, that reached hundreds of Superior Township residents, employees, employers,

business owners, property owners, and other stakeholders through a steering committee, social media, a survey, open houses, community meetings, and presentations to appointed and elected officials. Every part of the Master Plan's vision, mission, goals, and strategies were influenced or directly attributed by community participants.

Figure 1. Master Plan Process



The development of a community's master plan must involve not only elected and appointed officials within the community, but also leaders within the community at large. The community participation measures taken throughout the process are essential in establishing public support for the policies within the document, and to ensure that the plan is indicative of the preferences of as broad a representation of the population as possible.

In the spring of 2022, Superior Charter Township began an update of the Master Plan, last revised in 2010. Despite a global pandemic, the process reached the Superior Township community as broadly as possible to create a community-based vision and plan. This document is the result of over a year of intensive community engagement, data analysis, and collaborative decision-making to create a vision for the Township with an actionable, realistic policy road map for implementation.

The community engagement component of the Master Plan process was started in 2021. Township staff, community stakeholders, and consultants adapted to the circumstances of the pandemic for the Superior community to contribute to the planning process in a safe and meaningful manner.



### Steering Committee

A group representative of the S appointed by the Township Boar Plan Steering Committee. The consisted of residents and cc representing the racial, economic, of Superior Township. The comm the community engagement proc around the Master Plan. The steering committee directed the Master Plan's vision, mission, goals special area plans, and strategies. Overall, the Steering Committee meet a total of x times.

### 2021 Community Survey

Over 275 residents responded to the survey conducted in the fall of 2021. Survey results are in the appendix and referred to throughout the Master Plan.

### Dixboro Special Area Plan

Dixboro special area plan included three separate events spread out over 10 days, which included an open house, stakeholder meeting, and public concluding workshop. Throughout the course of the three events, over 100 different stakeholders participated.

### Township-wide Open House

The Township held a public open house to garner input on housing, open space preservation, motorized and non-motorized transportation improvements, recreational improvements, and conservation/environmental protection.

### Planning Commission and Public Hearing

<to be inserted>

### Public Review Period

<to be inserted>

### Township Board Review

<to be inserted>

## City History

### Hunting and Fishing Grounds

Current day Superior Township, indicated by trails, was hunting and fishing ground for local native American tribes.

### First Property Sold

According to tax records reviewed by local historian, Karl Williams, the first purchase in what is now Superior Township was made by Robert Fleming in September of 1823. By 1835 most of the land in Superior had been sold, except for Section 16, which was to be retained by the State of Michigan for educational purposes. Most of the first land purchasers were land speculators. Section 16 was later sold during the 1840s.

### Dixboro Founded

Captain John Dix, a retired sea captain, found Dixboro in 1824, by purchasing 450 acres of land. The Dixboro post office was established by John Dix in 1825. It remained open with intermittent closures until 1905, when Rural Free Delivery started. In 1827, Dix filed a plat for 60 lots around the village square. Mr. Dix also founded a general store, barn, and grist mill. He sold his holdings and left for Texas in 1833. Although the community flourished and had its own post office for many years, it never incorporated to form a municipal government.

### Community Named

On June 30, 1828, the Legislative Council of Washtenaw County created Panama Township, which consisted of present-day townships of Salem and Superior. In 1833, Panama Township split to become what is now known as Salem Township and Superior Township. Henry Kimmel gave it its present name.



1823 - First property sold



1828 - Panama Township established, split into Superior & Salem Townships in 1833



Primarily agricultural from 1800s through mid-1900s

### Agricultural Haven

From its founding, Superior Township was prime agricultural land. Till the early to mid-1900's, the Township was agro-based with large farm homesteads.

### World War II

In 1941, construction of the Willow Run bomber plant and the Willow Run airport began. Superior Township and surrounding communities experienced dramatic growth with the influx of war-time workers and their families. To accommodate additional housing, the Federal government constructed a sewer and water system in the area south of Geddes Road. When the war-time working housing stock was later demolished, new subdivisions and apartments were built in the area served by the sewer and water system.

### Steady Growth

After a post world war II population drop in the 1950's, the township population has slowly increased from the 1960's till today. This population increase can mostly be accounted for the construction of single family- residential homes in planned subdivisions. All of the new single-family home construction occurred south of Geddes Road.

With the housing boom, came spin off developments to serve the growing population. These developments included entertainment venues, retail centers, and restaurants.

### St. Joseph Mercy Hospital

Moving from its location on Ingalls Street in Ann Arbor, St. Joseph Mercy Hospital relocates to its present location on East Huron River Drive in Superior Township in 1977.

*New name*



1960s - present:  
Steady growth



## Chapter 2: Community Profile



*Image Source: Ann Arbor District Library*

## Introduction

The Community Profile provides an inventory of existing conditions including the regional setting, population data, socio-economic characteristics, housing, development trends, commuter patterns, transportation information, and natural features. The Profile is intended to document current conditions as well as projected future trends for the Superior Township and the surrounding region. Decision-makers should use the information presented here as they apply the Township's policies during decision making to achieve the community's vision and goals for the future.

The Community Profile is organized around categories of existing land use, demographics, housing, transportation, diversity, and geography.

Sources used include:

- The U.S. Census
- American Community Survey
- The Southeastern Michigan Council of Governments (SEMCOG)
- Superior Township records
- Visual survey
- Additional information from these sources as well as neighborhood-specific demographic profiles can be found in the appendix.

***The data has several implications for the Master Plan:***

- Due to its diversity in population and land use, one-size fits all solutions for the Township are not feasible.
- The Township has a long-established policy of land protection and conservation. These policies are evident in land use patterns.
- When data are examined at a census tract block group level, they reveal that areas of the Township are very diverse from one another, exhibiting differences in demographic and economic conditions.
- Investigation of different demographic and economic conditions indicates that housing, transportation, land use, service, and other needs vary in different parts of the Township.
- There is a lack of housing diversity compared to Washtenaw County as a whole.
- The Township, like all municipalities, has finite resources. As such, proper planning ensures the most efficient and impactful use of these resources.



Image Source: Detroit Free Press

Map 1. Census Block Map, Superior Charter Township

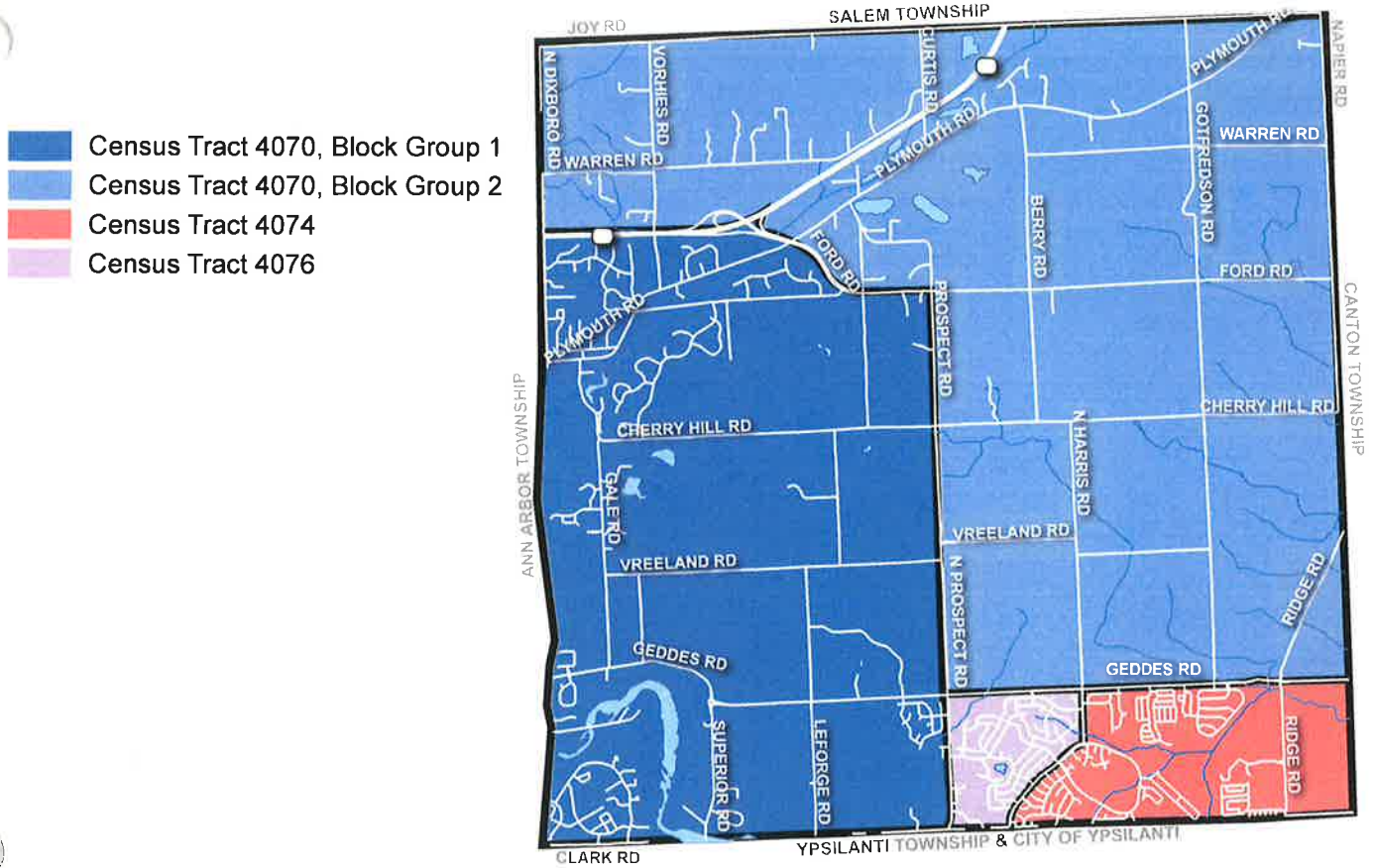
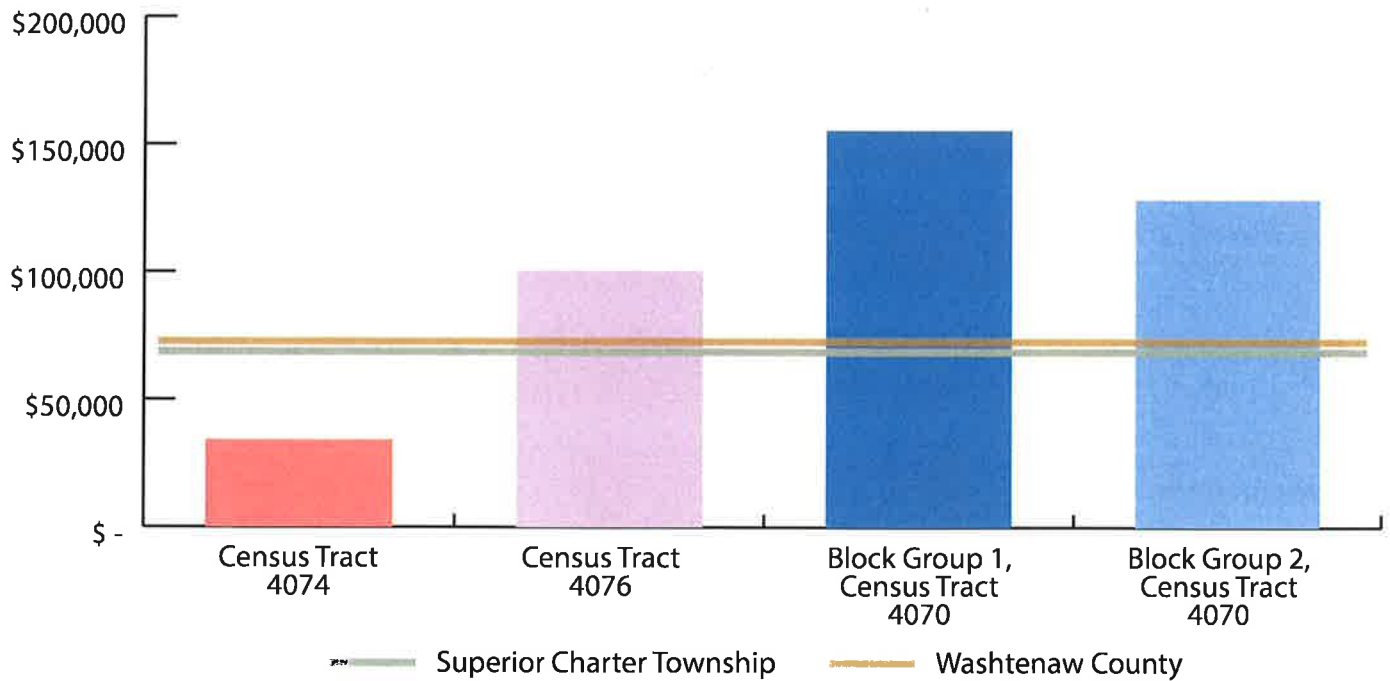


Figure 6. 2019 Median Household Income: Superior Charter Township Census Tracts & Block Groups

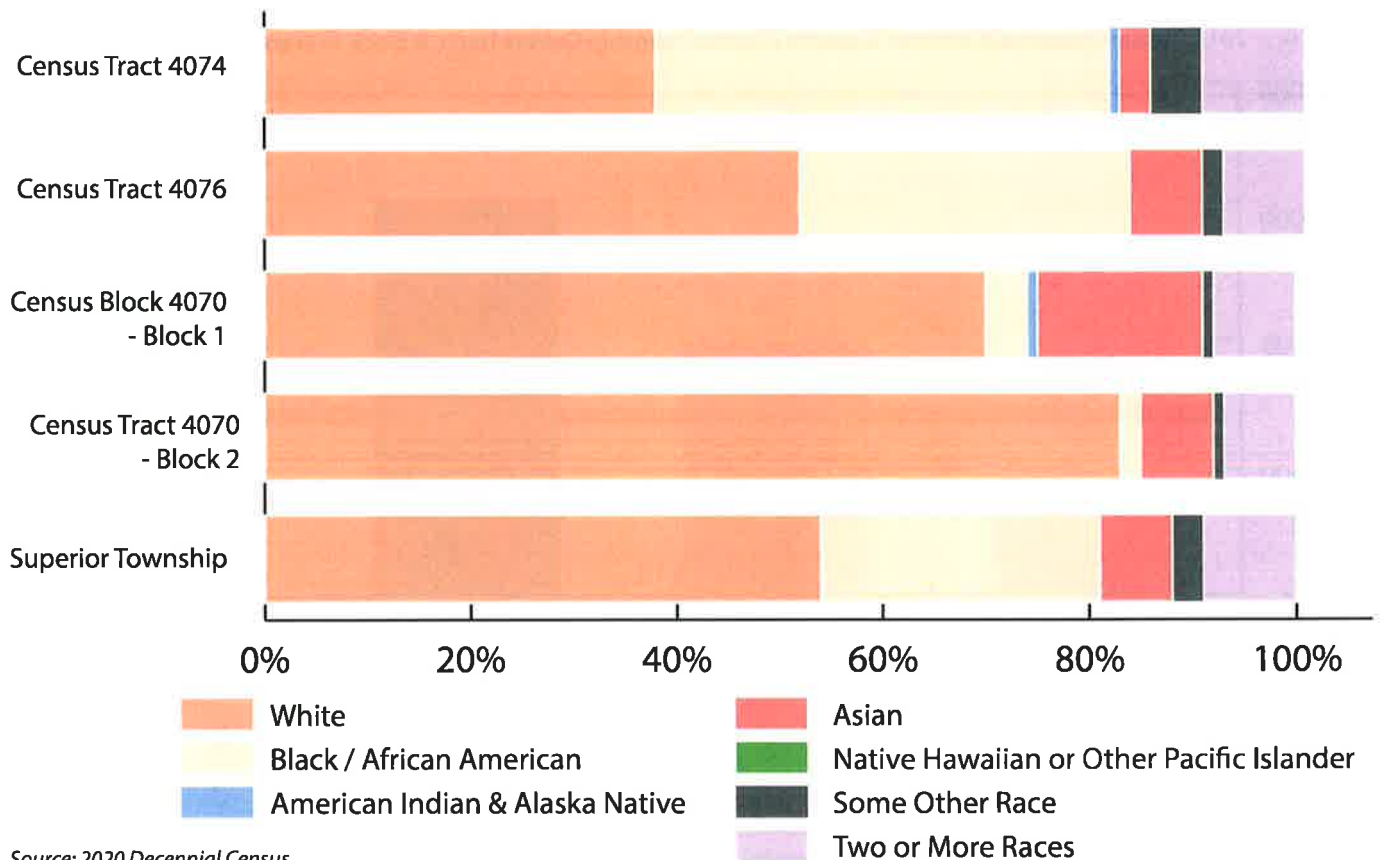


Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

## Race

As with household income, the race of Township residents varies between Township neighborhoods. Aforementioned census tract 4074 hosts a majority-minority racial makeup, with the largest racial group being Black or African American alone. The population of neighboring census tract 4076 hosts a nearly 50% minority population. To support the Township's population, Master Plan actions should increase visibility of the Township's diversity, enable equal opportunities and access to services, and promote community inclusion.

Figure 7. Racial Percentages by Census Tract and Block - 2020



Source: 2020 Decennial Census

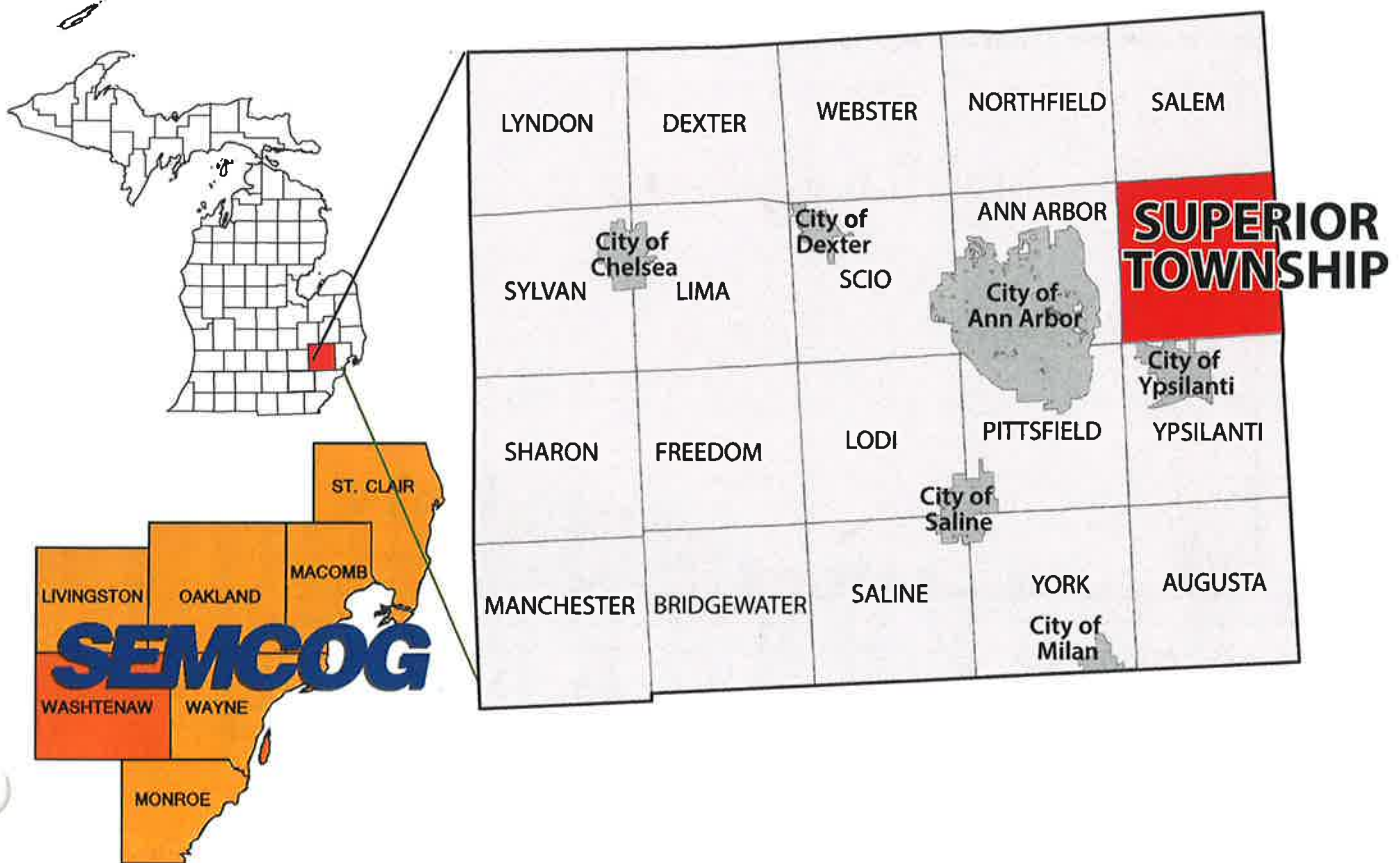
## Regional Setting

Superior Township is located along the eastern edge of Washtenaw County, approximately 15 miles west of Detroit, less than 1 mile east of the City of Ann Arbor, and immediately north of the City of Ypsilanti. M-14 cuts through the northwest corner of the Township, providing important connections to US-23, I-94, and I-96. Ford Road (M-153) is a busy east-west connector, providing access to shopping and other amenities in Canton Township just east border. Geddes Road, which forms the northern boundary of the dense housing on the south side, provides a secondary connection between Canton to the east and Ann Arbor and St. Joe's Hospital to the west. Prospect Road forms the backbone of the community, running from Plymouth Road south to Ypsilanti Township, and providing important connections to Township Hall and the Superior Greenway.

Superior Township was first settled in the early 19th century by farmers looking to capitalize on the fertile soils which gave the Township its name. Until World War II, the Village of Dixboro was the only concentrated development in the Township, due to the water provided by Fleming Creek and a primary access route between Ann Arbor and suburban Detroit communities along Plymouth-Ann Arbor Road. An economic shift precipitated by World War II and the construction of the Willow Run Bomber Plant in Ypsilanti Township brought thousands of residents to the southern portion of the Township and with it, limited public water and sewer facilities. The swift shift from agrarian to urban economies lead to a unique mix of land uses in the Township. Highly developed urban/suburban style housing along the south and open, agrarian development to the north create entirely separate living experiences.

*old*

Figure 2. Regional Setting



- 6 - Dixboro Special Area Plan
- 5 - Strategies & Implementation
- 4 - Growth Management & Future Land Use
- 3 - Vision & Policies
- 2 - Community Profile
- 1 - Introduction
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# Demographics

## Population Trends

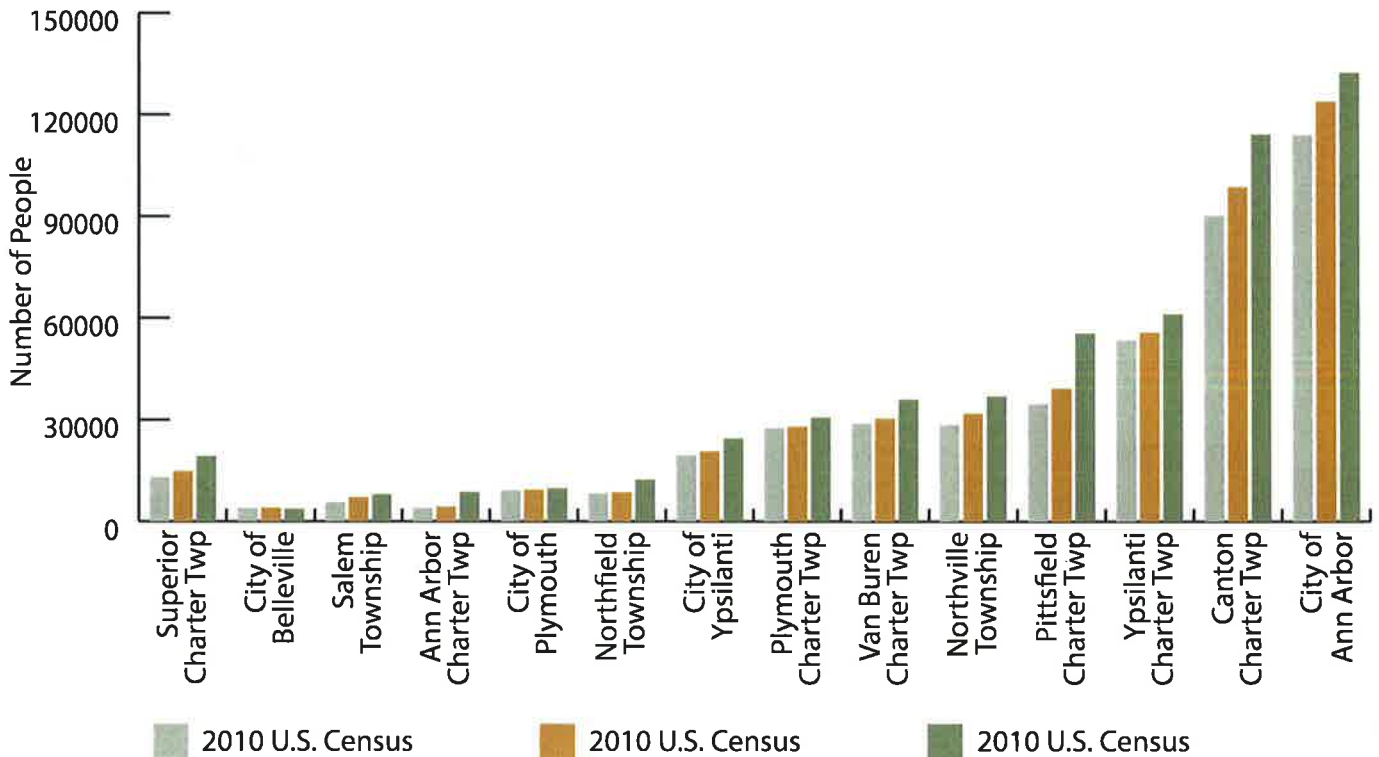
Superior Township's population has been steadily and slightly growing. From 2010 to 2020, the Township's population increased by nearly 14%. The population is projected to grow a further 23% between 2020 and 2045. This growth reflects similar growth in other Washtenaw County communities. The growth in population of both Superior Township and the adjacent communities will put demand on employment opportunities, businesses, housing, transportation, and services. Opportunities for commercial and residential expansion should be thoughtfully aligned with the Township's goals for growth management and open space preservation.

Table 1. 2010, 2020, & 2045 Population, Superior Charter Township

2010	2020	% change 2010 - 2020	SEMCOG 2045 estimate	% change 2020 - 2045
13,058	14,832	16.5%	19,330	30.3%

*Education*

Figure 3. 2010, 2020, & 2045 Population, Superior Charter Township & Surrounding Communities



Source: U.S. Census Bureau, 2010 and 2020 Decennial Census, SEMCOG 2045 Forecast

Superior Township's population base primarily consists of families. Children under the age of 17 years and adults between 25 and 54 years old comprise the largest population cohorts. These cohorts are projected to continue growing through 2045 as the general population grows.

Furthermore, the older adult population is projected to grow, similarly to county-wide trends. The resident cohort over the age of 65 years is projected to increase by 91%, and the cohort over the age of 85 years is projected to increase by 400% between 2020 and 2045.

For the first time in the Township's history, between 2020 and 2045, the number of residents aged 55 years and over will be greater than the number of residents aged 17 years of age and younger. This change is also reflected in the projected number of people per household.

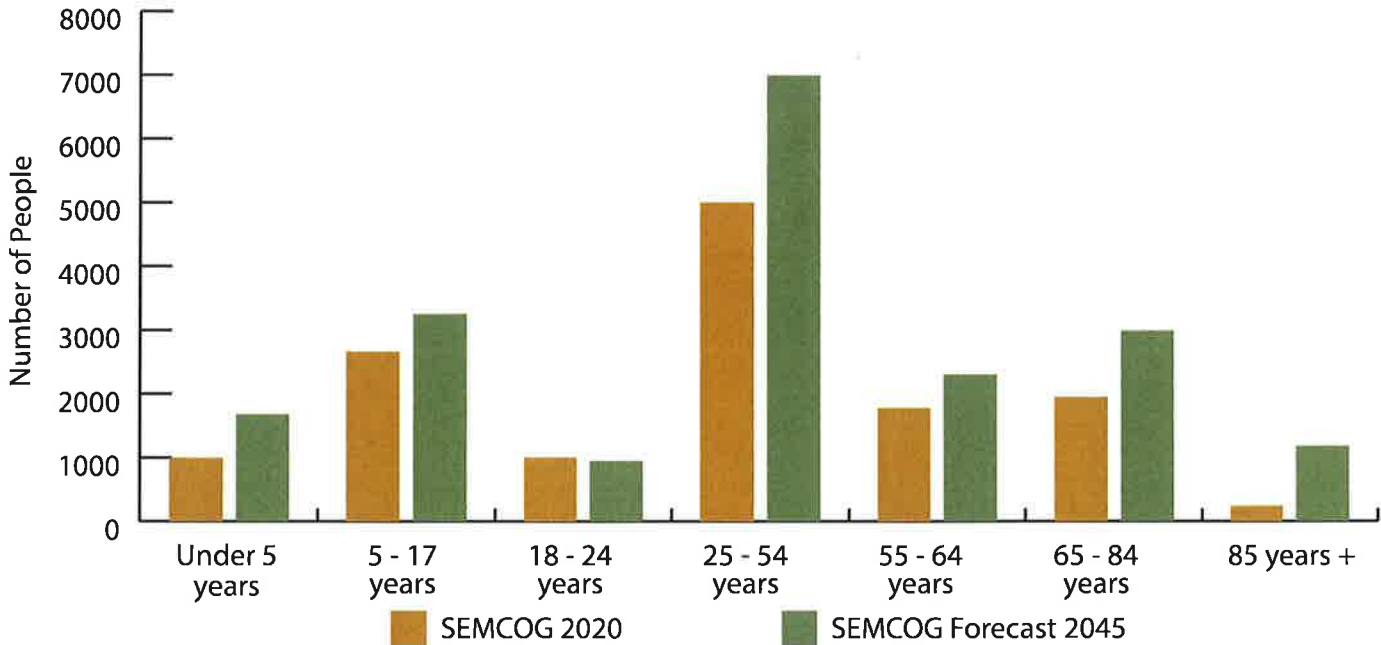
The aging of the Township population will place greater demand on services, housing, accessibility features, and transportation to support older adults. Additionally, the decline in household size coupled with a growing population will increase the demand for housing units that support smaller households, particularly senior households. Development of housing near services, especially medical and commercial services, will prove important.

**Table 2. Percent of Population by Age Bracket, Superior Charter Township**

Age Bracket	2020		2045	
	Washtenaw	Superior	Washtenaw	Superior
17 years & younger	19%	27%	17%	25%
65 years & older	15%	13%	21%	22%

Source: SEMCOG 2020 Estimates

**Figure 4. Population Forecast: Superior Charter Township**



Source: SEMCOG 2015 and 2020 Estimates, SEMCOG 2045 Forecast

## Household Income

Superior Township's median household income is roughly equal to the County-wide median household income. However, across specific neighborhoods in the Township, income varies significantly, from greater than the County median to lower than the County median. Median household income in the neighborhoods south of Geddes Road and east of Harris Road are much lower than the median incomes of households in other Township neighborhoods.

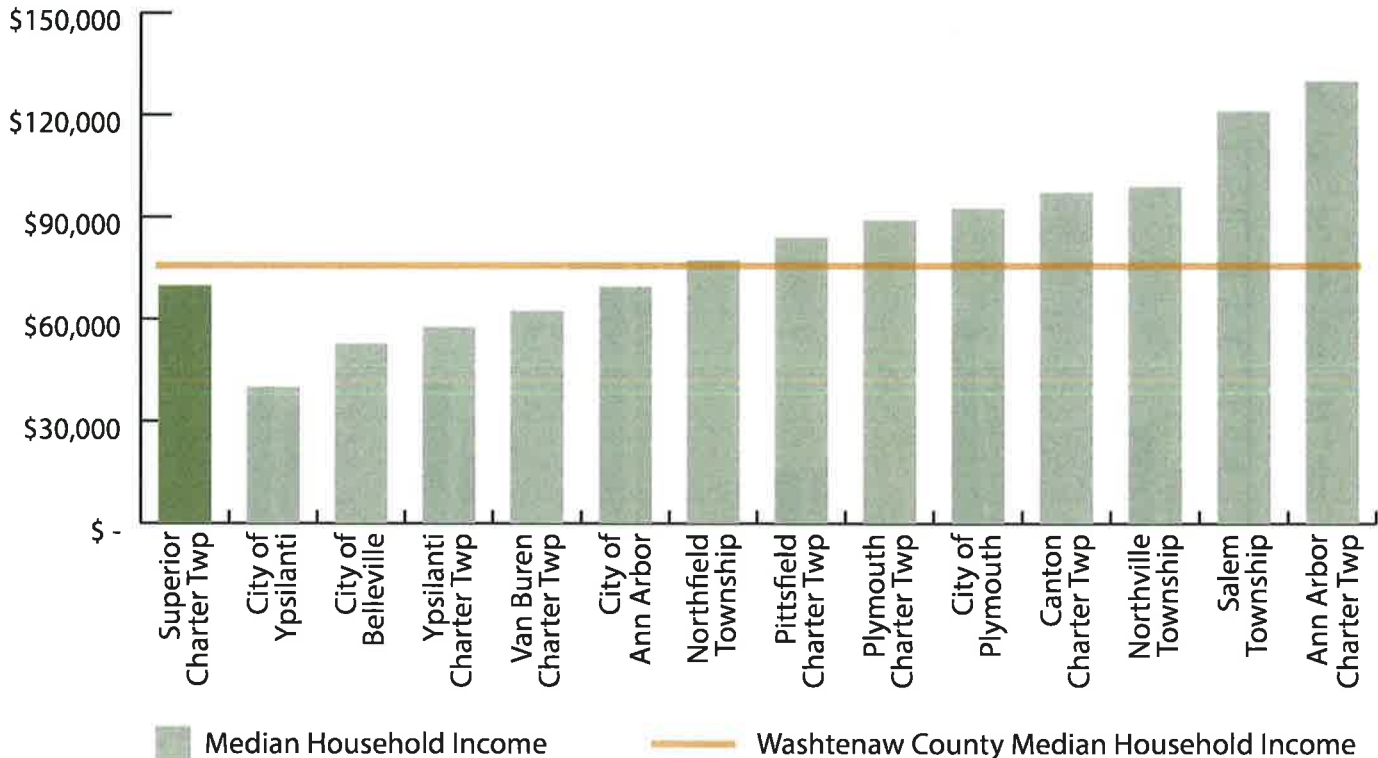
Census tract 4074 within the southeast portion of the Township hosts a median income of around \$35,000 – well below the Township's median income. This area also hosts the highest population density within the Township. Income disparity has Master Plan implications, as areas in lower income neighborhoods will benefit more from actions that increase the accessibility of public transit, both subsidized and unsubsidized affordable housing, employment opportunities, and access to public services. The income discrepancy also poses implications for how and where to target outreach efforts to promote Township policies.

**Table 3. Average Persons per Household**

	2020	2045
Superior Charter Township	2.58	2.36
Washtenaw County	2.36	2.35

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

**Figure 5. 2020 Median Household Income: Superior Charter Township and Nearby Communities**



Source: 2020 Decennial Census

## Jobs & Industries

Hospitals and associated medical facilities are the Township's largest employers, making up 72% of jobs within the Township. Master Planning efforts can work to develop housing and transportation opportunities for residents who both live and work within the Township.

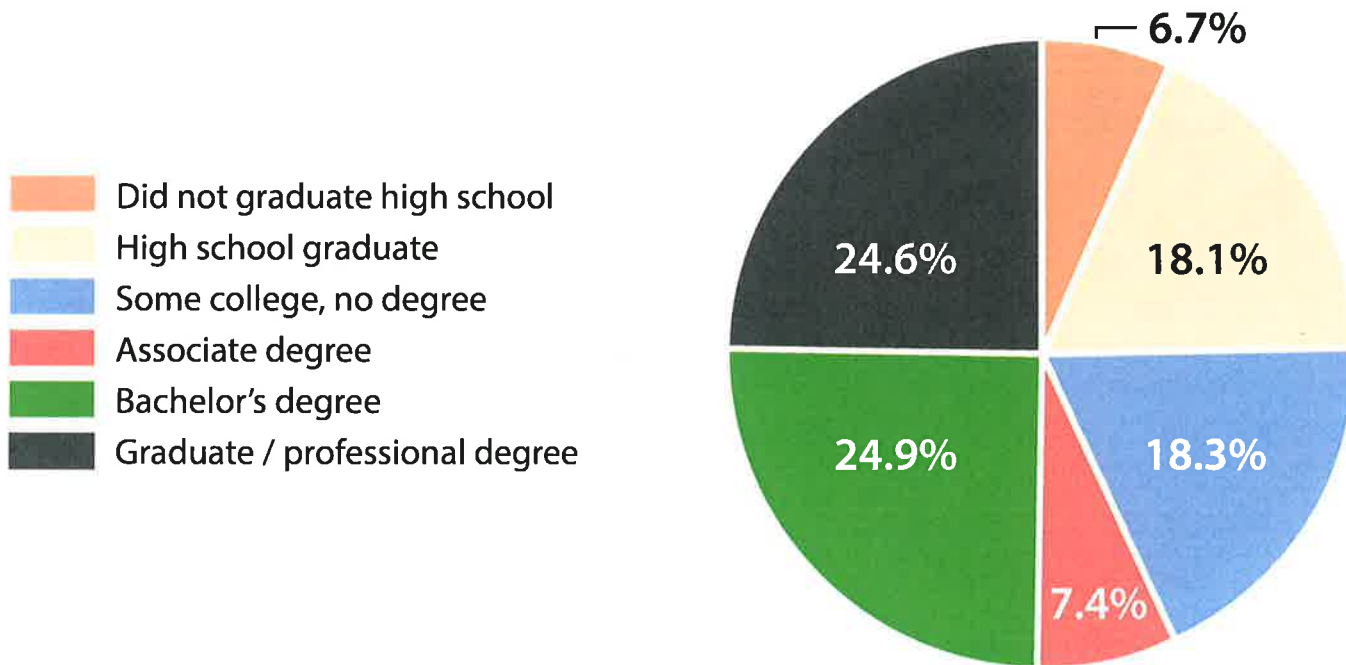
## Educational Status

Approximately 25% of working age Township residents, those between 24 and 65 years, do not have an educational attainment beyond a high school degree. Planning efforts can incentivize the expansion of businesses with employment opportunities that support this workforce

**Table 4. Forecasted Jobs by Industry Sector**

Forecasted Jobs by Industry Sector	Percent of Total Jobs in 2020	Percent of Total Jobs in 2045
Healthcare Services	71.25%	70.94%
Professional and Technical Services & Corporate HQ	6.26%	5.86%
Administrative, Support, & Waste Services	5.86%	6.69%
Information & Financial Activities	3.31%	3.06%
Leisure & Hospitality	2.74%	3.31%
Natural Resources, Mining, & Construction	2.50%	2.36%
Other Services	1.75%	1.53%
Education Services	1.68%	1.63%
Retail Trade	1.44%	1.07%
Manufacturing	1.01%	1.45%
Wholesale Trade	0.77%	0.74%
Public Administration	0.76%	0.75%
Transportation, Warehousing, & Utilities	0.68%	0.61%

**Figure 8. Educational Attainment, Ages 24-65 Years**



Source: SEMCOG 2020 Estimates, SEMCOG 2045 Forecast, U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

## Housing

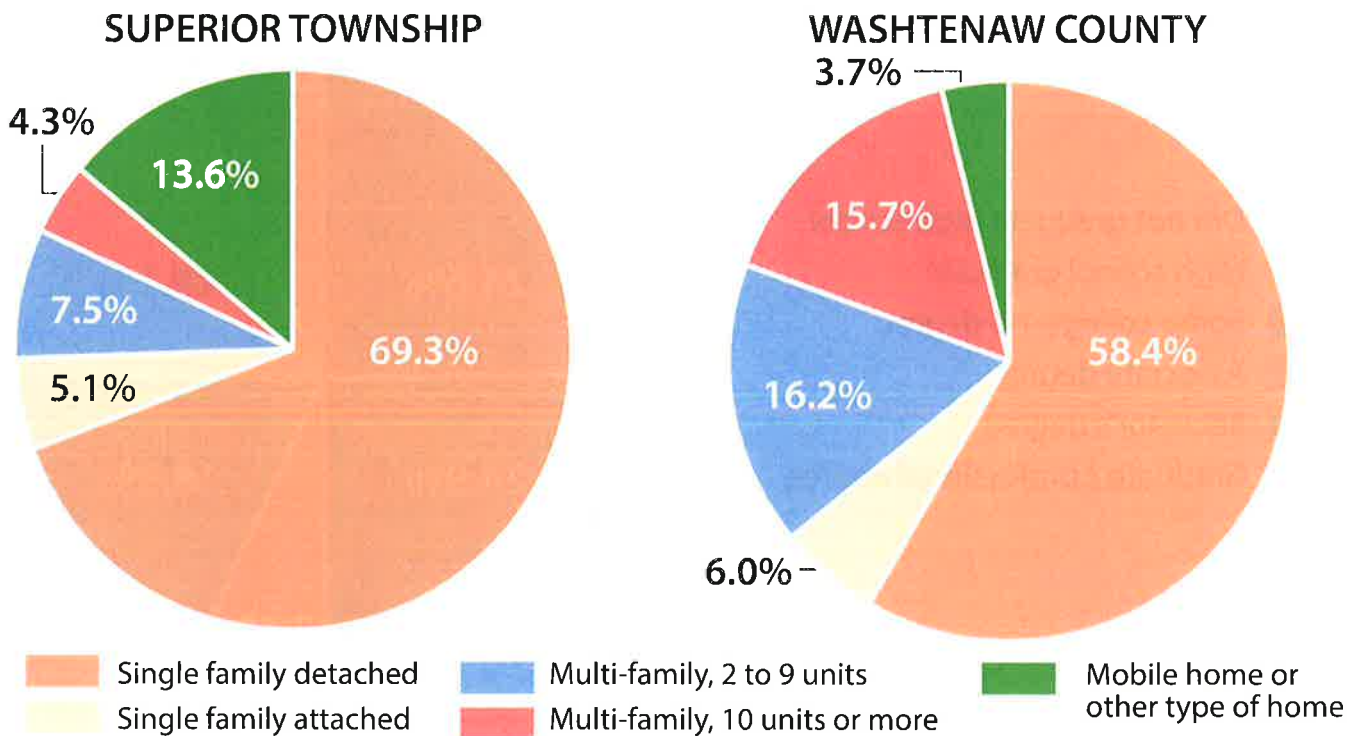
The predominant housing type within the Township is detached single-family housing units, which comprise almost 70% of all housing units in the Township. This value is higher than the County-wide housing stock. The second most common housing type is mobile home. Multi-family housing makes up less than 15% of total Township housing stock. This housing inventory reflects the Township's history and values but also poses challenges to residents in need of a more diverse housing stock.

The Township's housing inventory has increased by an average of nearly 50 new housing units every year between 2007 and 2021. Most of these units were detached single-family. SEMCOG estimates that this pattern of new housing construction will increase, with approximately 2,471 new units being built by 2045: approximately 99 units per year. However, Master Plan actions can influence the location and density of these project constructions.

The vacancy rate in the Township is exceptionally low, which reflects the demand for housing, at 3.9%. By comparison, the vacancy rate in Washtenaw County was approximately 5.7% in 2021, according to SEMCOG.

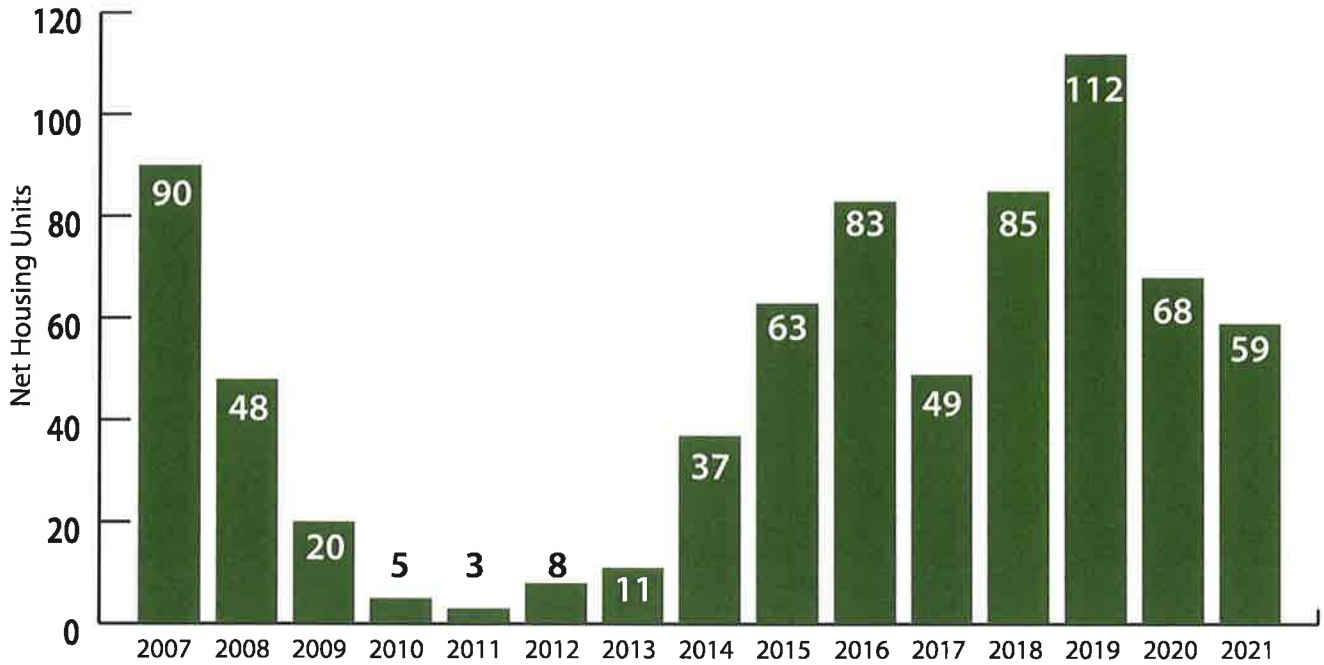
Housing costs in the Township are lower than the County median for homeowners and renters. Although housing costs are lower than neighboring Washtenaw County communities, Superior Township residents are more cost-burdened than surrounding communities. Approximately 40% of all households in the Township pay 30% or more of their income towards monthly housing costs. Approximately 56% of renter households in the Township pay 30% or more of their income towards monthly housing costs. Master Plan actions can work to limit the burden of housing cost on Superior Township residents.

Figure 9. Housing Types, Superior Charter Township



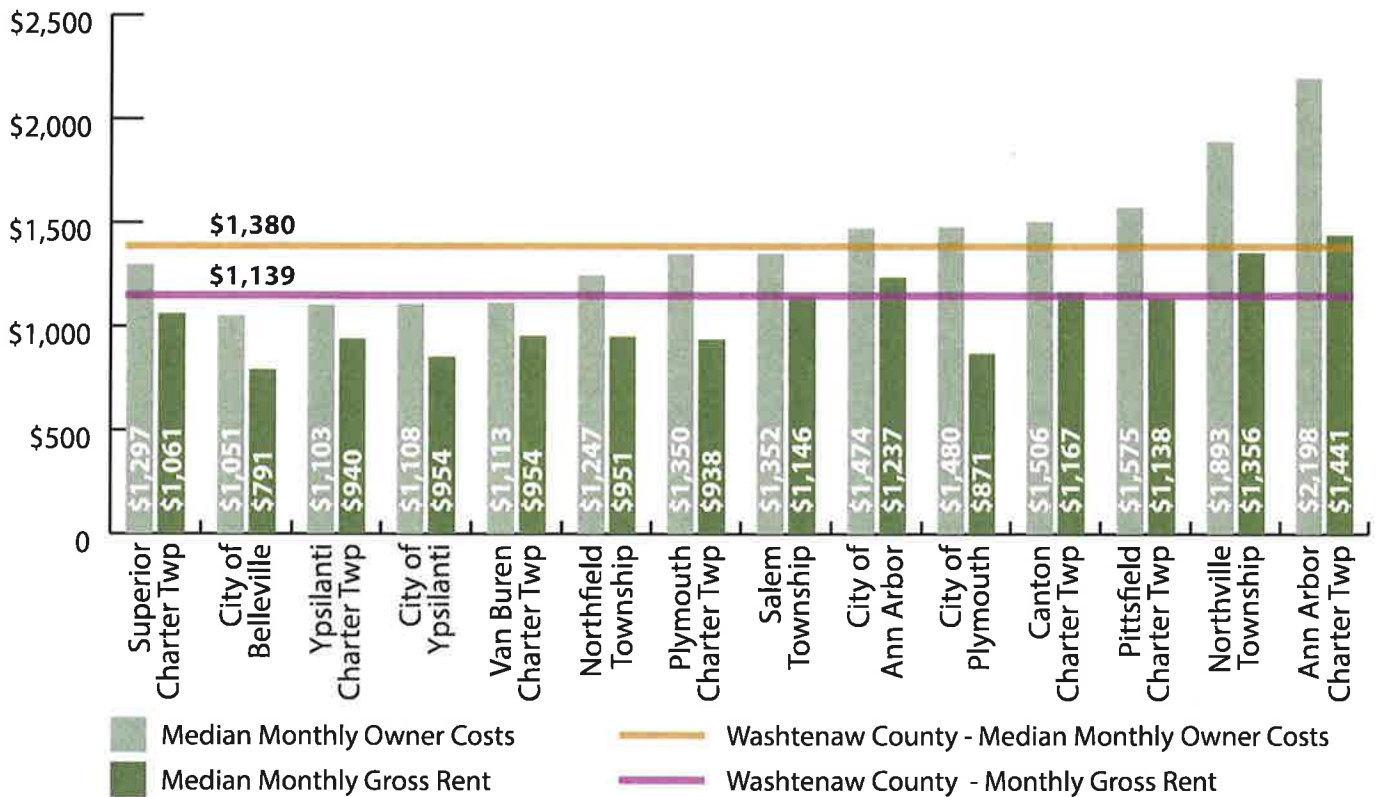
Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

Figure 10. 2007 - 2021 Net New Total Housing Units per Year, Superior Charter Township



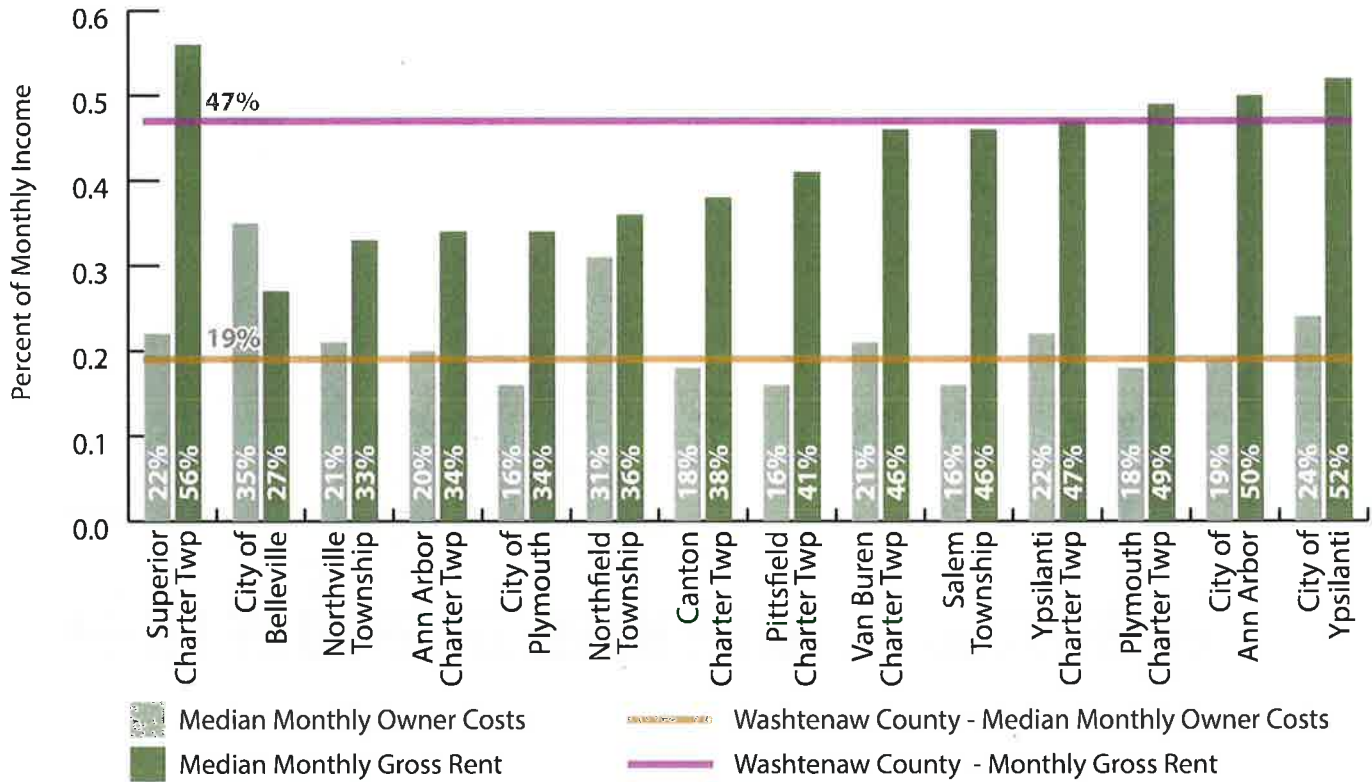
Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

Figure 11. 2019 Median Monthly Housing Costs: Superior Charter Township & Surrounding Communities



Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

Figure 12. Percent of Households Paying 30% or Greater of Income in Monthly Housing Costs



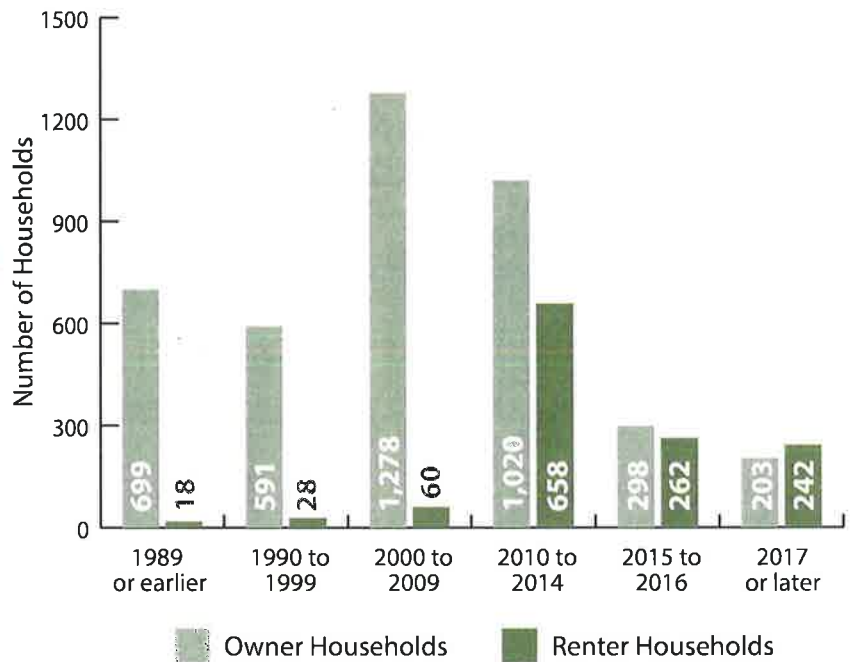
Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

The total influx of people into the Township has slowed in the last decade. However, while historic estimates of household tenure (people who rent or own) are less reliable, Census estimates suggest that the proportion of renter households in the Township has grown over the last decade. In the last five years, the proportion of renters moving into the Township has outpaced the proportion of homeowners.

*Increasingly*

Developers are attracted to Superior Township. Master Plan actions can continue to incentivize development while promoting quality housing for all income levels, all housing types, and both renters and homeowners while supporting the Township's long-standing general development patterns.

Figure 13. Households by Year Householder Moved into Housing Unit, Superior Charter Township, 2019



Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

## Commuter Patterns

Approximately 6,495 Township residents are part of the workforce. Of those residents, only an estimated 184, or 2.8% work in the Township.

About half of workers who live in the Township travel less than 10 miles to work. Most of these commuters work in Ann Arbor, Scio Township, Pittsfield Township, and Ypsilanti Township. The remaining residents work along the I-275, I-96, and I-296 corridors northwest of the Township.

Roughly 20% of working resident travel over 25 miles to work.

There are approximately 2,600 people who work within Superior Township. Some commuters, 5.1% drive over 50 miles to work in the Township. The majority, roughly 80%, travel less than 25 miles, half of who drive only 10 miles or less. Most workers commute from Ann Arbor and Ypsilanti Township.

Identifying commuter patterns within and beyond that Township can inform planning action that serve to alleviate traffic, improve safety, and expand public transportation opportunities for Township residents and employees.

**Table 5. Distance Traveled to Work, Superior Charter Township Residents, 2019**

	Count	Share
Total All Jobs	6,495	100.0%
Less than 10 miles	3,199	49.3%
10 to 24 miles	1,936	29.8%
25 to 50 miles	752	11.6%
Greater than 50 miles	608	9.4%

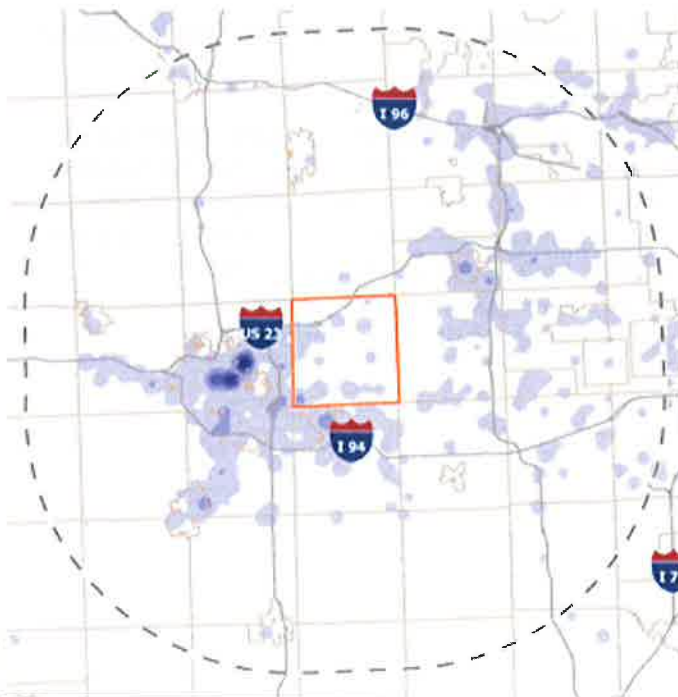
Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

**Table 6. Distance Traveled to Work, Superior Charter Township Workers, 2019**

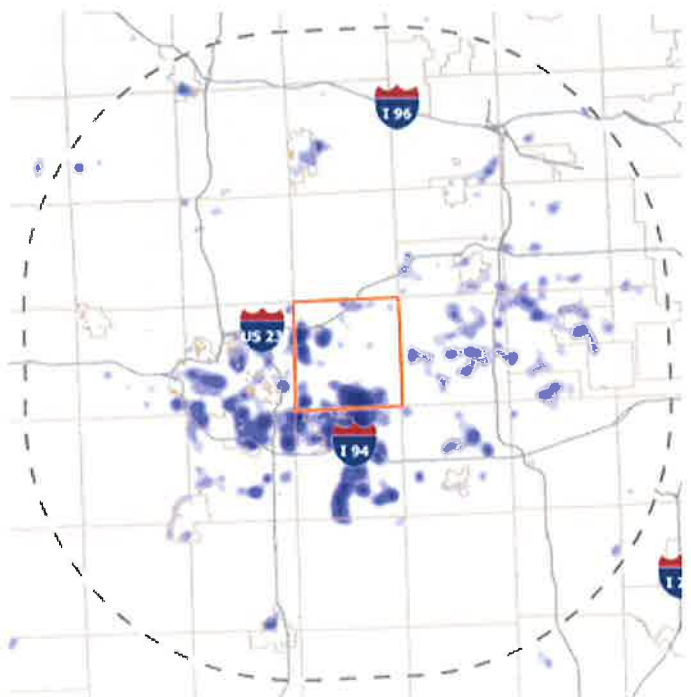
	Count	Share
Total All Jobs	2,582	100.0%
Less than 10 miles	1,062	41.1%
10 to 24 miles	1,027	39.8%
25 to 50 miles	362	14.0%
Greater than 50 miles	131	5.1%

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

**Figure 14. Work Destinations for People Who Live in the Township, 15-Mile Radius, 2019**



**Figure 15. Home Destinations for People Who Work in the Township, 15-Mile Radius, 2019**



## Transportation

The principal arterial roads in the Township are Ford, Prospect, Plymouth, Geddes, and Clark Roads. They will continue to be the principal roads, with Gotfredson Road added because of its interchange with M-14. Ford, Geddes, and Prospect Roads are likely to increase in importance because of their roles in the area-wide road network.

Excluding the arterial roads north of Geddes, most roads in the Township are dirt roads. Due to the low volume of traffic produced by the existing and planned development in this area, these roads are sufficient to provide for the transportation needs in those areas. In addition to passenger vehicles that use these roads to access the very low-density housing in this area, these roads are used to move farm equipment, transport farm products and are frequently used for recreation by walkers, bikers, and even equestrians. However, increased vehicle speeds on these roads make them less safe for farm use and recreation.

Traffic volumes from development in adjoining jurisdictions will continue to put pressure on these arterials. Planning actions that work to retain the rural character of these areas, limit traffic, and reduce speeds align with the Township growth management and development goals.

**Table 7. Road Type Inventory, Superior Charter Township**

Road Type	Miles
County Local	68.96
County Primary	32.18
Non Act 51 Certified	32.42
State Trunkline	15.83
Total	149.39

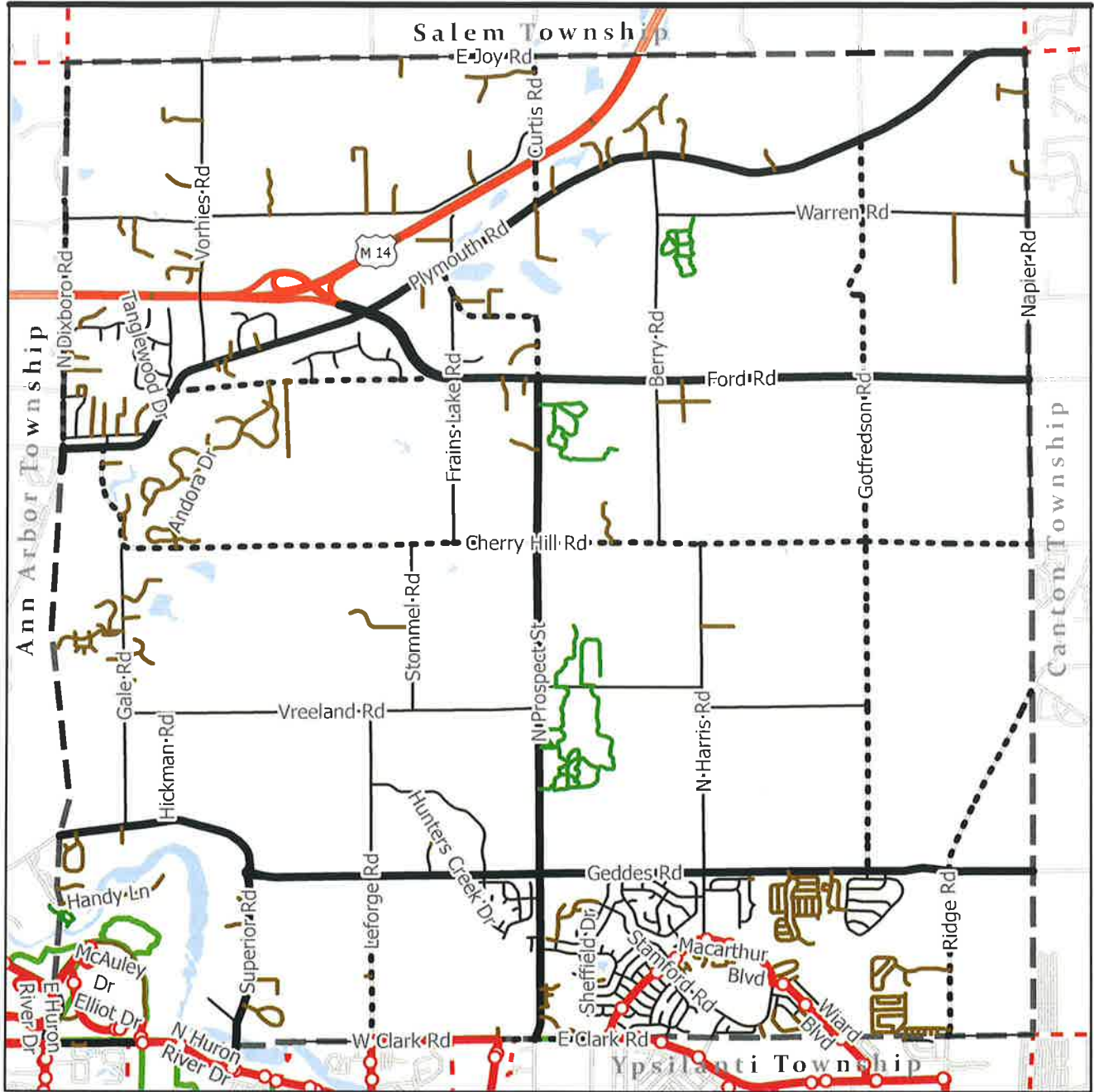
### Geddes Road Corridor

One of the most significant east/west transportation routes in Superior Township, north of the Ann Arbor-Ypsilanti urban area, is Geddes Road. Geddes Road has historically served as a regional arterial connector from rural areas to urban centers and other transportation networks. Within Superior Township, Geddes Road passes through significant land holdings of the Ford Motor Company, highly productive farmlands, the Township's Technology/Research Village area anchored by the Hyundai- Kia Motors Technical Center, and notable residential areas. Farther to the west, within Ann Arbor Township, Geddes Road intersects with the Dixboro Road corridor, an area becoming increasingly urbanized, and with an interchange with US-23. The two-lane rural character of Geddes Road is enhanced as it passes through long stretches of flat agricultural lands in the eastern and central portions of the Township and then turns into a winding roadway over gentle hills in the western portion of the Township.

Geddes Road will continue to increase in importance because east/west transportation is restricted within the southern portion of the Township. The Huron River is located south of Geddes Road. University of Michigan properties, including Radrick Farms and Matthaei Botanical Gardens, are located west of Gale Road and north of Geddes. Other north/south roadways intersect with Geddes Road, thus directing additional traffic onto Geddes Road. Previous planning policies have recognized that Geddes Road is a logical physical barrier to buffer rural lands to the north from encroaching urban development from the south.

In recognition of the dynamic pressures that will be placed on Geddes Road in the future, policies in the Master Plan will be directed toward maintaining the unique rural character of Geddes Road and retaining it as a physical barrier to buffer land uses. This will include an initiative to plant trees along each side of the road, and to construct a separate non-motorized trail along the road.

Map 2. Transportation Map

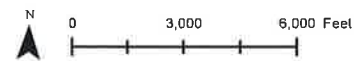


**Road National Functional Classification (NFC)**

- Other Freeways
- Arterial Roads
- ⋯** Collector Roads
- Local roads
- Private roads

- TheRide Stops
- TheRide Routes
- Paths & Trails
- Border to Border Trail
- Superior Township Boundary
- - -** Adjacent Community Boundaries
- Waterways

**Transportation  
Superior Township  
Washtenaw County, Michigan**



This map is for reference only. Data layers that appear on this map may not be accurate. The information is provided with the understanding that the conclusions drawn from such information are solely the responsibility of the user. Any assumption of legal status of this data is hereby disclaimed.

Data: Superior Township, Washtenaw County, Michigan Department of Transportation (MDOT)  
Prepared by: Carlisle/Wortman Associates, Inc.  
Date: February 21, 2023



## The M-14 Corridor

The M-14 freeway, opened to traffic in 1979, will continue to increase pressure for development in the area along the freeway and Plymouth Road, especially for rural housing. Fortunately for the preservation of agricultural land, the freeway corridor does not pass through the Township's best farmland. The freeway will also increase the importance of Ford Road east of the freeway. To a lesser extent it will also increase the importance of Plymouth and Prospect Roads and, eventually, Gotfredson Road. M-14 has become a preferred route for commuters traveling from north and west of Ann Arbor to work in the Metro Detroit region. As a result, it is becoming more frequently congested during peak hours, which results in vehicles diverting to Plymouth or Ford Roads.

## Transit and Non-Motorized Transportation

An expanded public transportation system will also be an important issue in the next 20 years. The pattern and density of future development in the urban part of the Township should take this issue into account. In addition, the non-motorized circulation system must be increased. At a minimum, non-motorized trails or sidewalks are essential along existing arterials and collectors south of Geddes, as well as along all new streets in subdivisions and condominium developments.

There are conservation efforts in the Township have resulted in a growing trail network. This Master Plan includes initiatives which seek to expand the growing trail network and improve non-motorized connections throughout the Township.

Transit accessibility and sidewalk coverage is limited and is concentrated in the southern part of the Township. Three AAATA The Ride bus routes travel through the Township. However, all three routes are concentrated in the southernmost portion of the Township and do not substantially extend into the residential communities south of Geddes Road. Increasing Township residents' accessibility to bus routes will require coordinated efforts with neighboring jurisdictions.



## Natural Features

### Geology & Topography

The existing terrain in and around Superior Township was shaped by the Wisconsin ice sheet, which retreated from the region about 13,000 years ago). The substrate consists mainly of sandstone, limestone, shale, salt, and gypsum. Superior is characterized as flat to moderately hilly with bands of gently rolling topography from the southwest to the northeast corner of the Township. Elevation changes from a high of 938 feet in the far northwestern corner of the Township to 708 feet near the intersection of Napier Road and Geddes Road. Fleming Creek, which roughly parallels Plymouth Road, forms a gentle valley running from the northeast to the southwest, before ultimately meeting with the Huron River south of Stark Strasse Street. Smaller tributaries including the Superior #1 drain and Fowler Creek flow southeast into Wayne County as part of the greater Rouge River watershed. Map 3 on page 28 provides a visual representation of topography in the Township.

### Soils

Two major soil associations are identified in the Washtenaw County Soil Survey for Superior Township: Morley-Blount and St. Clair-Nappanee-Hoytville. These soils are fine to medium texture loams and clay. They have a moderate water capacity and slow permeability. Around 75% of the soils are suitable for agriculture with the remaining composed of wetlands or steep slopes.

### Water Resources

Superior is within the Huron River and Rouge River basins. The Huron River basin captures flow from the western portion of the Township and the Rouge River basin captures flow from the eastern portion. The Huron River, specifically its tributary Fleming Creek, are the Township's largest waterways. Precipitation is the major source of groundwater recharge for the Huron River basin. The northeastern portion of the Township generally has adequate groundwater access, but the southeastern area is sometimes in low supply. Sensitive groundwater recharge areas exist near Fleming Creek, the Huron River, and the eastern edges of the Township. The exact location of underground aquifers is difficult to establish, and new development or uses may or may not adversely affect local water supplies.

### Wetlands

Wetlands are prevalent throughout the community, particularly in the central and northern sections. The Michigan Department of Environment, Great Lakes, and Energy (EGLE) wetland maps show a widespread network of hydric soils and wetlands; Map 6 on page 91 highlights the location of confirmed wetlands only. Some of the largest examples can be found in the Matthaei Botanical Gardens, the northern portion of LaForge Woods, and in Harvest Moon Park. The composition of the wetlands varies from location to location, but scrub shrub wetlands, wet prairies, and hardwood swamps are common. Superior Township enacted a wetlands ordinance in 1998 to protect these delicate features of the Township.

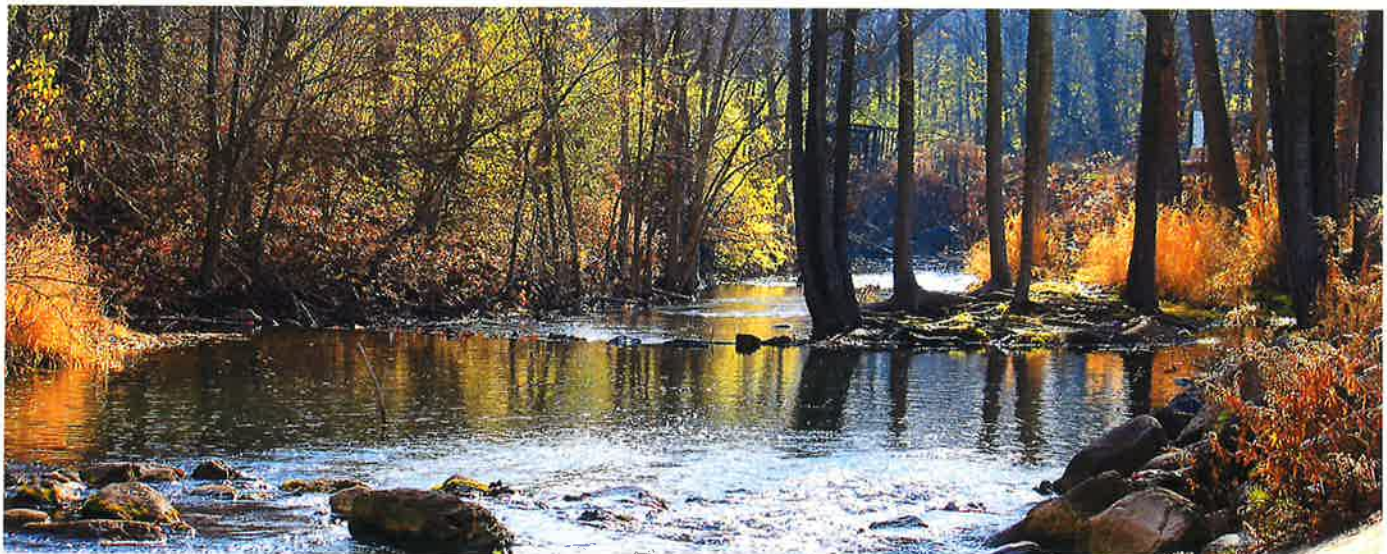
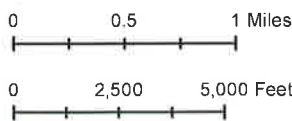
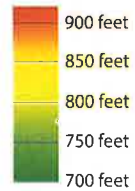
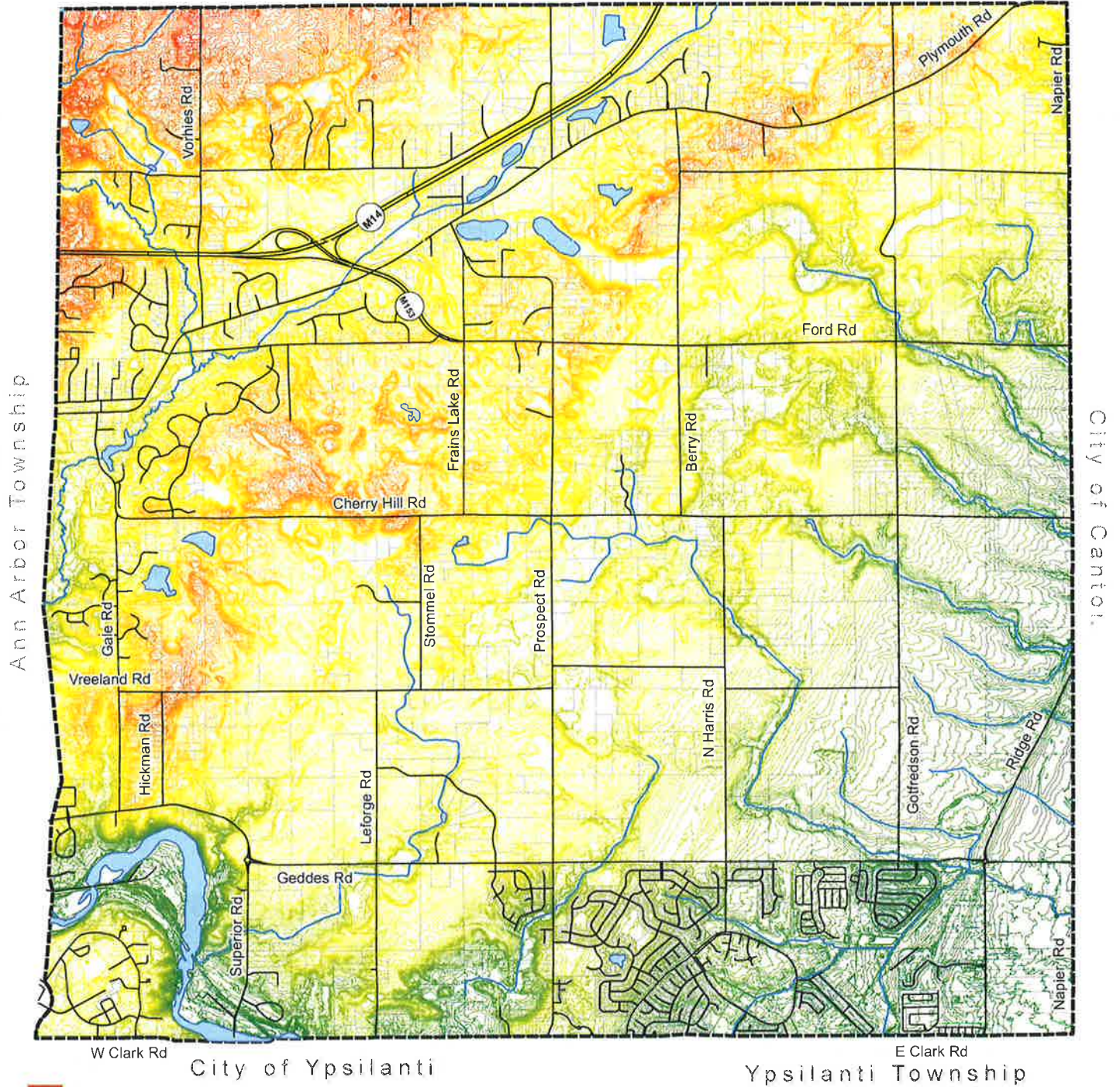


Image Source: Wikimedia

Map 3. Topographic Map

Salem Township  
Joy Rd



**Elevation Map**  
Superior Township  
Washtenaw County

Roads, Tax Parcel, and Rivers Data  
from Washtenaw County GIS

January 5, 2022  
Carlisle/Wortman Associates, Inc.  
Ann Arbor, Michigan

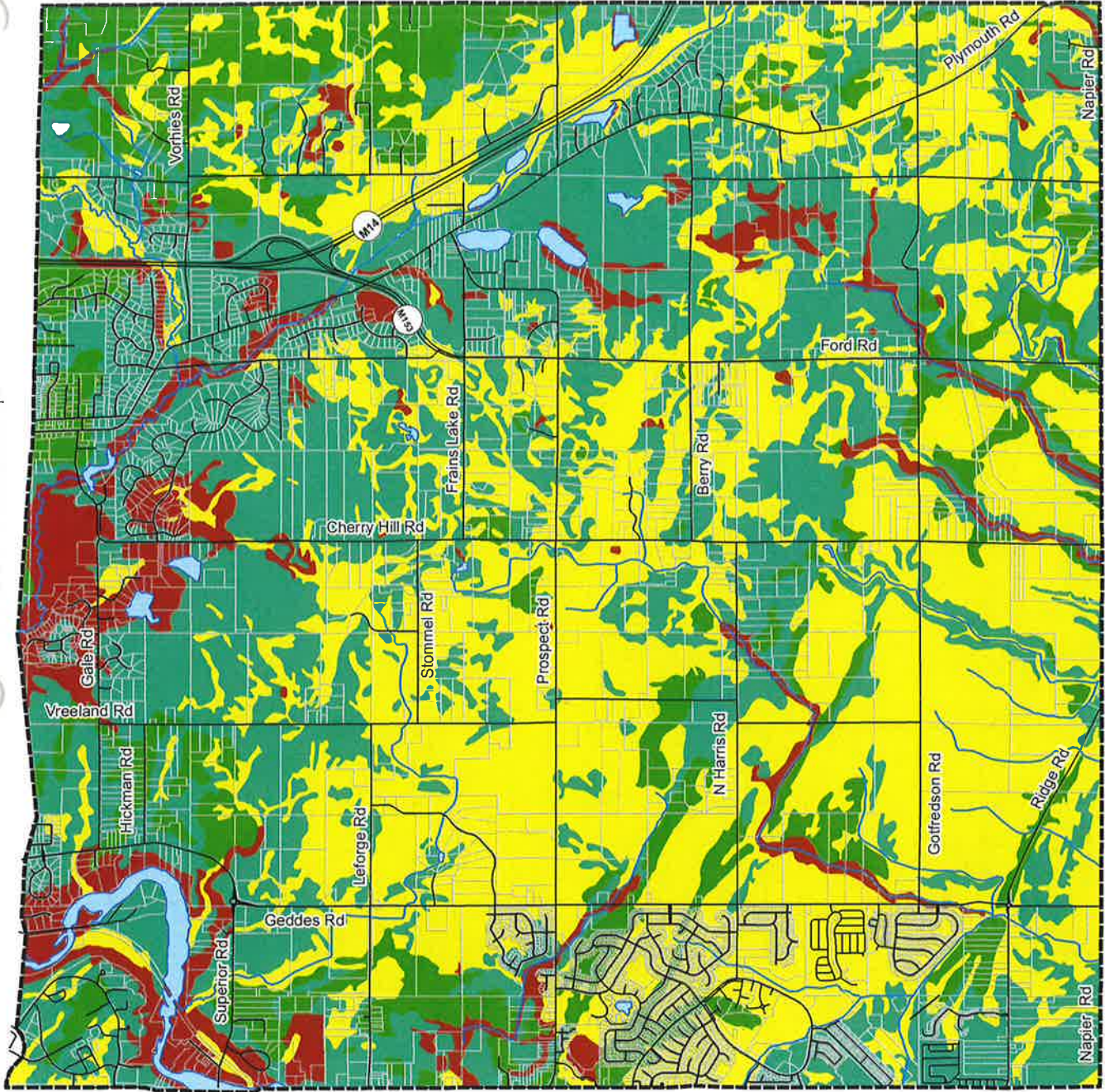


Map 4. Soils Map

Salem Township

Joy Rd

in Arbor Township



W Clark Rd

City of Ypsilanti

E Clark Rd

Ypsilanti Township

- Prime Farmland  
Land that has the best combination of physical and chemical characteristics for producing
- Farmland of Local Importance  
May be designated for agriculture by local ordinance
- Not Prime Farmland
- Prime Farmland (If Drained)

**Agricultural Soils**

Superior Township  
Washtenaw County

Roads, Tax Parcel, and Rivers Data  
from Washtenaw County GIS  
Soils Data from USDA

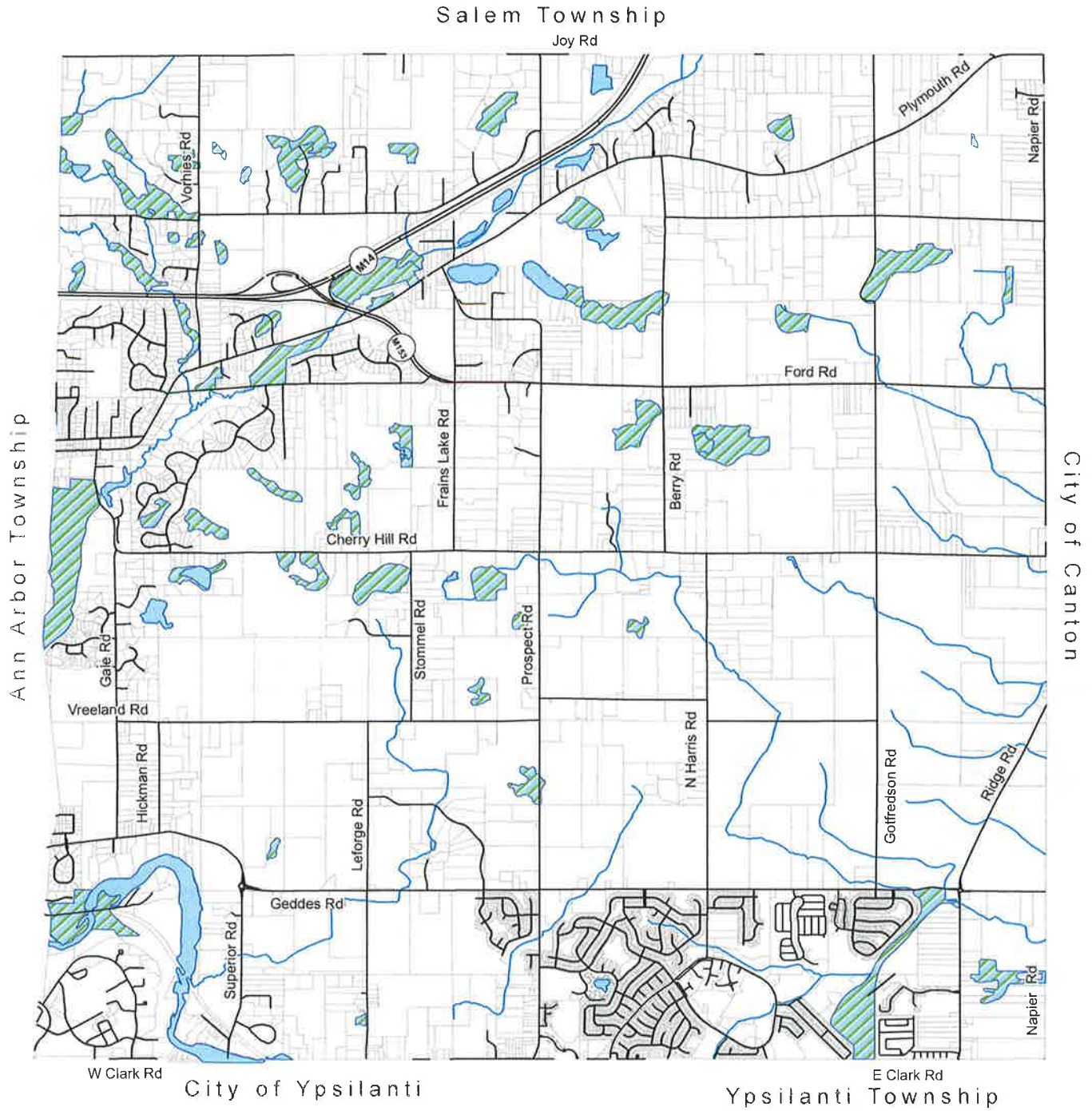
February 9, 2022

Carlisle/Wortman Associates, Inc.  
Ann Arbor, Michigan



City of Canton

Map 5. Wetlands and Water Bodies

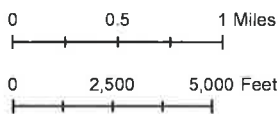


**Natural Features - Wetlands**

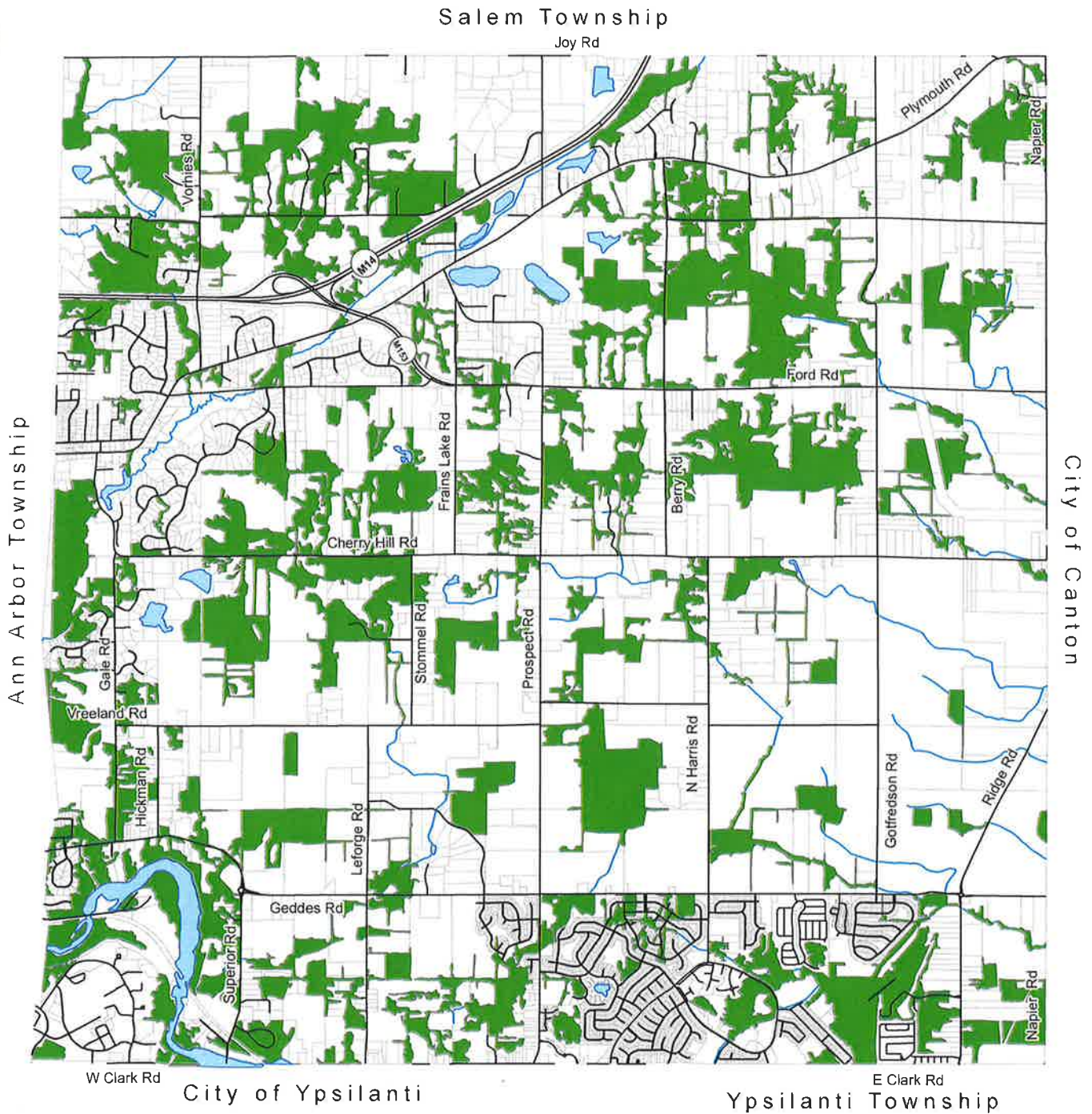
Superior Township  
Washtenaw County


Roads, Tax Parcel, and Rivers Data  
from Washtenaw County GIS

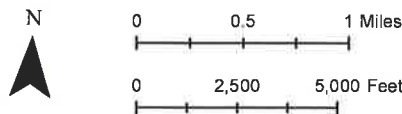
January 5, 2022  
Carlisle/Wortman Associates, Inc.  
Ann Arbor, Michigan



Map 6. Woodland Areas



 Woodlands



**Natural Features - Woodlands**

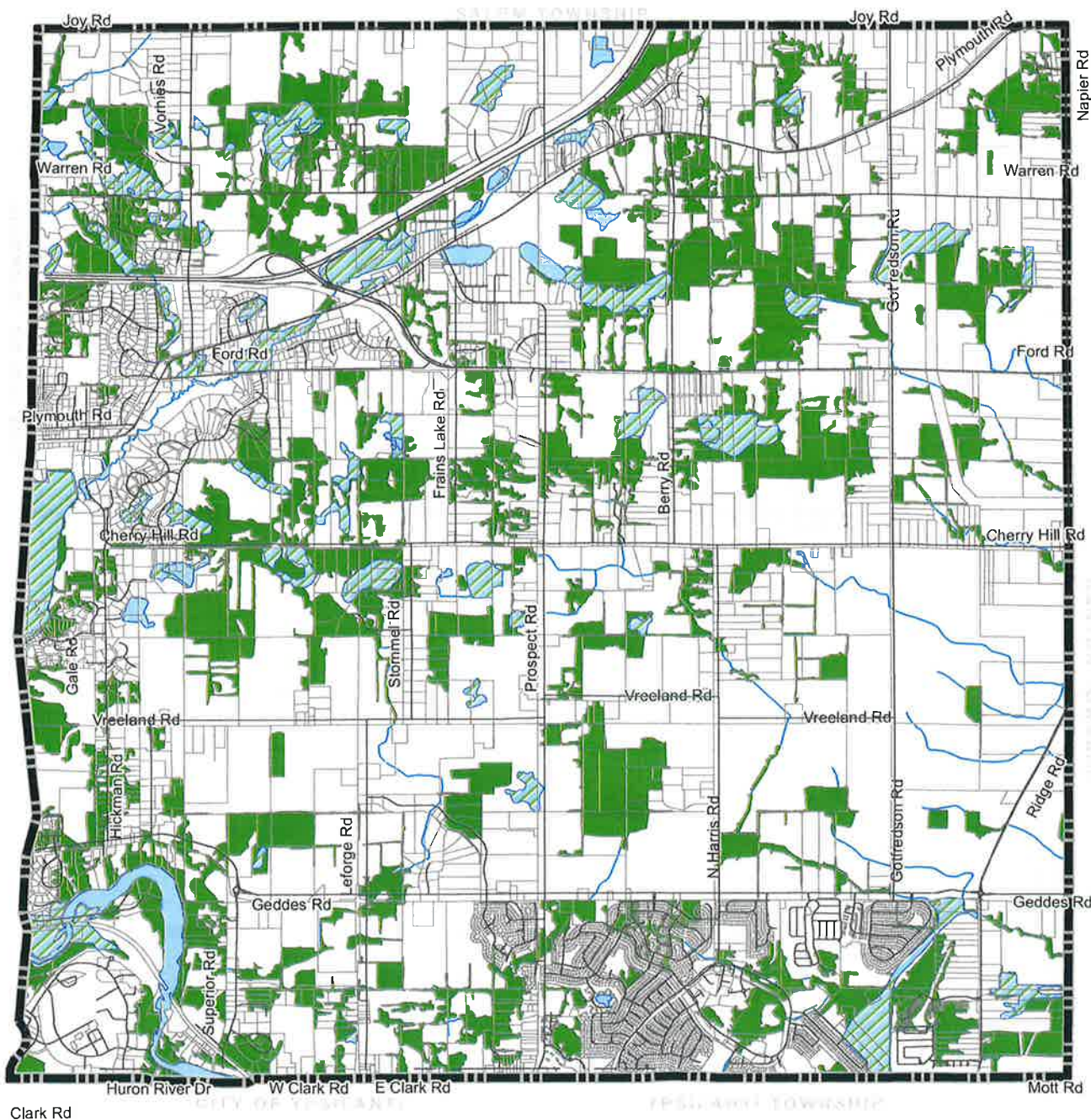
Superior Township  
Washtenaw County

Roads, Tax Parcel, and Rivers Data  
from Washtenaw County GIS

January 5, 2022  
Carlisle/Wortman Associates, Inc.  
Ann Arbor, Michigan



Map 7. Natural Features Map



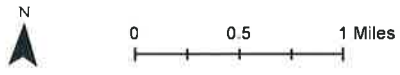
-  Wetlands
-  Woodlands
-  Rivers/Streams
-  Lakes/Ponds

## Natural Features

Superior Township  
Washtenaw County

Roads, Tax Parcel, and Rivers Data  
from Washtenaw County GIS

December 22, 2021  
Carlisle/Wortman Associates, Inc.  
Ann Arbor, Michigan



## Environmentally Sensitive Areas

Environmentally sensitive areas (ESAs) are areas of natural features which are vital to the long-term maintenance of biological diversity, soil, water, or other natural resources both on the site and in a regional context. They include wildlife habitat areas, steep slopes, wetlands, watercourses, woodlands, and prime agricultural lands.

ESAs have special environmental attributes worthy of retention or special care in order to:

- a. Maintain habitat, open space, and wildlife corridors;
- b. Provide stormwater management filtration, and flood and erosion control benefits; and
- c. Protect surface and ground water quality.

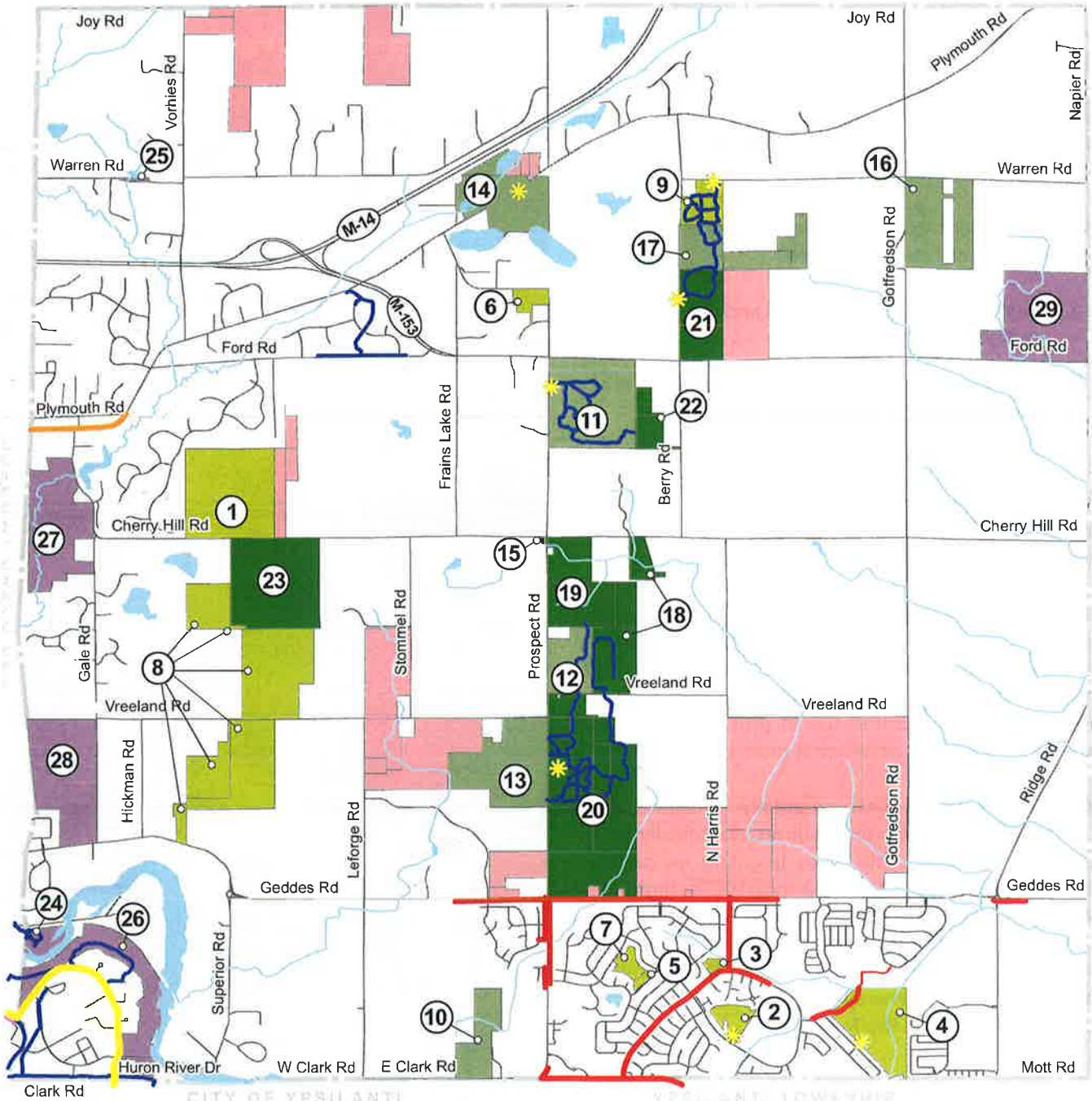
ESAs range in size from small patches to extensive landscape features. They can include rare or common habitats, plants, and animals.

When ESAs are interconnected, they can form greenway corridors consisting of networks of linked natural area elements that provide ecological, recreational, and cultural benefits to a community. By implication, the planning process which communities use in protecting ESAs can serve as a template for developing greenway corridors.

Protecting identified environmentally sensitive areas are reflected in the township policies, specifically in the future land use plan. The maps beginning on page 28 and running through page 32 provide a high level view of the natural features that help to define ESAs. Map 8 on page 34 shows all of the local, county, and other recreational and preserved properties in the area which form the Superior Greenway and the overall network of protected properties in the Township.



Map 8. Recreation & Conservation Properties Map



- Superior Township
- SE Michigan Land Conservancy
- Washtenaw County Parks & Rec
- Purchase of Development Rights
- Other Open Space
- Existing Superior Township Trails
- Planned Superior Township Trails
- Border-to-Border Trail
- Other Trails

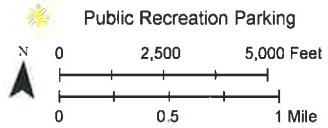
- SUPERIOR TOWNSHIP**
1. Cherry Hill Nature Preserve
  2. Community Park
  3. Fireman's Park
  4. Harvest Moon Park
  5. Norfolk Park
  6. North Prospect Park
  7. Oakbrook Park
  8. Rock Superior Properties
  9. Schroeter Park
- SE MICHIGAN LAND CONSERVANCY**
18. Conservancy Farm
  19. Jack R. Smiley Nature Preserve
  20. LeFurge Woods Nature Preserve
  21. Secrest Preserve
  22. Springhill Nature Preserve
  23. Unnamed Preserve

- WASHTENAW COUNTY**
10. Highland Preserve
  11. Kosch Headwaters Preserve
  12. Meyer Preserve East
  13. Meyer Preserve West
  14. Staebler Farm
  15. Superior Center County Park
  16. Lost Wagon Lake Preserve
  17. Weatherbee Woods Preserve
- OTHER OPEN SPACE**
24. Forest Nature Area
  25. Wing Nature Preserve
  26. St. Joe's Nature Area
  27. Matthaei Botanical Gardens
  28. Radrick Farms Golf Course
  29. Hickory Creek Golf Course

## RECREATION & CONSERVATION PROPERTIES

Superior Township  
Washtenaw County

Source: Washtenaw County GIS



April, 2022  
Carlisle/Wortman Associates, Inc.  
Ann Arbor, Michigan



# Chapter 3: Vision & Policy Statements Master Plan



Image Source: Detroit Free Press



A necessary element to the Superior Township Master Plan is the articulation of a vision for the Township's future and the formulation of policies. The vision, mission, goals and strategies were crafted as part of the community-based process. The vision statement in this Master Plan represents the long-term aspirational vision of what the community desires to be. The vision is based on the existing community character, its assets, and how the residents and stakeholders would like the Township to look and function in the future. The vision is based on shared community ideals and represents a starting point for the policy direction in this plan. All policies, strategies and actions should be aligned to achieve this vision.

*Superior Township is a caring community that supports the needs of all members including residents, businesses, and visitors.*

## Vision

Superior Township's community vision is rooted in strong neighborhoods, land preservation, sensible economic development, and environmental preservation to ensure a livable, sustainable community. In the context of the Master Plan, the Township defines sustainability as development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The community envisions a future where housing needs of the community are met, various high quality efficient means of transportation are available that provide community members access to jobs and resources, open space and natural features are preserved, and there is commercial and industrial development that provides for the employment needs and the financial stability of the community.

As a growing community, Superior Township strives to find the right balance between preservation and development and considers social, environmental, and economic impacts in guiding development while achieving carbon neutrality; preserving open space; protecting natural resources, including air, water, natural habitats, and public lands; and maintaining viable agricultural land and rural character.

## Policies

Policies are a set of statements which are based on the community vision that can be used as tools to guide decision makers such as Township staff, the Planning Commission, and the Township Board in their deliberations on zoning, land preservation, economic development, capital investment, and other matters relating to land use and development. This will provide a stable, long-term basis for decision-making. The policy statements attempt to balance the various interests and ensure that each decision is consistent with the overall vision for the Township. They articulate preferred development patterns and influence development strategies and means of preservation that are appropriate for the Township.

The policies presented in this chapter were developed with input from residents, property and business owners, the Planning Commission, the Township Board of Trustees, and other Township officials.

Policies are organized around five major themes including Growth Management, Open Space and Land Preservation, Housing, Environmental Protection, and Transportation.

## Growth Management Policies

Growth management has been an effective strategy implemented by the Township since its inception. Growth management is an effective land use planning approach to implement where unrestrained development would impede natural and conserved areas, alter community character, and threaten to outpace the provision of adequate infrastructure. The Township recognizes that different growth management strategies are necessary in different portions of the Township. Historically, the Township has found that growth management tools are necessary because there has been pressure to convert agricultural lands and natural areas to other uses, which is contrary to community goals and desires. However, growth management doesn't mean no growth, rather it attempts a balanced approach to provide for appropriate and desired growth in areas that have the necessary infrastructure, are consistent with existing land uses, contribute to community character, and do not conflict with the Township vision.

- Policy 1:** Superior Charter Township supports the long-standing Township policies that have established the existing general development pattern in the Township.
- Policy 2:** The type and density of new development should remain consistent with existing types and densities of nearby land uses.
- Policy 3:** Maintaining the existing agricultural preservation and rural character of the community is essential to Superior Charter Township.
- Policy 4:** Superior Charter Township supports its robust and historical agricultural base.
- Policy 5:** Superior Charter Township supports existing and planned development that provides jobs in the community.
- Policy 6:** Superior Charter Township supports diverse land uses that provide residents convenient access to housing, goods, and services.
- Policy 7:** Superior Charter Township believes that any new development (Residential/Commercial/Industrial) should be focused within designated and planned areas.
- Policy 8:** Superior Charter Township believes that any new development (Residential/Commercial/Industrial) should be done in a sustainable manner.
- Policy 9:** Superior Charter Township strives to recognize and protect historic assets.
- Policy 10:** Superior Charter Township's land use goals support regional land use goals.

## Open Space, Land Preservation, and Agricultural Preservation Policies

Due to long-standing adopted Township policies, the most common landscape view in Superior Township north of Geddes Road continues to be a mix of woods, meadows, wetlands, and farmland. The central area of the Township remains largely undeveloped, and neighborhoods still retain a rural and natural character within all but the southern edge of the Township. The majority of the population continues to live in the more developed portion south of Geddes Road and in the historic hamlet of Dixboro. A green space system of open spaces and greenway trails links all parts of the Township and contributes to the natural character. The rural landscape provides scenery and important physical and mental health benefits to community members. Farming continues to be a viable economic option for many Township landowners. Woodlands and fields permit water infiltration, help maintain biological diversity, and provide habitat for wildlife. Property owners have coordinated the retention of natural areas, forming connections to create ecological corridors, enhance recreation, and provide a more continuous natural scenic view along transportation corridors. Streams, wetlands, and small lakes host buffer plantings that protect and enhance water quality.

- Policy 1:** Natural features, land preservation, and open space are key components of Superior Charter Township's community character and quality of life.
- Policy 2:** Superior Charter Township actively strives to protect, preserve, and acquire additional open space and natural features.
- Policy 3:** Superior Charter Township actively strives to protect, preserve, and grow agricultural lands.

## Environmental Protection Policies

The Township is enhanced with an abundance of significant natural features, which have been preserved due to long-standing Township policies. These natural features include wooded areas, streams, wetlands, and a varied topography. It is important that preservation of these features be integrated into the development pattern to ensure clean water, clean air, and maintenance of the rural and natural character within the Township. Actions which enhance the Township's long-term environmental resiliency are also of great importance.

- Policy 1:** Superior Charter Township actively strives to protect clean water.
- Policy 2:** Superior Charter Township actively strives to provide and incentivize renewable energy and energy efficiency.
- Policy 3:** Protection of natural features including rivers, streams/tributaries, wetlands, woodlands, ground recharge areas, areas of noted threatened and endangered species, steep slopes, natural areas, and wildlife habitat are of foremost importance in land use decisions and Township policies.
- Policy 4:** Superior Charter Township advances the improvement of natural features including rivers, streams/tributaries, wetlands, woodlands, ground recharge areas, areas of noted threatened and endangered species, steep slopes, natural areas, and wildlife habitat.

## Housing Policies

The presence of a wide variety of housing options in Superior Township encourages a vibrant community. Housing needs and desires are changing, and this change should be reflected by the housing options within the community. Since Superior Charter Township hosts a lower median household income and a lower housing vacancy rate than greater Washtenaw County, an affordable and attainable housing stock is in high demand and should be made available to community residents. Rather than concentrating more affordable and higher density housing in areas removed from the rest of the Township community, green spaces and neighborhood commercial land uses should be intermixed with these residential neighborhoods to increase connectivity and provide a greater sense of place for Superior Charter Township's most vulnerable residents.

I like

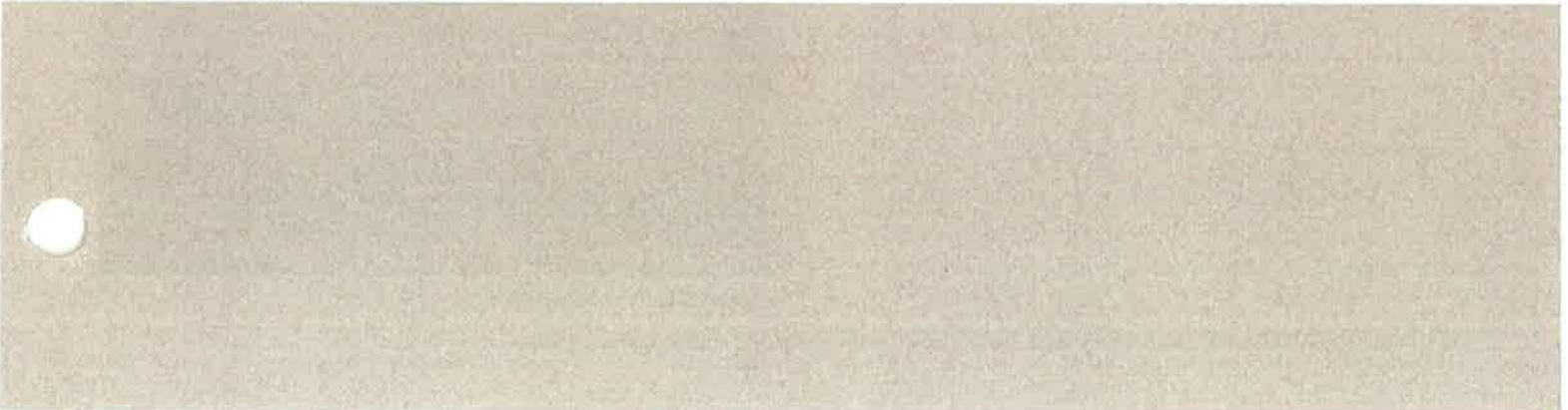
- Policy 1:** Superior Charter Township recognizes that the existing neighborhoods and the existing housing stock are an essential part of the community's character.
- Policy 2:** Superior Charter Township recognizes the need for a diversity in housing stock to support the housing needs of all its residents, including young people, families, and seniors aging in place.
- Policy 3:** Superior Charter Township supports the development of senior housing options.
- Policy 4:** Superior Charter Township supports housing densities where additional population will not over burden the existing or planned infrastructure.
- Policy 5:** Superior Charter Township promotes residential development in a manner which will create, preserve, and enhance a quality living environment for existing and future Township residents and workers.
- Policy 6:** Superior Township recognizes that the voice of all existing, and even potential future residents, are not always at the table and extra effort may be needed to consider all housing needs, not just existing property owners.
- Policy 7:** Superior Charter Township supports increased housing density in planned area, where feasible, to promote maximum retention of open space and natural features in other portions of the Township and region.
- Policy 8:** Superior Charter Township supports neighborhood commercial development that provides higher density residential neighborhoods with convenient access to day-to-day businesses and employment.

## Transportation Policies

Transportation policies for Superior Charter Township include motorized and non-motorized transportation networks. All improvements to the transportation system should be considered opportunities to improve safety, access, and mobility for all travelers within the Township and throughout the region. Future road improvements should include non-motorized transportation facilities to accommodate the needs of walkers, bicyclists, and public transportation riders of all ages and abilities. These facilities should be included during planning, programming, policy development, design, construction, reconstruction, retrofit, operations, and maintenance activities and during product selection. Future road improvements should be compatible with and supportive of the Township's land use policies. Too often land use policies must be adjusted to fit road improvement plans. Planning for traffic flows and necessary road improvements should be consistent with transportation policies of the County. Road improvements should respect natural features, especially trees and brush, and the natural character of road corridors. Existing residential areas should be protected from road widening and realignment.

- Policy 1:** Superior Charter Township supports safe and convenient transportation options for all uses and modes including pedestrians, bicyclists, motorists, and transit riders.
- Policy 2:** Superior Charter Township recognizes that transportation facilities must be contextually appropriate to the unique areas of the Township that they serve.
- Policy 3:** Superior Charter Township promotes the continued maintenance of roads.
- Policy 4:** Superior Charter Township supports traffic calming and the mitigation of traffic congestion.
- Policy 5:** Superior Charter Township believes both motorized and non-motorized transportation facilities must be enhanced within planned growth areas.
- Policy 6:** Superior Charter Township supports the enhancement and protection of opportunities for bicycling throughout the community.
- Policy 7:** Superior Charter Township promotes the enhancement of pedestrian facilities, including trails, sidewalks, and crosswalks.
- Policy 8:** Superior Charter Township promotes increased transit options, particularly to serve underserved populations, significant shopping areas, employment destinations, and regional coordination.
- Policy 9:** Superior Charter Township promotes increased safety of non-motorized transportation.

# Chapter 4: Growth Management & Future Land Use Master Plan



Growth management includes multiple strategies used to guide the type, intensity, location, and timing of new development. The growth management plan described herein lists the necessary strategies to manage development and future growth within the township. Growth management goes beyond traditional land use planning, and zoning. Other factors such as the protection of natural spaces, sufficient and affordable housing, delivery of utilities, preservation of buildings and places of historical value, and areas for employment and commerce are considered.

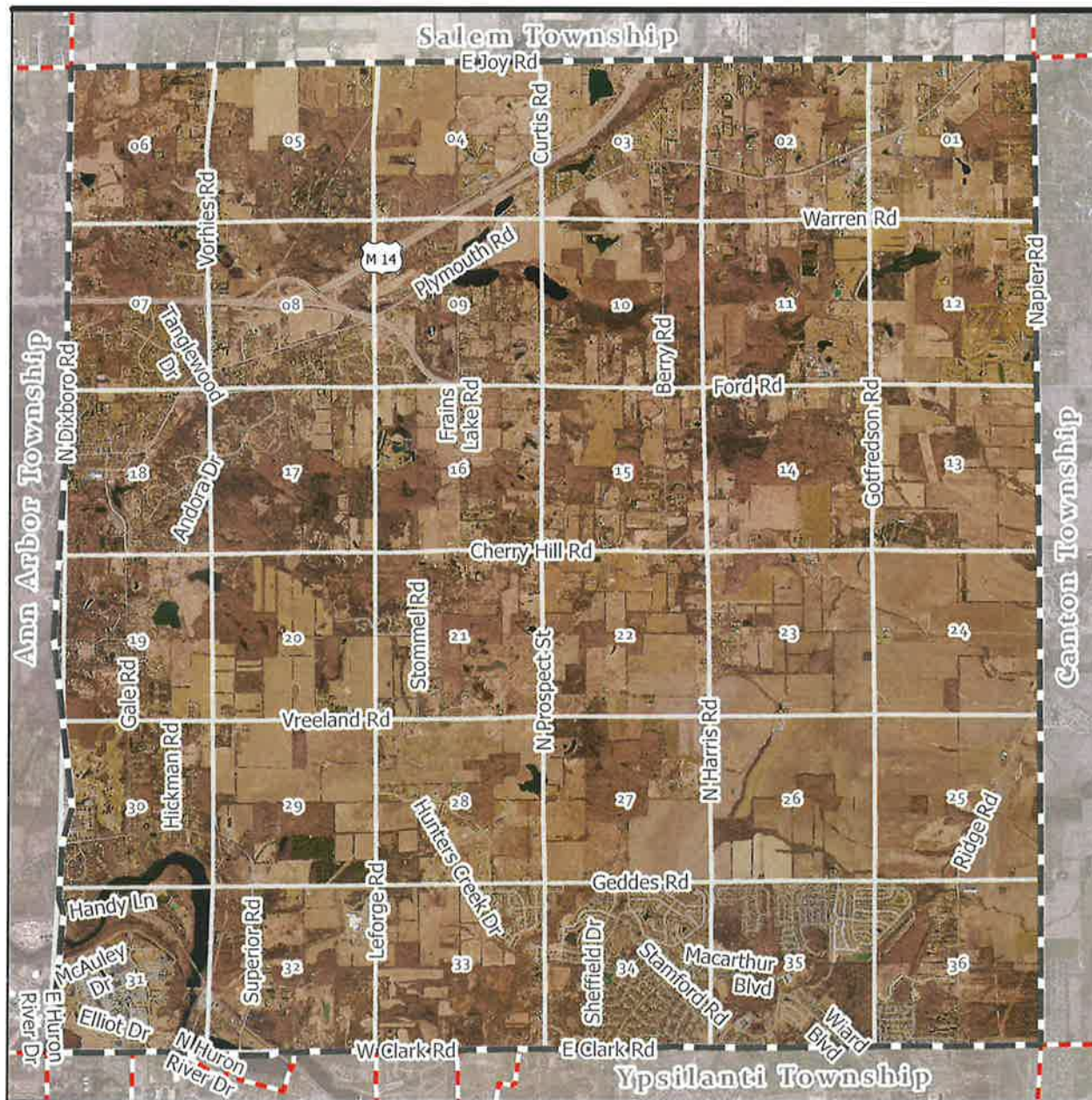
A major premise of this approach is to recognize that there are various areas within the Township that should be contextually planned based on their location, existing features, existing land use, and existing and intended character. These areas are identified as Planning sub areas within the Township.




This chapter starts with an inventory of existing land use. Building off the existing land use, sub areas are identified and described. The sub area section draws connections between various policies and strategies identified in this plan that are appropriate to apply to each specific area. This chapter also includes a section on community infrastructure that directly affects the development potential of each area in the community. Finally, this chapter provides a future land use plan that depicts the future intended use for every parcel of land in the township as is appropriate based on the policies and strategies in this master plan.



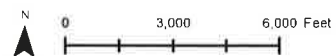
Image Source: [movingwithkristin.com](http://movingwithkristin.com)

Map 9. Superior Township Aerial Map



-  Superior Township Boundary
-  Adjacent Community Boundaries
-  Public Land Survey Sections

2020 Aerial Map  
Superior Township  
Washtenaw County, Michigan



This map is for reference only. Data layers that appear on this map may not be accurate. The information is provided with the understanding that the conclusions drawn from such information are solely the responsibility of the user. Any assumption of legal status of this data is hereby disclaimed.

Data: Superior Township, Washtenaw County,  
Michigan Department of Transportation (MDOT)  
Prepared by: Carlisle/Wortman Associates, Inc.  
Date: March 22, 2023



- 6 - Dixboro Special Area Plan
- 5- Strategies & Implementation
- 4 - Growth Management & Future Land Use
- 3 - Vision & Policies
- 2 - Community Profile
- 1 - Introduction
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## Existing Land Use

When planning for the future it is critical to understand what currently exists. The future land use plan should be based on the existing land use patterns. Because of Superior Township's history of planning and commitment to their plans, a clear development pattern based on sound planning principles is evident in the community.

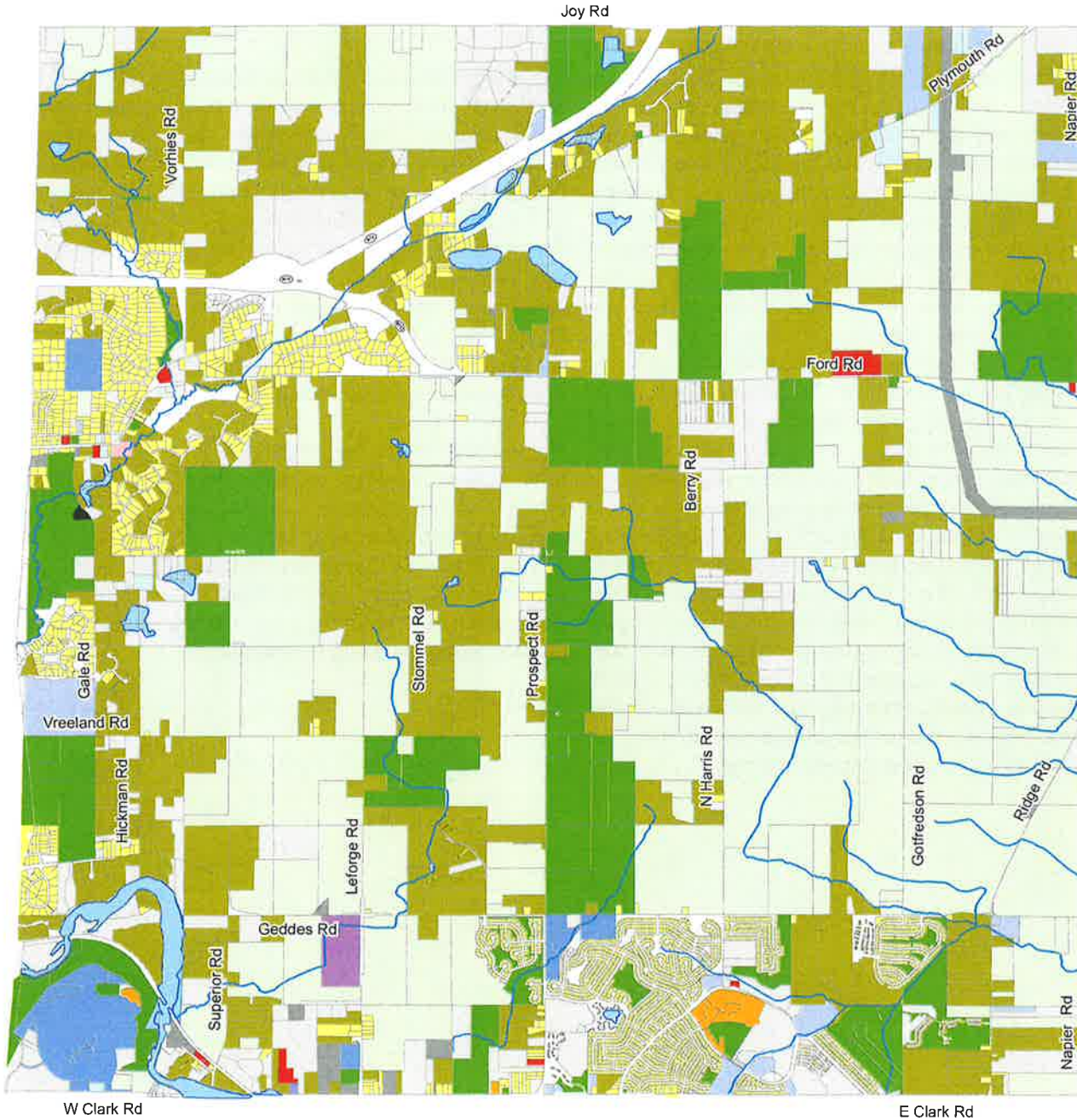
The predominant land uses in Superior Township are agriculture and single-family dwellings, covering approximately 33% and 35% of land within the Township, respectively. Generally, more diversity and density in land use development has occurred south of Geddes Road and around the Dixboro area. Conservation efforts have resulted in an increase of agricultural land and recreation/open space areas, specifically in the central portions of the township.

Land Use	Acres	Percent
Agriculture	7,867	35.5%
Single-Family Housing	7,446	33.6%
Vacant	3,058	13.8%
Recreation/Open Space/ Cemetery	2,235	10.1%
Institutional	435	2.0%
Water	352	1.6%
Medical	298	1.3%
Industrial	68	0.3%
Multi-Family Housing	57	0.3%
Retail/Hospitality	53	0.2%
Office/Commercial	47	0.2%
Mixed use	4	0.0%
Total (approximate)	22,162	100.0%



Image Source: realtor.com

Map 10. Existing Land Use

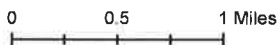


## Existing Land Use

Superior Township  
Washtenaw County

Roads, Tax Parcel, and Rivers Data  
from Washtenaw County GIS

February 7, 2022  
Carlisle/Wortman Associates, Inc.  
Ann Arbor, Michigan



## Infrastructure

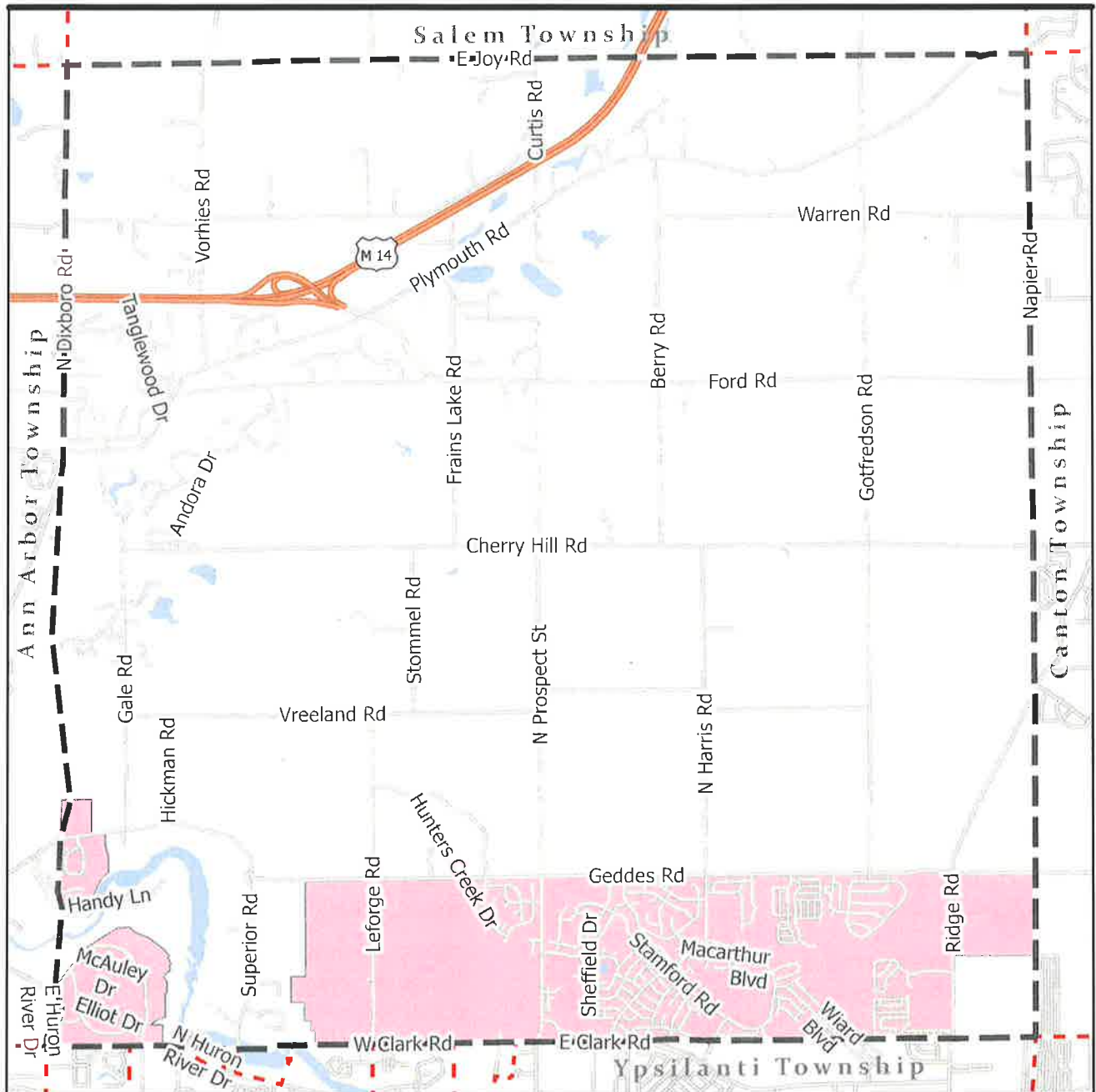
Infrastructure plays a critical role in the growth management and future land use designation of the township. The community's infrastructure includes all transportation facilities (roads, sidewalks, pathways, transit routes, and transit stops), public utilities (sewer, water and storm water), public safety, parks and recreation facilities, schools, community institutions and facilities (post office, library, public and government buildings). The type, the quality, and the presence or lack of infrastructure has a tremendous effect on the community from quality of life to the type and intensity of development that can be supported in certain areas. Higher density and higher intensity uses need more sustainable infrastructure, such as public utilities to provide for needs residence and business on smaller lots, fiber optic and robust transit facilities to support industry, or parks, schools, and libraries to support neighborhoods. Conversely areas that are not intended for higher density developments or more intense uses do not need public utilizes or high-capacity roads. In fact, maintaining gravel roads and ensuring that municipal utilizes are not provided in certain areas of the township will help to maintain the intended rural character and desired intensity level in those areas of the township. Historically, Superior Township has done a good job of planning infrastructure to sport the needs of the areas where growth is plan and avoiding the extension of infrastructure to areas where it is not needed.

### **Publicly Owned and Operated Sewer and Water:**

The Utility Service district has been planned to provide areas that have or are intended to have more intense development. The Township presently provides public sanitary sewer and public water services within designated service areas under contracts with the Ypsilanti Community Utilities Authority and Ann Arbor Township. These service areas cover several square miles in the area south of Geddes Road. There is a very limited capacity to extend such services to any other areas of the Township. The policies of this Master Plan and Township utility plans are based upon maintaining the designated Urban Service Area boundaries, as defined in Map 11 on page 47.

The majority of the land within the township is served by private on-site well and septic for their water and sanitary needs. This is suitable for uses on larger lots. Due to the amount of natural open spaces and natural features such as woodlands and wetlands, ground water in the areas should be safe and clean. The Washtenaw County Health Department is responsible for issuing well and septic permits and monitoring their activity.

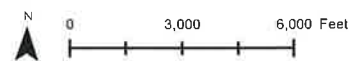
Map 11. Urban Service Area



- Planned Area to be Served by Public Water and Sewer
- Superior Township Boundary
- Adjacent Community Boundaries
- Parcels
- Highways
- Roads
- Waterways

## Urban Service Area

### Superior Township Washtenaw County, Michigan



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Data: Superior Township, Washtenaw County, Michigan Department of Transportation (MDOT)  
 Prepared by: Carlisle/Wortman Associates, Inc.  
 Date: February 21, 2023



- 6 - Dixboro Special Area Plan
- 5 - Strategies & Implementation
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## Future Land Use Plan

The Future Land Use Plan is a basic element of the Master Plan, it designates the future use or reuse of the land within the community, and the policies and reasoning used in arriving at the decisions in the plan. The future land use plan is sometimes considered the most important part of a Master Plan because it serves as a guide to official decisions in regard to the proposed location, and intensity of future land development for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes. The land use plan is intrinsically related to all other aspects of the plan including but not limited to transportation and other infrastructure, recreation and entertainment, economic development, and community character.

The land use strategy in this plan presents a development and land use pattern which is based on existing development patterns, existing infrastructure including especially utilities and roadways, environmental concerns, and the preservation of farm land and open space, but most importantly the preservation of community character and quality of life. These strategies rely on implementation via existing regulatory tools specifically, the Superior Charter Township Zoning Ordinance. The Ordinance defines the regulations for development related to density, form, location, and type of use allowed.

The Future Land Use Strategy recognizes and encourages the continued use of the agricultural zoning designation in most of the Township while focusing higher density residential, commercial, and industrial development south of Geddes Road.

The Future Land Use Map in this plan has been updated using the latest technology in order to make the map a more accurate and useful tool. By including the Township base map and parcel lines it allows a more exact recognition of where proposed use categories are in relation to actual parcel delineations. While this map is a general policy guide for land use decision, accuracy is important when comparing various other mapped features such as utilities, farmland, or natural features.

The land use strategy identifies different future land use categories than those used in previous plans. These categories have been refined to be more consistent with existing zoning districts. However, there will be a need to update the zoning ordinance to reflect the direction of various components of this master plan specifically to make the zoning categories and zoning map more consistent with the planned future land use categories.

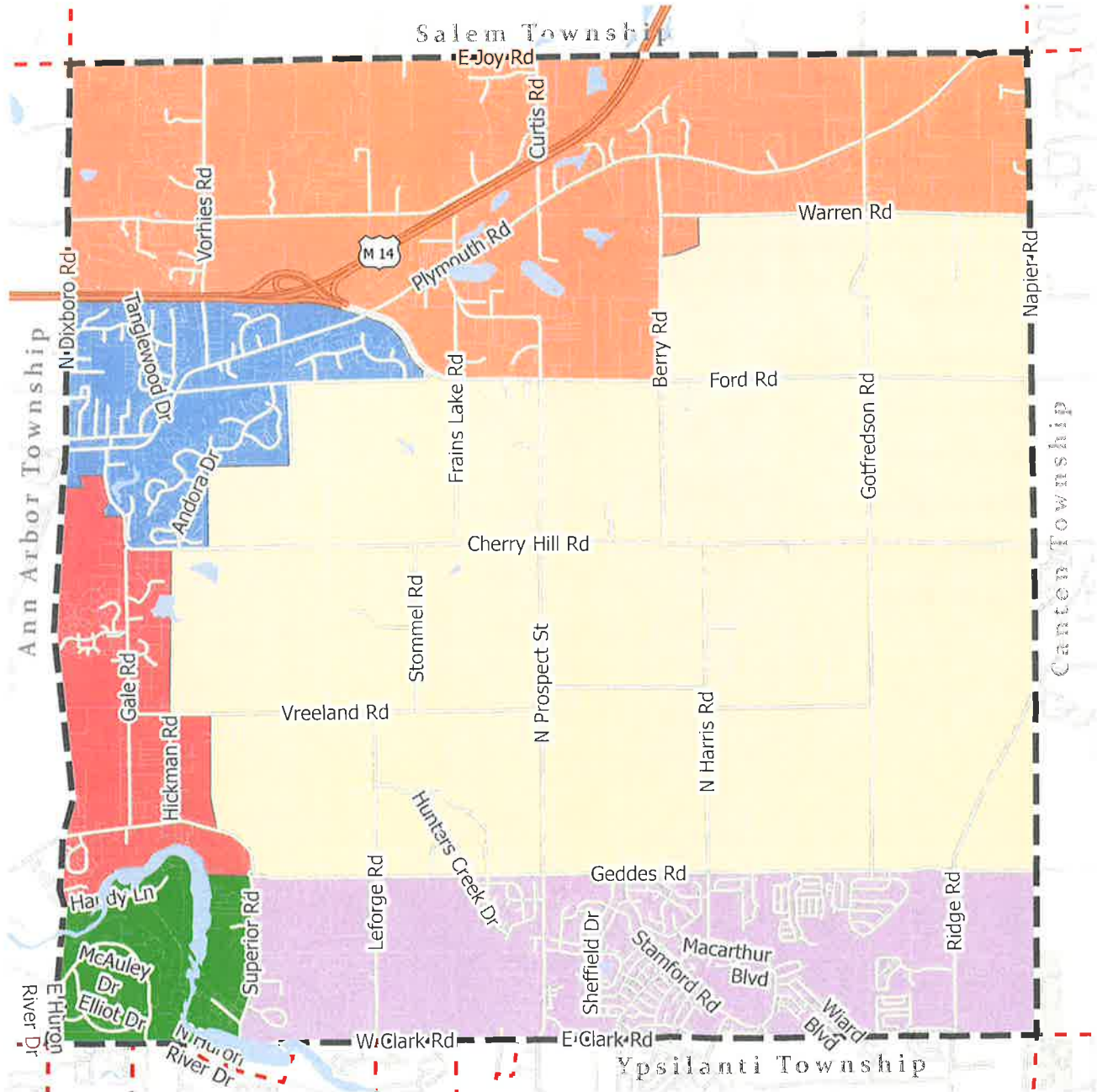
The future land use plan reflects future land patterns at an area-wide scale. The map (Map 12 on page 49) uses color-coded sub-area land uses to express public policy on future land patterns - it is not a zoning map. It is built around the concept of sub areas, that have established characteristic development patterns that recognize the context of each area but also provide guidance on desired improvements. Sub areas identify desired uses, design concepts and considerations to guide the relationships and physical improvements needed to create the types of places that are part of Superior Township's long-range vision. Historically the township has recognized six major subareas for planning purposes. Each has distinct characteristics that make planning for each area appropriate.

Sub areas have been assigned to areas based upon the context of existing build form, physical conditions, environmental conditions, land uses, development patterns, and community input, goals, and strategies. The intent of the future land use map is not to predetermine land uses or zoning on a specific parcel or at specific locations. Rather, individual properties or projects can be considered within the context of the location and surrounding properties, and not by a strict set of land use categories.

What is the purpose of the future land use map?

- A place-based development strategy tailored to Superior Township's unique strengths, challenges, and opportunities.
- Clearly articulates the townships vision of environmental preservation, open space protection, and maintaining neighborhood and community character.
- Serves as a guide for future decisions about zoning, development, and infrastructure investments
- Describes intended use and character attributes for future development throughout the township
- Is related to zoning, but serves a different purpose

Map 12. Future Land Use Map

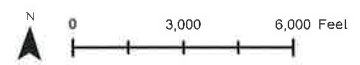


- Sub-Areas**
- Central Sub-Area
  - Dixboro Sub-Area
  - Geddes Rd. Urban Sub-Area
  - Hospital Sub-Area
  - Gale Road Sub-Area
  - Rural Plymouth Road/M-14 Sub-Area

- Superior Township Boundary
- Adjacent Community Boundaries
- Highways
- Roads
- Waterways

## Future Land Use Map

### Superior Township Washtenaw County, Michigan



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Data: Superior Township, Washtenaw County, Michigan Department of Transportation (MDOT)  
 Prepared by: Carlisle/Wortman Associates, Inc.  
 Date: February 21, 2023



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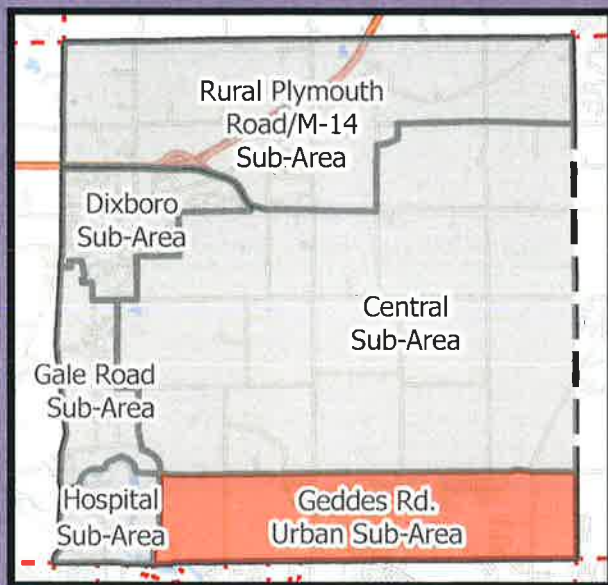
## Future Land Use Map

Each sub area has been identified based on their common geographic and land use characteristics. The character of each of the sub areas has been long established and maintained through careful planning and growth management. The Growth Management Strategy uses these sub areas to outline future land use strategies and planned public improvements. Each sub area is described in detailed with associated growth management strategies. While many general polices and strategies apply thought the Township, those that are more specific to each sub area are identified here.

- Geddes Road Urban Sub area
- Hospital Sub area
- Gale Road Sub area
- Dixboro Sub area
- Rural Plymouth Road/M-14 Sub area
- Central Sub area

Table of Contents	1 - Introduction	2 - Community Profile	3 - Vision & Policies	4 - Growth Management & Future Land Use	5- Strategies & Implementation	6 - Dixboro Special Area Plan
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## GEDDES ROAD URBAN SUB-AREA



**Area:** 4.8 square miles

**Estimated Population\*:** 10,452 residents

**Density:** 2,178/sq mile

### Key Amenities:

- Ypsilanti District Library - Superior
- Superior Township Fire Department
- Community, Fireman's, Harvest Moon, Norfolk, and Oakbrook Parks
- Approximately 5.2 miles of trails
- Highland Preserve
- Former Cheney School Property (possible community center location)
- South Point Scholars Charter School
- Dense single-family and multi-family housing

*\*Estimate developed from Census 2020 block data and Washtenaw County parcel information*

## Geddes Road Urban Sub-Area

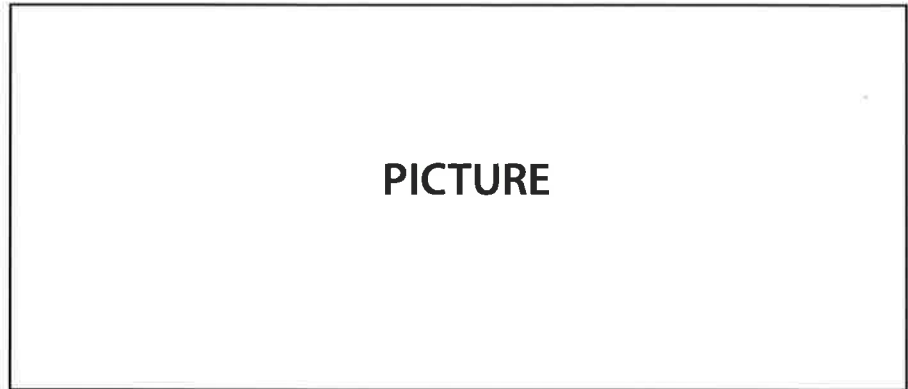
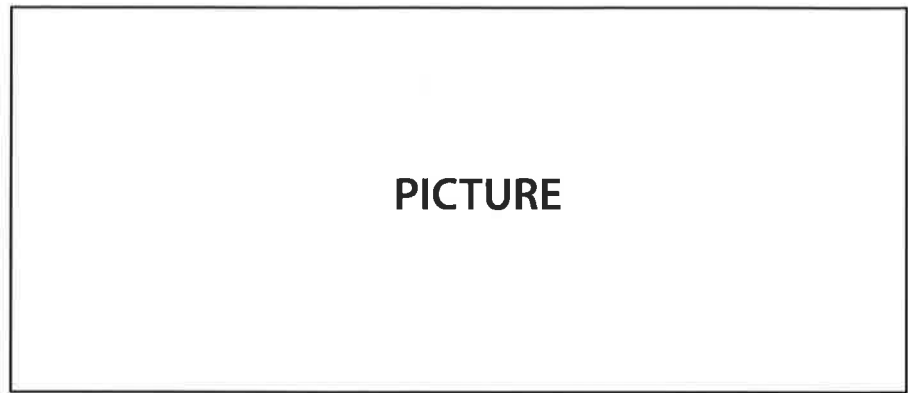
This area of about one mile by four and one-half miles is located on the southern boundary of the Township. The southern border of this sub area abuts both the City of Ypsilanti and Ypsilanti Township. The north side of the sub area is bound by Geddes Road. This is the most densely and intensely developed area within the township, containing about 65% of the Township population. The development and land use patterns in this area is reflected that the fact that this area is served with public utilities. The established public utility boundary south of Geddes Road is long standing policy and planned to continue into the future.

This area also has the beginning of a planned employment center with the development of the Hyundai-Kia America Technical Center at the southwest corner of Geddes and Leforge Roads. Scattered throughout this area there are also several community/institutional uses including churches, parks, the library, and municipal facilities. This sub area currently contains a range of zoning designations including several that are unique to this area: Planned Manufactured, Neighborhood Commercial, and Multi-Family Residential.

This sub area provides a wide range of housing types and affordability. There is a mix of well-established and new single-family neighborhoods, multi-family developments, and manufactured neighborhoods. Existing housing ranges in age from many decades old to new construction and varies in size from small apartment units to large homes. This sub area includes designated affordable, assisted living, and co-op housing all of which help to support the community's more vulnerable residents.

In recent years, stalled or partially completed housing developments in this sub area, which had previously received preliminary or final approval from the Township, have received updated approvals and construction has once again begun. Additionally, undeveloped land in this sub area has received interest in new residential development. This sub area is very important to the Township as it provides a variety of housing types at densities that would not be possible without the availability of a municipal sewer and water system.

Map 13. Geddes Road Urban Sub-Area



-  Sub-Area Boundary
-  Parcels
-  Superior Township Boundary
-  Roads
-  Water Bodies

## Geddes Road Urban Sub-Area

Superior Charter Township  
Washtenaw County, Michigan

This map is for reference only. Data layers that appear on this map may not be accurate. The information is provided with the understanding that the conclusions drawn from such information are solely the responsibility of the user. Any assumption of legal status of this data is hereby disclaimed.



Data: Superior Township, Washtenaw County, State of Michigan  
Prepared by: Carlisle/Wortman Associates  
September 21, 2022



This sub area includes the majority of land designated as the Urban Service Area of the Township (see Map 13 on page 53). There is still undeveloped land within this sub area which represents much of the major development opportunity within the township because utilities are not available or planned for other areas of the township. In addition to areas planned for housing, there are also some existing and planned employment centers in the sub area. In order to implement other development policies and strategies such as natural feature preservation, rural housing provision, and open space preservation in other portions of the township, this area is designed for the most intensity in the township.

### **Technology Center Development Potential**

The portion of the Urban Service Area south of Geddes Road and centered around the LeForge Road intersection is the Township's "Technology Center," and is intended to serve as an "employment center" for the Township (See "Map 12. Future Land Use Map" on page 49). The Hyundai-Kia Motors North American Technical Center occupies 55 acres on the west side of LeForge Road, with additional land reserved for future expansion of this facility. Future development of this Technology Center is intended to establish an integrated, campus-like development pattern consistent with the desired character of the Urban Service Area. Development of this area will take place in a coordinated manner, with preservation of significant natural features in accordance with Township Zoning Ordinance requirements, provision of an integrated road network, pedestrian and vehicular connections between sites, and extension of public utilities only in accordance with Township utility plans and the "Urban Service Area" section of this Master Plan. Planned future land uses include research and development (R & D) operations, high technology operations, light manufacturing associated with R & D, and accessory support businesses intended to serve the needs of employees in the area. Such support businesses are intended to be subordinate to the principal "Technology Center" operations and should be clustered and arranged to support such operations. This portion of the Urban Service Area is not intended to become a principal commercial center.

### **Residential Development Potential**

A large amount of land remains to be developed in this designated Urban Service Area (See Map 11 on page 47). East of Prospect Road and south of Geddes Road, the undeveloped land will predominantly be used for residential development of new neighborhoods that are predominantly high density and multi-family in character. Some approved residential projects have multi-year buildout plans. The diverse population in this area will benefit from diverse housing options. This is the most developed area within the Township, but there are still wooded lots, wetlands, and other natural resources which warrant protection. A special effort will be made to ensure preservation of open space and significant natural features in this area as it is developed. In addition to housing, commercial projects which offer area residents convenient access to goods and services and increase the neighborhood vibrancy will be prioritized. Concentrating new development on vacant lots with minimal or no wooded areas and preserving heavily wooded areas will ensure that residents enjoy the natural character that is a key component of Superior Charter Township's identity. The average density of new development in this area will vary between developments to ensure a diverse availability of housing types.

## Uses

- Single-Family residential developed in a traditional neighborhood pattern.
- Public and institutional facilities such as schools, places of worship, police stations, community centers, that support the surrounding residential properties.
- Attached residential and multiple-family residential along neighborhood edges and adjacent to arterial corridors.
- General and medical office.
- Day-to-day neighborhood scale retail and services such as grocery and convenience stores, dry cleaners, pharmacies, banks, and beauty services.
- Restaurants and cafes that offer various food options.
- Mixed-use that includes uses noted above.
- Public parks and open space.

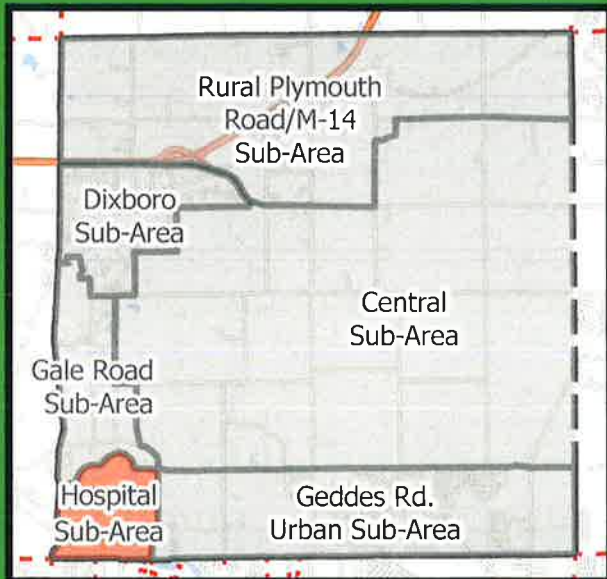
## Design Characteristics

- New development shall be reviewed on a case-by-case basis to respect the existing scale and character of the surrounding area.
- Maintain traditional neighborhood development pattern.
- Each individual neighborhood has a unique character that must be respected and preserved.
- Walkability and non-motorized connections are essential to maintain neighborhood character and access to daily needs and services.
- Ensure appropriate transition of intensity of uses and scale to adjacent single-family neighborhoods.
- Peripheral attached residential and multiple-family residential along neighborhood edges and arterial corridors should be at a scale and density consistent with the surrounding area.
- Non-residential buildings in neighborhoods can be adaptively re-used when the use and design are assets to the surrounding neighborhood.
- Ensure appropriate transition of intensity of uses and scale to adjacent single-family neighborhoods.
- Varied mix of uses is encouraged.
- New single-family development shall mirror design patterns of Neighborhood Preservation areas.
- Single and lower multi-story structures oriented toward the street.
- Parking should be located at the side and rear of buildings.
- Architectural design must create an interesting visual experience for both sidewalk users and automobiles.
- Infill development should be encouraged to support existing infrastructure.
- Public transit amenities should be considered including shelters, signage, benches, and route information.

## Design Characteristics Examples

Table of Contents	1 - Introduction	2 - Community Profile	3 - Vision & Policies	4 - Growth Management & Future Land Use	5 - Strategies & Implementation	6 - Dixboro Special Area Plan
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# HOSPITAL SUB-AREA



**Area:** 1.2 square miles

**Estimated Population\*:** 106 residents

**Density:** 88/sq mile

**Key Amenities:**

- St. Joseph Mercy Hospital
- Huron River
- Forest Nature Area
- St. Joe's Nature Area

*\*Estimate developed from Census 2020 block data and Washtenaw County parcel information*

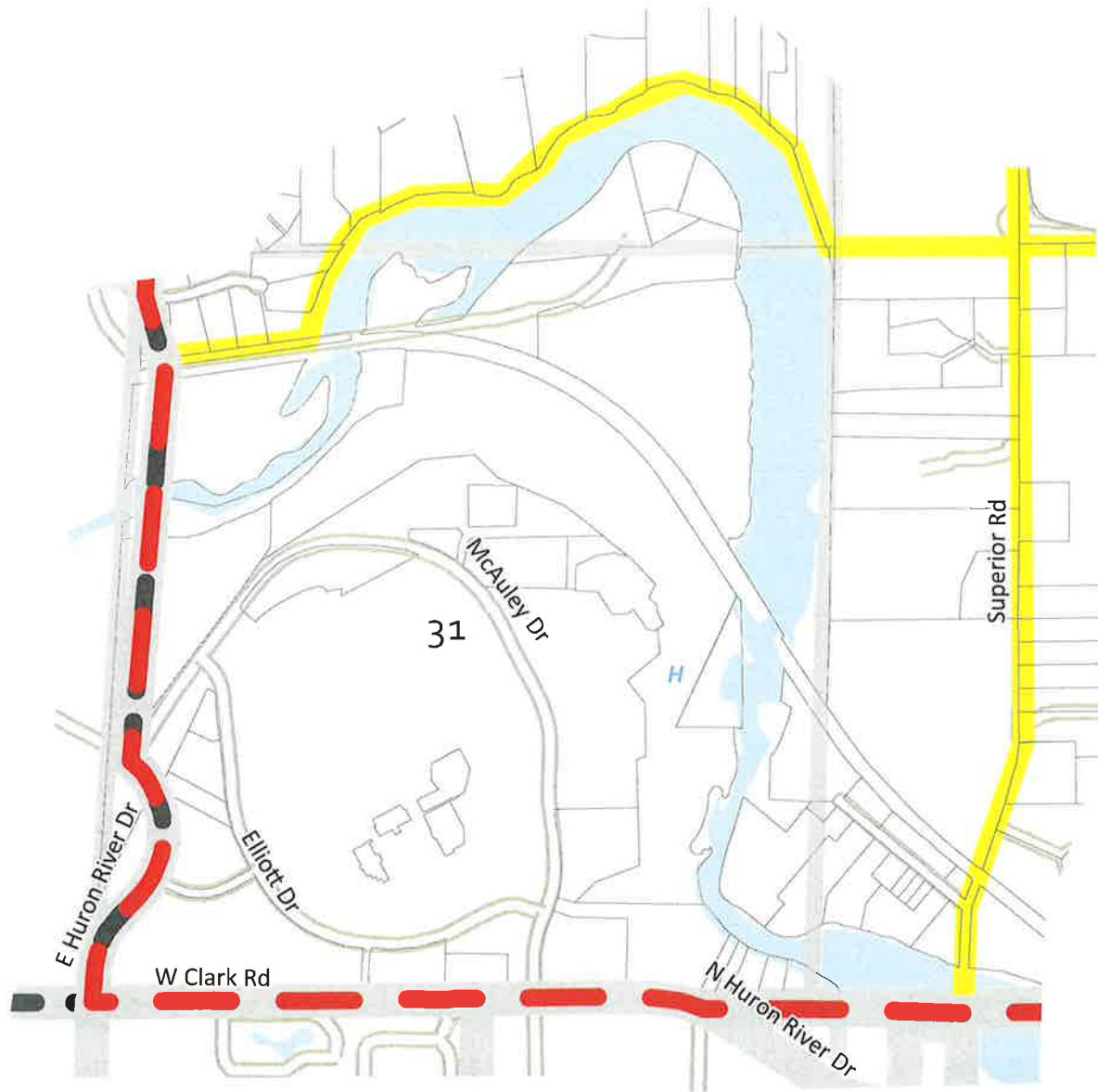
## Hospital Sub-Area





This is the southwestern corner of Superior Township, which is generally shaped by the Huron River. Conrail railroad tracks bisect the area, crossing the Huron River twice. North of the railroad and east of the river are rural residential lots that are not within the urban service area. The majority of this area, however, is characterized by the Trinity Health hospital campus. This area is adjacent to Washtenaw Community College located just to the west in Ann Arbor Township. The hospital area has full urban services and is intensively developed with most development in a campus-like setting with lots of green landscaping. There is a substantial nature area that surrounds the hospital between the developed area and the river and railroad, and portions of the Huron River Border to Border Trail travel through this area.

This sub area around the hospital includes a number of undeveloped parcels that present future development opportunity. Additionally, some of the existing facilities surrounding the hospital may be prime for new uses or redevelopment. Careful consideration will be necessary to ensure that future uses within this area are compatible with surrounding land uses, with landscape and sign design to minimize visual impact and access managed to reduce congestion and automobile and pedestrian conflicts. Additionally, this area is services by bus lines.

The existing uses in this sub area and adjacent uses in neighboring communities, the presence of urban services, and access to transportation make this area suitable for development for a variety of complementary land uses that could be compatible with the existing development. This could include senior living facilities, multiple family dwellings or small-scale commercial uses intended to serve the needs of the medical center, associated office uses, and Washtenaw Community College employees and students. Commercial uses would be of a scale and intensity appropriate to serve the day-to-day convenience needs of a localized market, generally consisting of employees and visitors from the hospital and adjacent medical offices, along with students and faculty at Washtenaw Community College, and commuters who travel from Ypsilanti to Ann Arbor along AAATA The Ride bus route 3. Future development in this area should not have adverse impact on other areas in the township because it is buffered from the balance of the community by the river.

Map 14. Hospital Sub-Area



-  Sub-Area Boundary
-  Parcels
-  Superior Township Boundary
-  Roads
-  Water Bodies



## Hospital Sub-Area

### Superior Charter Township Washtenaw County, Michigan

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Data: Superior Township, Washtenaw County,  
State of Michigan  
Prepared by: Carlisle/Wortman Associates  
September 21, 2022



## Uses

- Hospital and associated uses
- General and medical office.
- Senior living facilities
- Day-to-day neighborhood scale retail and services such as grocery and convenience stores, dry cleaners, pharmacies, banks, and beauty services.
- Restaurants and cafes that offer various food options.
- Attached residential and multiple-family residential adjacent to arterial corridors.

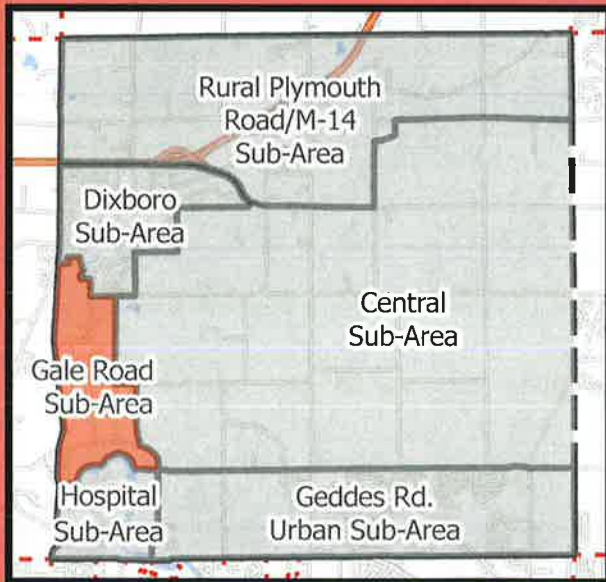
## Design Characteristics

- Large single and multi-story structures that may be freestanding or integrated as part of a connected retail or campus pattern.
- Buildings may be setback to allow room for on-site parking and automobile access from the street.
- Large parking lots shall be screened, landscaped, and provided with pedestrian connections and other design amenities to break up excessive pavement and reduce visual impact of parking areas.
- Architectural design must create an interesting visual experience for both sidewalk users and automobiles.
- Ensure appropriate transition to adjacent neighborhoods.
- Infill development should be encouraged to support existing infrastructure.
- Design creativity with regards to materials is encouraged, although low quality materials or building designs that inhibit activity on the corridor will not be permitted.
- Public transit amenities should be considered including shelters, signage, benches, and route information.
- Walkability and non-motorized connections within and to corridors is essential to create character and access for all residents and visitors.



# Design Characteristics Examples

## GALE ROAD SUB-AREA



**Area:** 1.7 square miles

**Estimated Population\*:** 720 residents

**Density:** 424/sq mile

**Key Amenities:**

- Matthaei Botanical Gardens
- Radrick Farms Golf Course

*\*Estimate developed from Census 2020 block data and Washtenaw County parcel information*

## Gale Road Sub-Area

This sub area is located along the western side of the Township adjacent to Ann Arbor Township between the Hospital Sub area and Dixboro Sub area. This sub area is unique in that it is nearly fully developed. Large land uses in this area include the Radrick Farms Golf Course, and Matthaei Botanical Gardens owned by the University of Michigan which are not expected to change. The balance of the area is already fragmented by single-family homes, and therefore there is virtually no development opportunity.

Generally, homes are single-family on large lots but there are a few newer suburban neighborhood developments within the area with lots that are general ½ acre in size or larger. This sub area provides a transition between the denser residential development and the business park style development along North Dixboro Road in Ann Arbor Township and central sub area within Superior Township.

The Gale Road corridor, an unpaved road, lined with mature trees and underbrush, has a very rural feel, completing the transition between golf course and subdivisions to the west and large lot residential and farmland to the east. In order for the Gale Road sub-area to retain its natural beauty, traffic volumes must remain low as higher volumes would require road improvements that would spoil the character of the area. It is also important to ensure that the road and roadside vegetation are maintained in their present state. Along the eastern edge of this sub area is an extensive groundwater recharge area within the Central Sub area. These factors strongly support retention of a very low-density rural character to this area. This area is not intended to change.

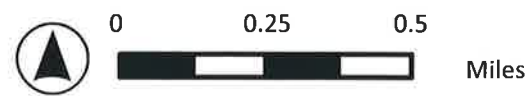
Map 15. Gale Road Sub-Area



**Gale Road Sub-Area**  
 Superior Charter Township  
 Washtenaw County, Michigan

- Sub-Area Boundary
- Parcels
- Superior Township Boundary
- Roads
- Water Bodies

This map is for reference only. Data layers that appear on this map may not be accurate. The information is provided with the understanding that the conclusions drawn from such information are solely the responsibility of the user. Any assumption of legal status of this data is hereby disclaimed.



Data: Superior Township, Washtenaw County, State of Michigan  
 Prepared by: Carlisle/Wortman Associates  
 September 21, 2022



6 - Dixboro Special Area Plan

5 - Strategies & Implementation

4 - Growth Management & Future Land Use

3 - Vision & Policies

2 - Community Profile

1 - Introduction

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## Uses

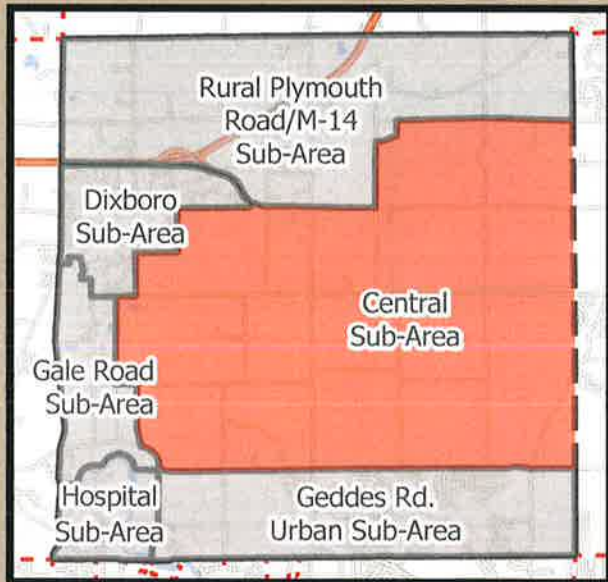
- Single-Family residential developed in a traditional neighborhood pattern.
- Single-family cluster residential that preserves open space and natural features.
- Rural residential
- Open space and natural areas that preserve the natural landscape and help mitigate the effects of agricultural uses and development including soil erosion and stormwater runoff.
- Public and institutional facilities such as schools, places of worship, police stations, community centers, that support the surrounding residential properties.

## Design Characteristics

- Large single and multi-story structures that may be freestanding or integrated as part of a connected retail or campus pattern.
- Buildings may be setback to allow room for on-site parking and automobile access from the street.
- Large parking lots shall be screened, landscaped, and provided with pedestrian connections and other design amenities to break up excessive pavement and reduce visual impact of parking areas.
- Architectural design must create an interesting visual experience for both sidewalk users and automobiles.
- Ensure appropriate transition to adjacent neighborhoods.
- Infill development should be encouraged to support existing infrastructure.
- Design creativity with regards to materials is encouraged, although low quality materials or building designs that inhibit activity on the corridor will not be permitted.
- Public transit amenities should be considered including shelters, signage, benches, and route information.
- Walkability and non-motorized connections within and to corridors is essential to create character and access for all residents and visitors.

# Design Characteristics Examples

## CENTRAL SUB-AREA



**Area:** 17.3 square miles

**Estimated Population\*:** 620 residents

**Density:** 36/sq mile

### Key Amenities:

- Township Hall
- Cherry Hill Nature Preserve, Rock Superior Properties (future park)
- Kosch Headwaters and Meyer Preserves, Superior Center County Park
- Conservancy Farm, Jack R. Smiley, LeFurge Woods, and Springhill Nature Preserves, and a still unnamed nature preserve south of Cherry Hill Road

*\*Estimate developed from Census 2020 block data and Washtenaw County parcel information*

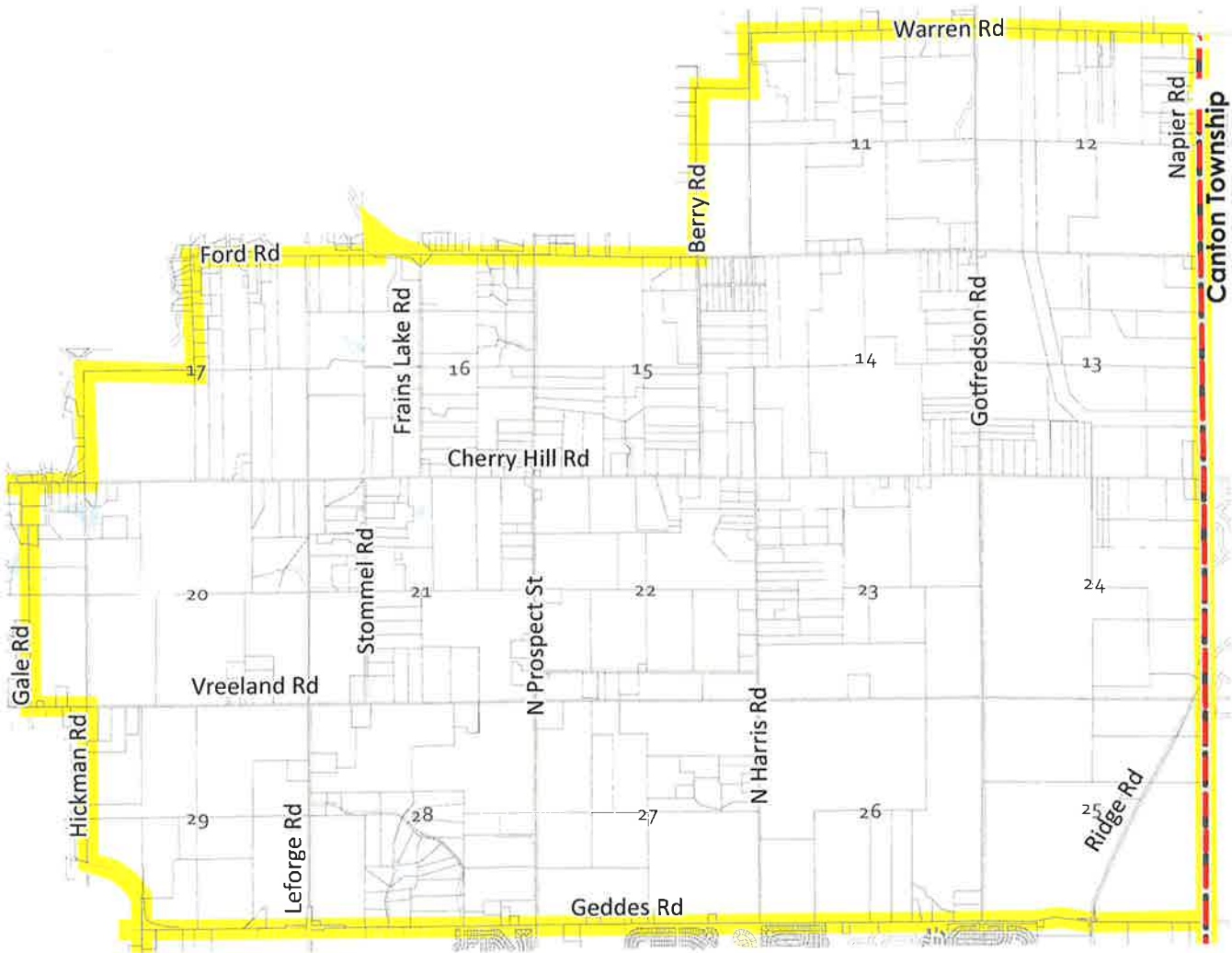
## Central Sub-Area

This area makes up the majority of Superior Township. This area is identified by its rural/agricultural character. The area is characterized by its open space which includes active farmland and preserved natural features. Many of the primary roads in the Township cut through or border this sub area; however, most roads in this area remain unpaved. The Central area has the lowest density of the Township, and it is proposed to remain that way, permanently.

The sub area is primarily a farming area, although rural homes on large lots are scattered throughout. Landscape nurseries, private stables and riding arenas, wetlands, woodlands, and permanently preserved open space are also found within this sub area. The southern and eastern part of this area is generally flat, with many farm fields, pastures, and woodlots. Small creeks flow from north to south in this area, dividing between the Rouge River and Huron River watersheds. The northern and western parts of this area are more rolling and there are more woods and rural homes on five- to twenty-acre lots. This area also contains about a half dozen historic homes.

There is roughly 3,000 acres of farms and natural areas have been permanently protected in the Township, the majority of which are located in this Sub Area. Refer to the Recreation & Conservation Properties map (See Map \_\_\_\_). The majority of this preserved land is identified on the Township's Official Zoning Map as part of the Open Space Preservation Overlay District (OSP). The Township will continue to protect farming and open spaces in the center of the Township, leaving this area with a natural character, viable wildlife habitat, and relatively undeveloped.

Map 16. Central Sub-Area



-  Sub-Area Boundary
-  Parcels
-  Superior Township Boundary
-  Roads
-  Water Bodies



## Central Sub-Area Superior Charter Township Washtenaw County, Michigan

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State of Michigan  
Prepared by: Carlisle/Wortman Associates  
September 21, 2022

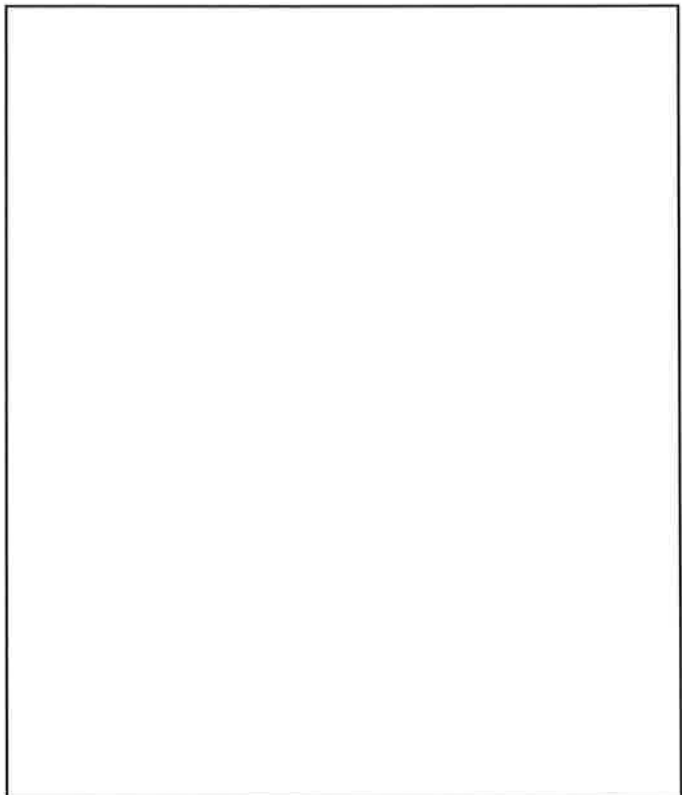
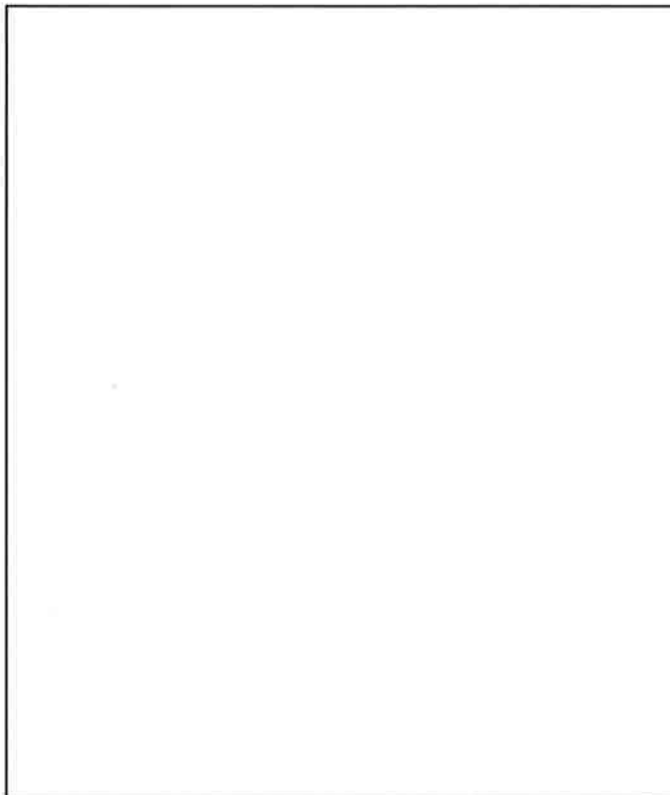


**Uses**

- Rural residential
- Single-family cluster residential that preserves open space and natural features.
- Production farms and nurseries.
- Accessory retail uses in conjunction with an agricultural operation. Examples of accessory retail uses may include farmers' markets, roadside stands, nurseries and greenhouses, wineries with sales and tasting rooms, and other similar uses.
- Open space and natural areas that preserve the natural landscape and help mitigate the effects of agricultural uses and development including soil erosion and stormwater runoff.
- Public and institutional facilities such as schools, places of worship, police stations, community centers, that support the surrounding residential properties.

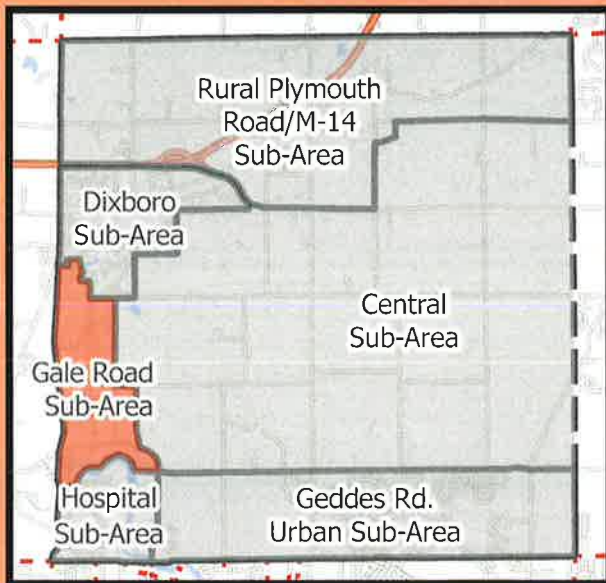
**Design Characteristics**

- Farming operations between 10-30 + acres are desired.
- New development shall reduce conflicts between farm and non-farm uses.
- Buildings should be agricultural or residential in character.
- Non-motorized connections should be provided as necessary to connect the township's agricultural land, and open and green spaces to other residential and recreational areas in the township.
- Future development of single-family cluster density should be no more than 0.5 units per acre.
- Ensure new development can be served by infrastructure including roads, well, and septic.
- New development shall respect existing open space and natural areas.



# Design Characteristics Examples

## RURAL PLYMOUTH ROAD / M-14 SUB-AREA



**Area:** 8.3 square miles

**Estimated Population\*:** 1,404 residents

**Density:** 169/sq mile

### Key Amenities:

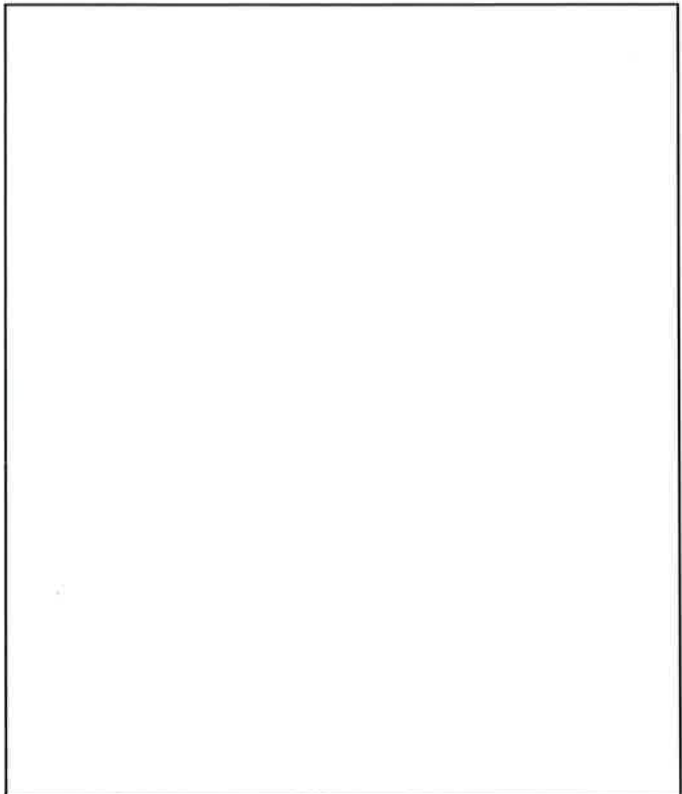
- M-14 and Ford Road
- North Prospect and Schroeter Parks (Township-owned)
- Staebler Farm, Lost Wagon Lake and Weatherbee Woods Preserves (Washtenaw County)
- Secrest and Wing Nature Preserves (SE Michigan Land Conservancy)
- Hickory Creek Golf Course (Private)

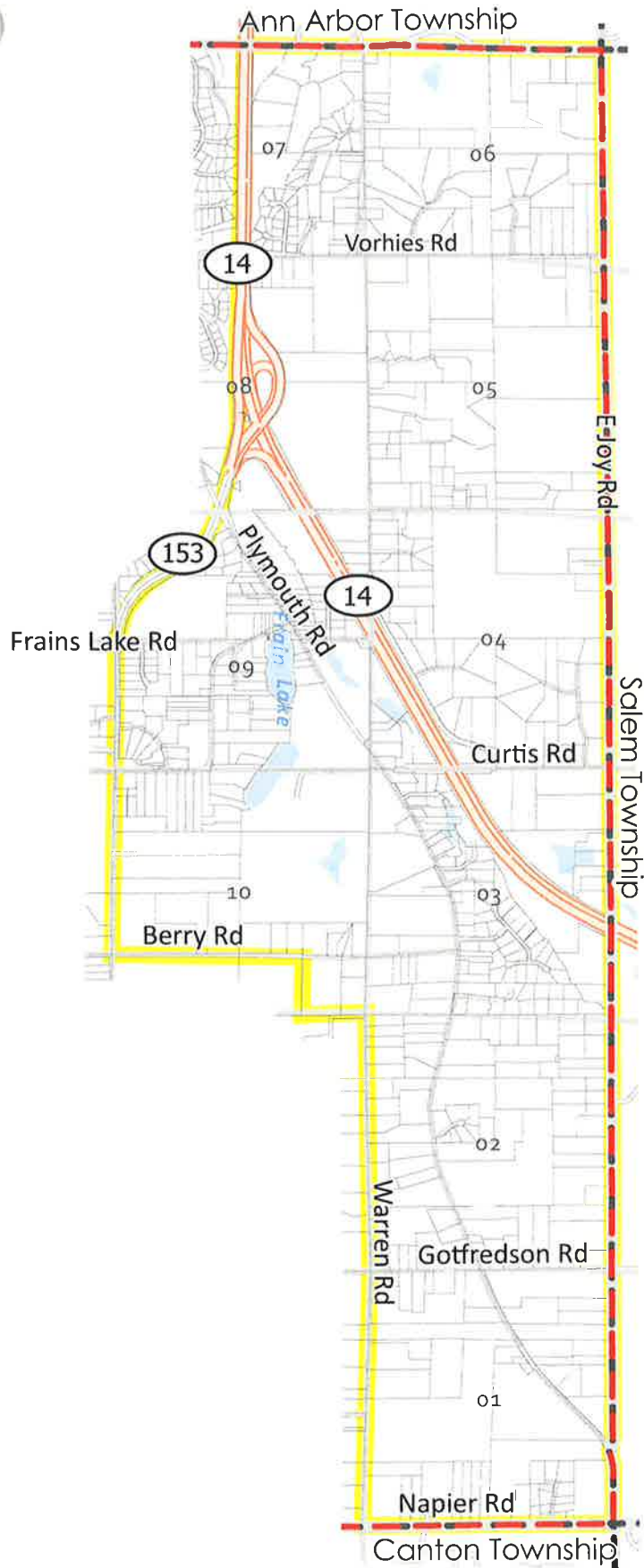
*\*Estimate developed from Census 2020 block data and Washtenaw County parcel information*

## Rural Plymouth Road/M14 Sub-Area

This sub area has scattered homes on parcels carved from former farms. Among these homes are several historic houses on Plymouth Road. Many of the lots are five to ten acres in size although there are larger parcels and a few small platted, subdivisions and site condominium developments. There is a small residential hamlet at Frains Lake.

While portions of this area have open, active farm fields or grassy pastures that are no longer actively farmed, there are also many wooded areas. A few ponds, small lakes, and wetlands dot the area. Additionally, this area has a considerable amount of publicly owned recreation land and preserved land. Refer to the Recreation & Conservation Properties map (See Map \_\_\_\_\_). The northeast part of this sub area predominantly consists of large lot residential dwellings along Plymouth, Ford, and Gotfredson Roads north of Plymouth Road that may be impacted by additional traffic from potential future development of Salem Township’s urban services district on Gotfredson Road at the M-14 interchange. Some parcels around the Plymouth Road and Gotfredson Road intersection are planned and zoned for commercial and office land uses.





## Rural Plymouth Road / M-14 Road Sub-Area

Superior Charter Township  
Washtenaw County, Michigan

-  Sub-Area Boundary
-  Parcels
-  Superior Township Boundary
-  Roads
-  Water Bodies



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Prepared by: Carlisle/Wortman Associates  
September 21, 2022

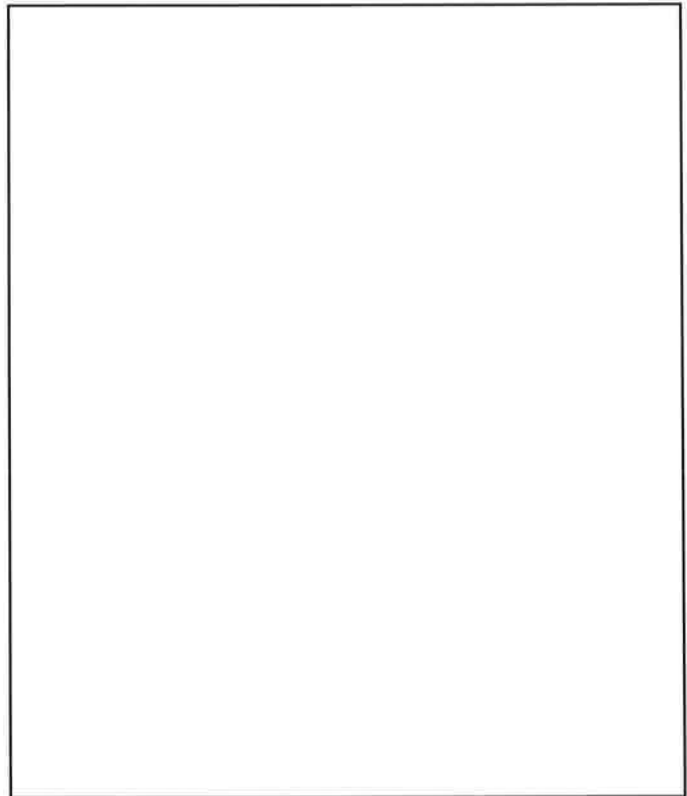
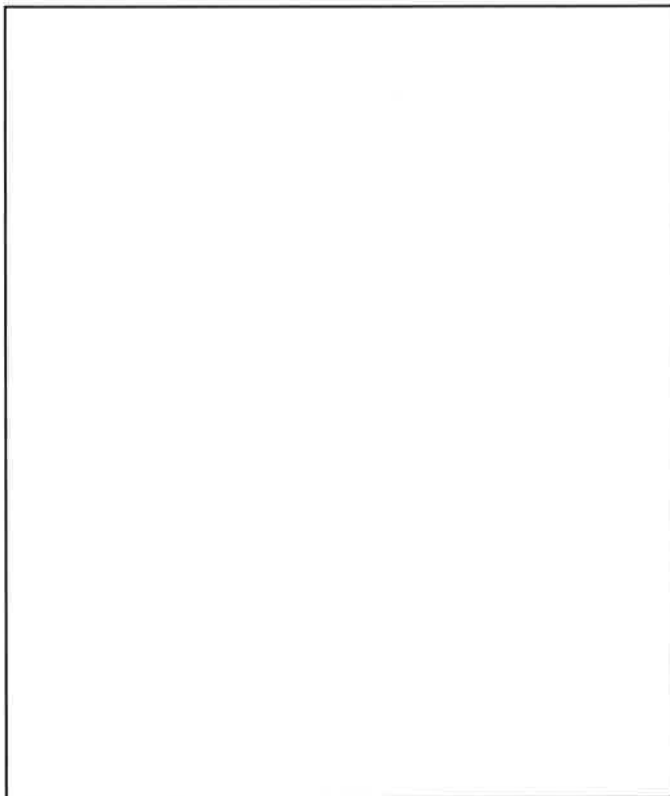


### Uses

- Rural residential
- Single-family cluster residential that preserves open space and natural features.
- Production farms and nurseries.
- Accessory retail uses in conjunction with an agricultural operation. Examples of accessory retail uses may include farmers' markets, roadside stands, nurseries and greenhouses, wineries with sales and tasting rooms, and other similar uses.
- Open space and natural areas that preserve the natural landscape and help mitigate the effects of agricultural uses and development including soil erosion and stormwater runoff.
- Public and institutional facilities such as schools, places of worship, police stations, community centers, that support the surrounding residential properties.

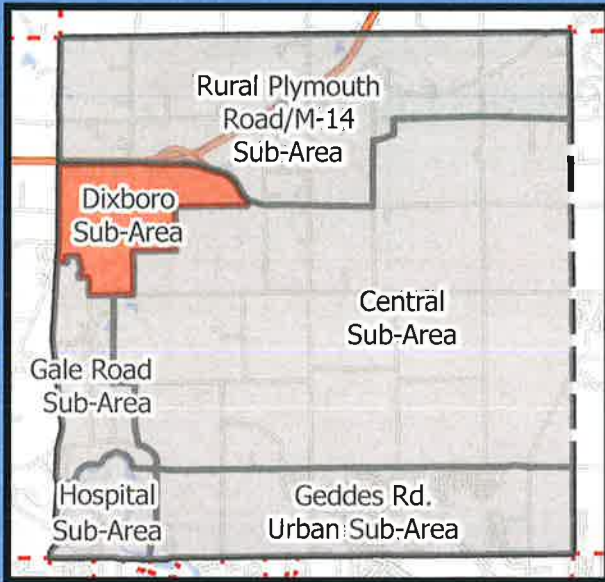
### Design Characteristics

- Farming operations between 10-30 + acres are desired.
- New development shall reduce conflicts between farm and non-farm uses.
- Buildings should be agricultural or residential in character.
- Non-motorized connections should be provided as necessary to connect the township's agricultural land, and open and green spaces to other residential and recreational areas in the township.
- Future development of single-family cluster density should be no more than 0.5 units per acre.
- Ensure new development can be served by infrastructure including roads, well, and septic.
- New development shall respect existing open space and natural areas.



# Design Characteristics Examples

# DIXBORO SUB-AREA



**Area:** 2.0 square miles  
**Estimated Population\*:** 1,515 residents  
**Density:** 758/sq mile

**Key Amenities:**

- Village of Dixboro
- Historic Dixboro United Methodist Church and schoolhouse
- Dixboro Village Green
- Dixboro Farmers’ Market
- Huron Valley Tennis Club
- Fleming Creek
- Humane Society of Huron Valley

*\*Estimate developed from Census 2020 block data and Washtenaw County parcel information*

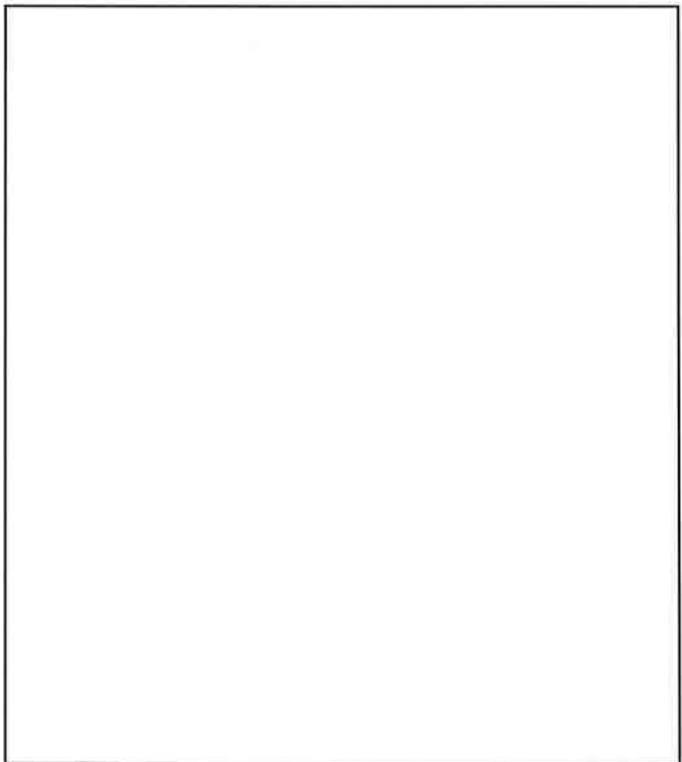
## Dixboro Sub-Area

The centerpiece of this sub area is the historic settlement of Dixboro along Plymouth Road between Dixboro Road and Ford Road. It has houses dating to the 1830’s.

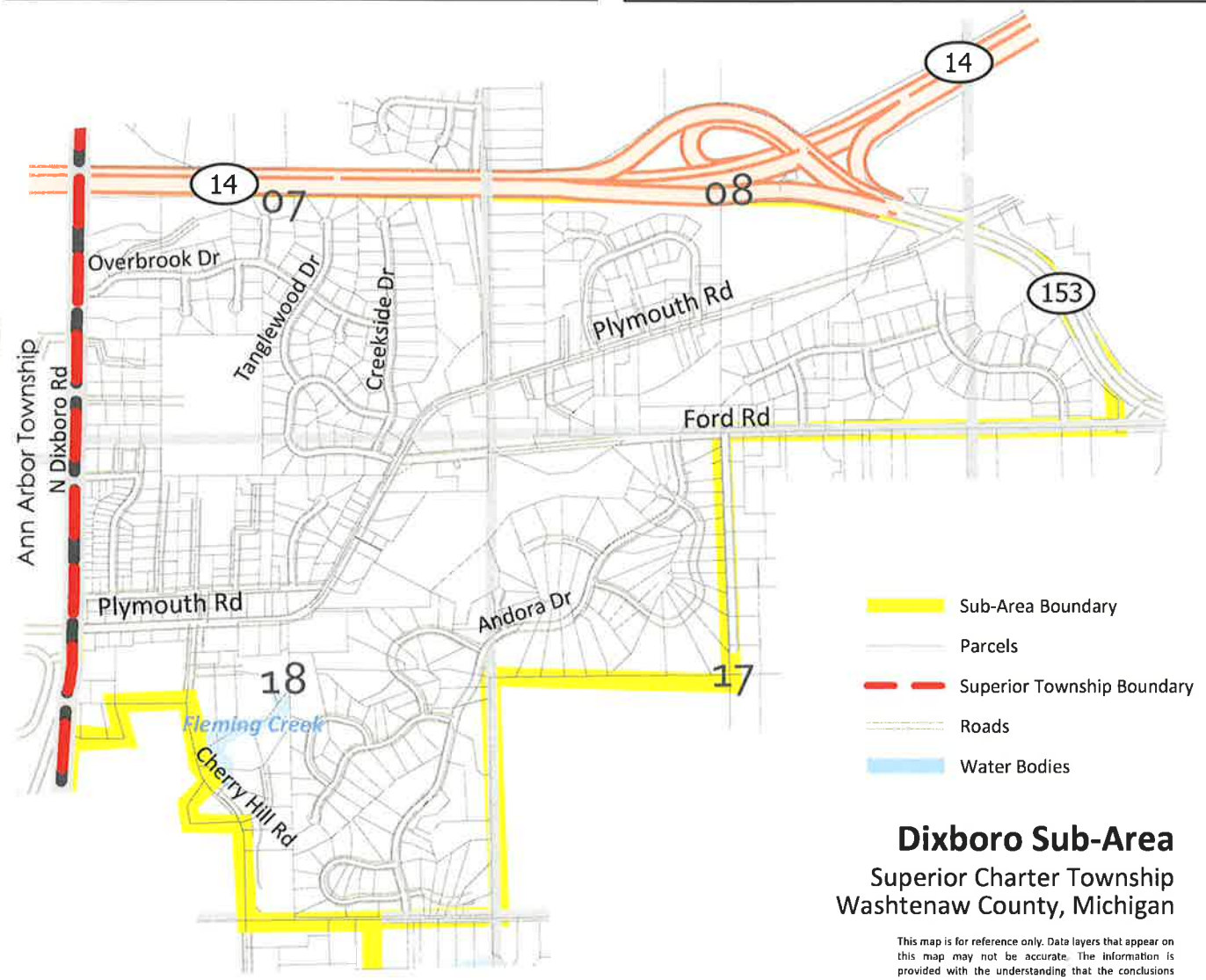
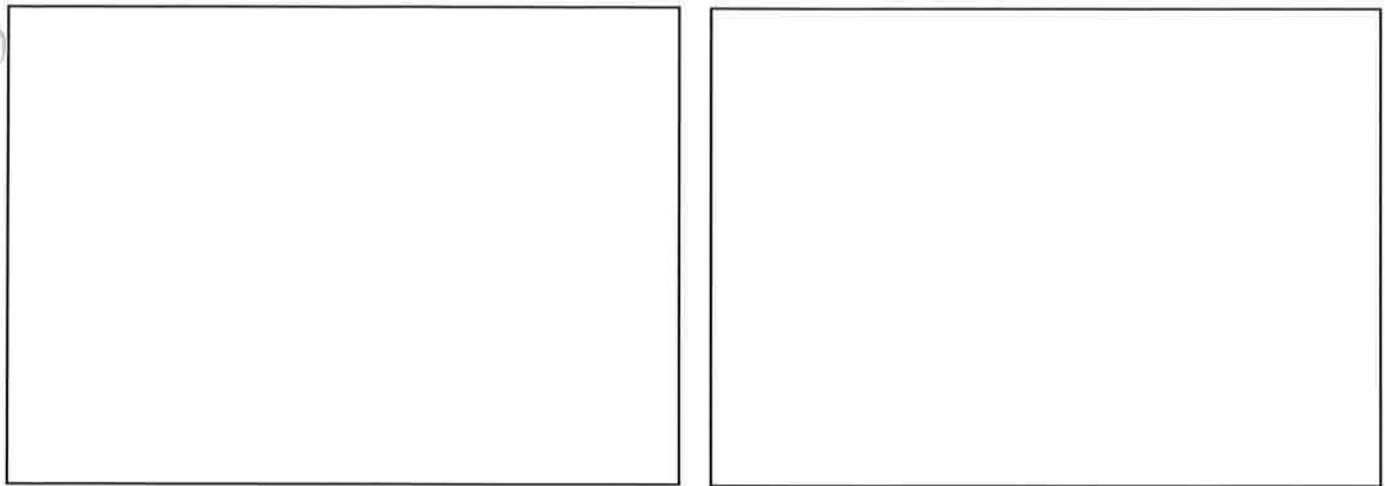
There are a few commercial establishments and offices on Plymouth and at the Plymouth and Ford Road intersection. The settlement is on a grid pattern with a “village green” and an adjacent church as the focus. Surrounding Dixboro are two large subdivisions of late 20th century and very early 21st century vintage. The adjacent subdivisions are more spread out on curvilinear streets with large lots. Fleming Creek parallels Plymouth Road in this area, flowing northeast to southwest, just to the south of Dixboro. In the southeast part of this sub area is the “Cherry Hill Nature Preserve” - a 160-acre Township owned parcel. The Township has a separate sub area plan detailing future development parameter in the Dixboro & Fleming Creek Subarea. The general thrust of that sub area plan is:

- Preservation of the water quality of the Fleming Creek and the natural character of abutting lands;
- Preservation of the historic character of Dixboro; and
- Traffic calming on Plymouth Road as it goes through Dixboro.

For more details see Dixboro Special Area Plan.



Map 18. Dixboro Sub-Area



### Dixboro Sub-Area Superior Charter Township Washtenaw County, Michigan

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Prepared by: Carlisle/Wortman Associates  
September 21, 2022



- 6 - Dixboro Special Area Plan
- 5 - Strategies & Implementation
- 4 - Growth Management & Future Land Use
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## Zoning Plan Table

The Zoning Plan Table shows what zoning districts in the Superior Township Zoning Ordinance, in effect at the time of this plan's adoption, relate to the future land categories described in this chapter. A Comprehensive Rewrite to the Zoning Ordinance is a catalyst project, expected to be completed within one year of the adoption of this plan. The revised zoning ordinance is expected to revise, replace and streamline the zoning districts in Superior Township.

**Table 8. Zoning Plan Table**

Future Land Use Area	Zoning Equivalent
Geddes Road Urban Sub area	R1 - Single-Family Residential District, R2 - Single-Family Residential District, R3 - Single-Family Residential District, R4 - Single-Family Residential District, R6 - Manufactured Housing Park District, R7 - Multiple-Family Residential District, C1 - Neighborhood Commercial, C2 - General Commercial District
Hospital Sub area	R7 - Multiple-Family Residential District, C1 - Neighborhood Commercial, C2 - General Commercial District, O1 - Office District
Gale Road Sub area	R-C Recreation-Conservation District, R-1 Single-Family Residential District, PSP - Public/ Semi Public Services District
Dixboro Sub area	See Dixboro Plan
Rural Plymouth Road/M-14 Sub area	R-C Recreation-Conservation District, A-1 Agricultural District, A-2 Agricultural District, R-1 Single-Family Residential District,
Central Sub area	R-C Recreation-Conservation District, A-1 Agricultural District, A-2 Agricultural District, R-1 Single-Family Residential District

# Chapter 5: Strategies & Implementation Master Plan



Achieving the vision of the Superior Township's Master Plan will take significant time, effort, and in many cases, funding to achieve. Township government will not be able to do it alone. An engaged community – that works together, combines resources and shares success – and committed partners are essential for Superior Township to be a thriving community of healthy and sustaining neighborhoods, lasting livelihoods, and great places. This chapter outlines actions for township officials and staff as well as partners and the community.

The purpose of this chapter is to identify strategies that the Township can initiate or continue to use that will achieve the community's vision for the future of the Township articulated in this Master Plan. Each strategy has been developed to support the policies established in the Plan. Each strategy supports one or more of the policy statements and are intended to achieve ends that are consistent with the Township's vision. The strategies are a set of tools and initiatives that include existing efforts, best practices, and unique approaches that have been conceived specifically for Superior Charter Township.

The success of the Township's plan will depend heavily on citizens' understanding of the planning process and the plan's specific vision and policies. An engaged population that endorses the future vision for the Township and has ownership of the community policies will be more likely to support zoning decisions, development proposals, preservation initiatives and even advocate for bond proposals or special assessments that are consistent with the identified strategies. The Township must effectively communicate the importance of long-range planning and encourage citizen participation in on-going planning efforts.



## Strong Partnerships

Partnerships, formal and informal, are critical to successful implementation of this plan. The township will continue to strengthen existing partnerships, pursue new partnerships, and maintain open lines of communication. Existing and potential partners are listed on this page. As new opportunities arise, the township should not hesitate to engage organizations, groups or businesses not included here to achieve the vision of Superior Township 2040.

### POTENTIAL PARTNERS

- **Local Government:** Washtenaw County Road Commission, Washtenaw County Water Resources Commission, Washtenaw County Office of Economic and Community Development, Washtenaw County Parks and Recreation Commission, Washtenaw County Sheriff.
- **State Government:** Michigan Department of Transportation; Michigan Department of Environment, Great Lakes, and Energy; Michigan Economic Development Corporation; and Michigan State Housing Development Authority.
- **School Districts:** Ypsilanti Community Schools, Ann Arbor Public Schools, Plymouth-Canton Community Schools, Washtenaw Intermediate School District.
- **Neighborhood Organizations:** Neighborhood Watch Groups, Homeowners' Associations.
- **Community Partners:** Ypsilanti District Library, Places of Worship, SPARK, Washtenaw Community College Entrepreneurship Center, Small Business Development Center at Washtenaw Community College.
- **Major Employers:** *Trinity* St. Joseph Health System and Hyundai-Kia,
- **Local Institutions:** Eastern Michigan University, University of Michigan, Washtenaw Community College, Concordia University, Matthaei Botanical Gardens & Nichols Arboretum, Radrick Farms Golf Course
- **Development Community:** local builders, developers, architects, planners, landscape architects, engineers and financing institutions.
- *Non-Profits*

# Funding Sources

The Township will need to pursue multiple and creative sources of funding to implement this plan. These funding sources may change over time. The Township must continually investigate and pursue new sources of funding.

Funding sources fall into four categories:

## 1. Township Funded

- a. General Fund
- b. Township selling of properties for specific program(s)

## 2. Economic Programs

- a. Brownfield Tax Increment Financing
- b. Community Development Block Grant (CDBG)
- c. Michigan Community Revitalization Program (MCRP)
- d. Public Spaces Community Places (PSCP) f. Redevelopment Ready Communities (RRC)
- e. SmartZones
- f. Transformational Brownfield Plans (TBP)
- g. Opportunity Zone
- h. Corridor Improvement Authority

## 3. Transportation and Non-Motorized Infrastructure

- a. Transportation Alternative Programs (TAP) Grants
- b. Stormwater, Asset Management, and Wastewater (SAW) Grants
- c. Washtenaw County Connecting Communities Grants
- d. Transportation Economic Development Fund (TEDF) Grants
- e. Michigan Department of Natural Resources Grants - Land & Water Conservation Fund, Michigan Natural Resources Trust Fund, and Recreation Passport

## 4. Parks, Trails, and Open Spaces

- a. Land and Water Conservation Fund
- b. Michigan Natural Resources Trust Fund
- c. Recreation Passport Grants
- d. Forestry Grants
- e. Recreation Improvement Grants
- f. Recreational Trails Program Grants
- g. Washtenaw County Natural Areas Preservation Program

*Ann Arbor - Green Belt*

*SEM 06*

## Implementation Matrix

The following implementation matrix includes actions for implementation. The table is grouped around overarching topics of Growth Management, Open Space, and Land Preservation Environmental Protection; Housing; and Transportation. For additional information, each action relates directly to the associated policy outlined Chapter 3, Vision and Policies.

Time Frame Guide:

- Immediate: 0-2 Years
- Mid: 2-5 years
- Far: 5 years +

**Table 9. Implementation Matrix**

Growth Management / Environmental Protection / Open Space and Land Preservation		
Action	Related Policy	Time Frame
Update zoning ordinance to ensure implementation of the Master Plan	All	Immediate
Review all new development to ensure that it is consistent with adopted growth management plan and future land use plan	GM-1, GM-2	Immediate
Utilize the policies in the Master Plan to review zoning petitions and zoning policies to implement the growth management plan and future land use plan	GM-1, GM-2	Immediate
Maintain the long-identified Urban Service Area boundary to support the distinction between urban and rural areas, and to protect the designated rural area from intrusion by urban development.	GM-3, GM-9, H-4, OP-1	Immediate
Update township code and ordinances to preserve and enhance the existing streams, water bodies, watersheds and wetlands to be used as part of the drainage system of the Township.	OP-1, OP-2, EP-3	Immediate
Update township code and ordinances to require development reviews to determine detailed information about environmental impact including steep slopes, woodlands, stream corridors, wetlands, groundwater recharge areas, and any other identified natural feature.	OP-2, EP-1, EP-3, GM-8	Immediate
Update township codes and ordinances to require protective buffer strips within new developments along stream corridors and wetlands.	EP-1, EP-3	Immediate
Update township codes and ordinances to enact surface run-off rate restrictions to prevent overloading of streams and prevent erosion.	EP-1, EP-3	Immediate
Update and enforce tree preservation ordinance to minimize lot clearing, focus farmland on existing farm lots, minimize development impacts, and enhance the natural character of the township.	OP-1, EP-3	Immediate
Update township code and ordinances to require natural features will be utilized as boundaries between different use areas or to separate development areas from agricultural areas.	OP-3, GM-4, GM-7	Immediate
Update township code and ordinances to limit development in areas that are unsuitable for development: <ol style="list-style-type: none"> <li>a. Lands that cannot be developed in their natural state, such as flood plains and wetlands.</li> <li>b. Lands that are essential to the continuity and preservation of natural systems.</li> <li>c. Lands on which development would result in environmental destruction of a larger natural system or create hazards to the environment or the public.</li> </ol>	EP-1, EP-3, GM-4, GM-9, GM-10	Immediate

Identify important wildlife corridors to minimize impact on animal habitats and adopt necessary policies and ordinances to protect them.	EP-3, EP-4, OP-1	Mid
Inventory and identify sensitive environmental areas for potential purchase or enhanced protection		Mid
Explore the establishment of a zoning district that permits renewable energy development while preserving the rural character of the Township.	EP-2, GM-10	Mid
Participate in and support the Washtenaw Metro Alliance document "Green Places: Open Spaces - A Plan for Coordinated Parkland and Open Space."	GM-10, OP-2	Mid
Work with Washtenaw County Water Resources Commission and update township codes and ordinances to require greater use of green infrastructure and limit impervious surfaces.	EP-1, GM-8, GM-9	Long
Work with large property owners to educate and regulate the use of phosphorus fertilizers, increased use of native landscaping, and awareness about watersheds, wetlands, and other natural features.	EP-1, EP-3	Long
Continue to work with township policy makers and legal representation to protect the long-established growth management plan and Urban Service Area boundary		Long

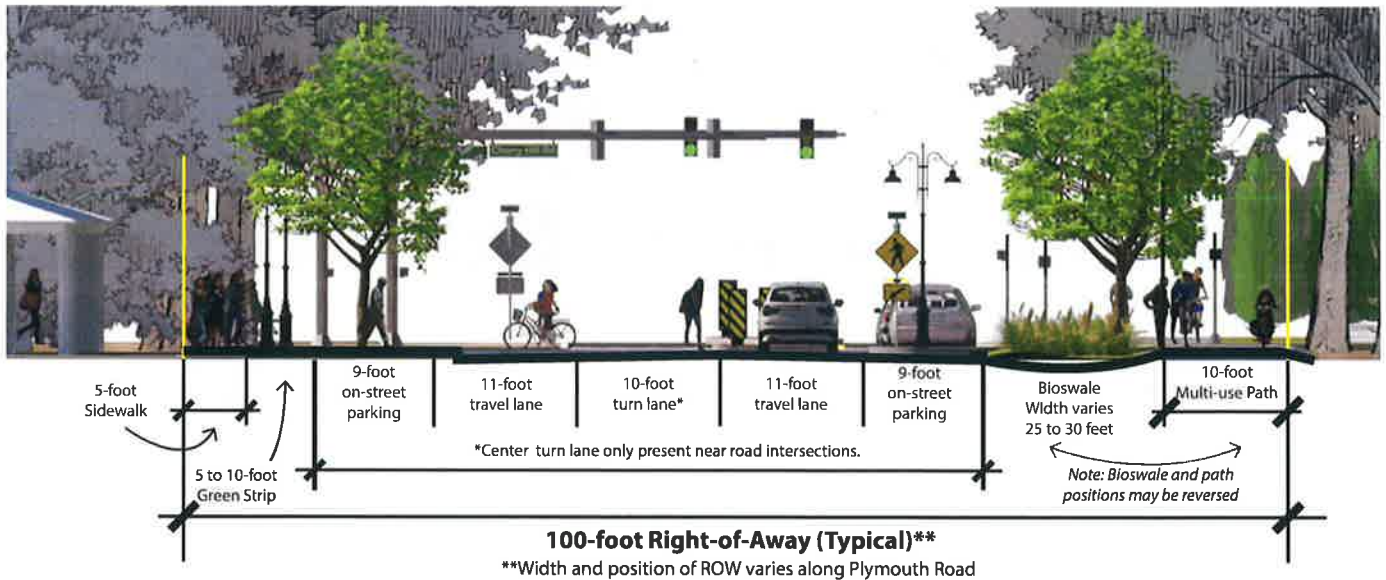
Housing		
Action	Related Policy	Time Frame
Update Zoning Ordinance to allow for a variety of housing types consistent with adopted growth management plan and future land use plan.	GM-7, GM-8, H-2, H-6	Immediate
Update Zoning Ordinance to buffer existing neighborhoods from inconsistent uses and to thoughtfully integrate neighborhood commercial development into residential communities through design and development standards.	H-1, H-2, GM-6, H-8	Immediate
Create standards that allow for and regulate creative “missing middle” housing types.	H-1	Immediate
Create design standards that require duplexes and multiple family buildings to match the existing architectural style and scale of the surrounding housing stock.	H-1, H-5	Immediate
Monitor changing demographics and ensure policies and zoning which permit housing to meet those needs.	GM-2, H-4, H-6	Mid
Provide information to residents and builders on Universal Design and aging in place concepts.	H-1	Mid
Establish program to market the community assets to potential investors, new businesses, residents, and visitors to establish more commercial opportunities within the higher-density portions of the Township.	H-6, H-7, H-8	Mid
Establish program to provide incentives to encourage redevelopment and higher intensity of development in vacant areas within higher-density portions of the Township.	H-7, H-8	Mid
Identify areas and draft regulations to support senior housing.	H-2, H-3	Mid
Establish program to encourage and assist in home ownership and home improvements especially for specific neighborhoods.	H-1, H-2	Mid
Establish neighborhood improvement program that works directly with neighborhoods to identify needed improvements such as programming needs, community gardens, blight reduction, and infrastructure updates		Mid
Establish a rental inspection program.	H-1, H-5	Mid
Encourage or incentivize housing types for seniors, lower-income families, and young people in areas with convenient access to services, businesses, and transit.	H-2, H-3, H-6, H-8, T-2, T-8, GM-2	Mid
Develop building regulations that permit expansion and modernization of structures while at the same time preserving the established character of these neighborhoods.	H-1, H-5	Mid
Establish benchmarks that permit regular review of the quality of service and infrastructure provided. Services and infrastructure that should be reviewed include: <ul style="list-style-type: none"> <li>a. Utilities (sewer, water, and rubbish)</li> <li>b. Public safety (police, fire, E-911 dispatch)</li> <li>c. Transportation (roads, pathways, sidewalks)</li> <li>d. Parks and Recreation</li> <li>e. Wireless and fiber optic communications and internet</li> </ul>	H-4, GM-2	Long
Maintain and upgrade existing utilities in areas that are currently developed as or planned for higher intensity land uses.	H-4, GM-2, H-7	Long
Review neighborhoods to determine infrastructure improvements such as sidewalks, paths, and parks.	H-5, T-5	Long

## Transportation

Action	Related Policy	Time Frame
Adopt recreation and non-motorized master plan that require new developments along major roadways to install a non-motorized pathway.	T-1, T-7, T-9	Immediate
Adopt recreation and recreation and non-motorized master plan that identifies gaps between existing trails and sidewalks.	T-1, T-7, T-9	Immediate
Enhance Geddes Road as a buffer between agricultural/open space to the north and new development to the south by planting or preserving trees along the roadway and expanding the non-motorized trailway alongside it.	GM-1, T-6, T-7, T-9	Immediate
Work with Washtenaw County Road Commission to improve safety for bicyclists along roadways in areas of high need, where a designated non-motorized pathway is not readily available.	T-6, T-9	Mid
Encourage expanded AAATA bus service from Ypsilanti Township and Ann Arbor Township into high-density areas in Superior Township.	T-1, T-2, T-8	Mid
Work with AAATA to review bus routes to ensure they most efficiently link neighborhoods to shopping areas and employment areas.	T-8, H-8	Mid
Work with DTE to improve and maintain streetlights in residential neighborhoods.	T-9	Mid
Establish program to fill gaps between existing trails and sidewalks.		Mid
Support the "Ten Minute Walk" initiative by expanding sidewalks and non-motorized pathways in more developed areas of the Township	T-5, T-7, GM-6	Mid
Update township codes and ordinances to require shared access among adjoining property.	EP-1, OP-1, GM-8, H-7	Mid
Work with Washtenaw County Road Commission to establish local road improvement plan.	T-3	Long
Implement traffic-calming and traffic alleviation measures in the Dixboro Special Area.	T-4, T-6, T-7, T-9	

## Chapter 6: Dixboro Special Area Plan



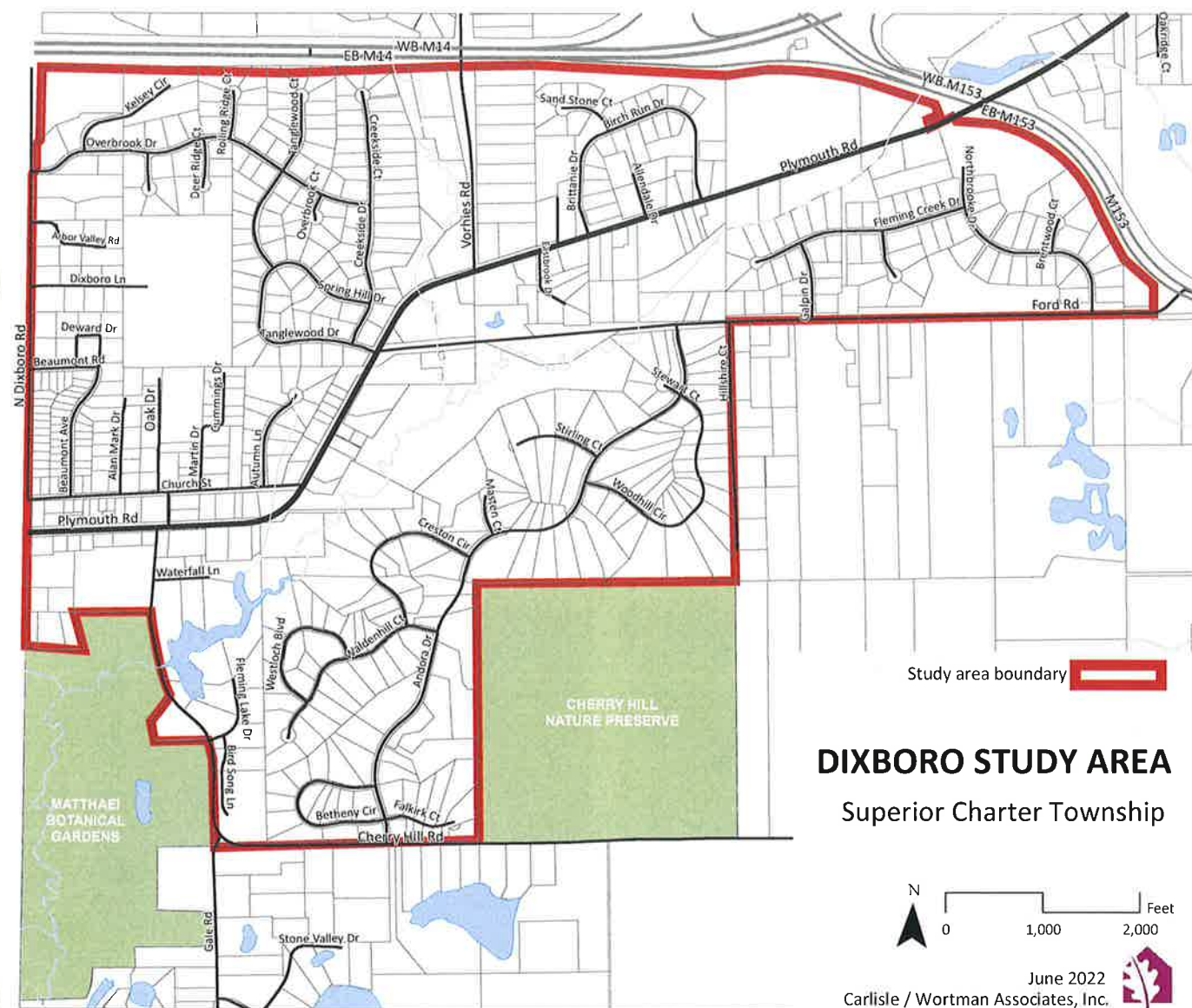


Dixboro is a special area within Superior Charter Township. It is often unofficially referred to as the Dixboro Village or the Dixboro Hamlet. Dixboro is a neighborhood with a long history supported by a strong sense of community. This is perpetuated by its notable character and the community members that call it home. The area consists of well-established residential neighborhoods with mature trees and small, local commercial establishments along Plymouth Road which runs through the heart of the area.

use corridor along Plymouth Road and the immediate surrounding neighborhoods. This area is generally bound by N Dixboro Road to the east, M-14 to Ford Road to the north, Cherry Hill to the south, and the edge of the adjacent neighborhoods to the southeast.

While there are no official borders to the area, and there are many community members who identify with Dixboro, a study area has been designated for the purposes of this special area plan. This area includes the small mixed-

Map 19. Dixboro Planning Area



## Community Engagement

During the Master Planning development process, special attention was paid to the Dixboro area, as it has been long recognized as a special planning area within the Township. To receive input on the future plan for this area, a series of three meetings were held. The first was an open house with activity stations designed to garner feedback on preferred community character, general land use, housing, and transportation. This activity was open to the public. A second meeting was held with Dixboro community stakeholders where the feedback from the open house was shared and ideas were refined. Finally, a presentation, which was open to the public, was given to provide findings and direction from the input that was received. There appears to be a consensus on the vision for the future for the Dixboro area.



## Vision

### Character

Generally, people in Dixboro like the area as it is. Any future growth or development in the area should be consistent with the current character and scale of the area. The following character elements focus on commercial uses or mixed commercial/residential uses along Plymouth Road. This is the most outward facing area in Dixboro. Any new commercial development should be focused along Plymouth Road corridor, from the area where commercial uses currently start on the west end to the intersection of Tanglewood Drive and Ford Road. Such commercial development should be small scale and designed to serve the needs of the immediately surrounding neighborhoods. The following elements are identified as being consistent with the vision for the areas community character:

1. Buildings on the corridor should be no taller than 2.5 to 3 stories.
2. Commercial or mixed-use buildings could be in converted houses.
3. New buildings should be designed to look like village commercial style buildings. There are existing commercial buildings in Dixboro that people recognize as being consistent with the style and scale that is desired for any new development.
4. Well defined outdoor seating areas are desired.
5. The streetscape should include sidewalks, buffers between pedestrian space and vehicular lanes, street trees, traditional style benches, and streetlights.



## Housing

The bulk of the Dixboro area consists of single-family neighborhoods. While the area is generally built out, there are still areas that could be developed for new housing. It is recognized that the large undeveloped area close to M-14/M-153 interchange will likely be developed as a suburban style neighborhood consistent with the surrounding neighborhoods. There may be smaller parcels that have some infill potential. There is desire to see availability of smaller, more affordable housing options. These could be duplexes within existing neighborhoods whose design are consistent with the neighboring single-family homes. Townhomes or second floor flats could be developed along the Plymouth Road corridor if their design and scale could complement the neighboring village commercial uses. Additionally, if space is available along the corridor, slightly larger parcels could be developed as bungalow courts.



A duplex is a two-unit house that can be designed to match the style and scale of other houses within a neighborhood.



Second story apartments in commercial buildings provide additional housing options within the context of neighborhood commercial use.



A bungalow court is a style of development featuring smaller single family housing units arranged around a central garden or courtyard.

## Transportation

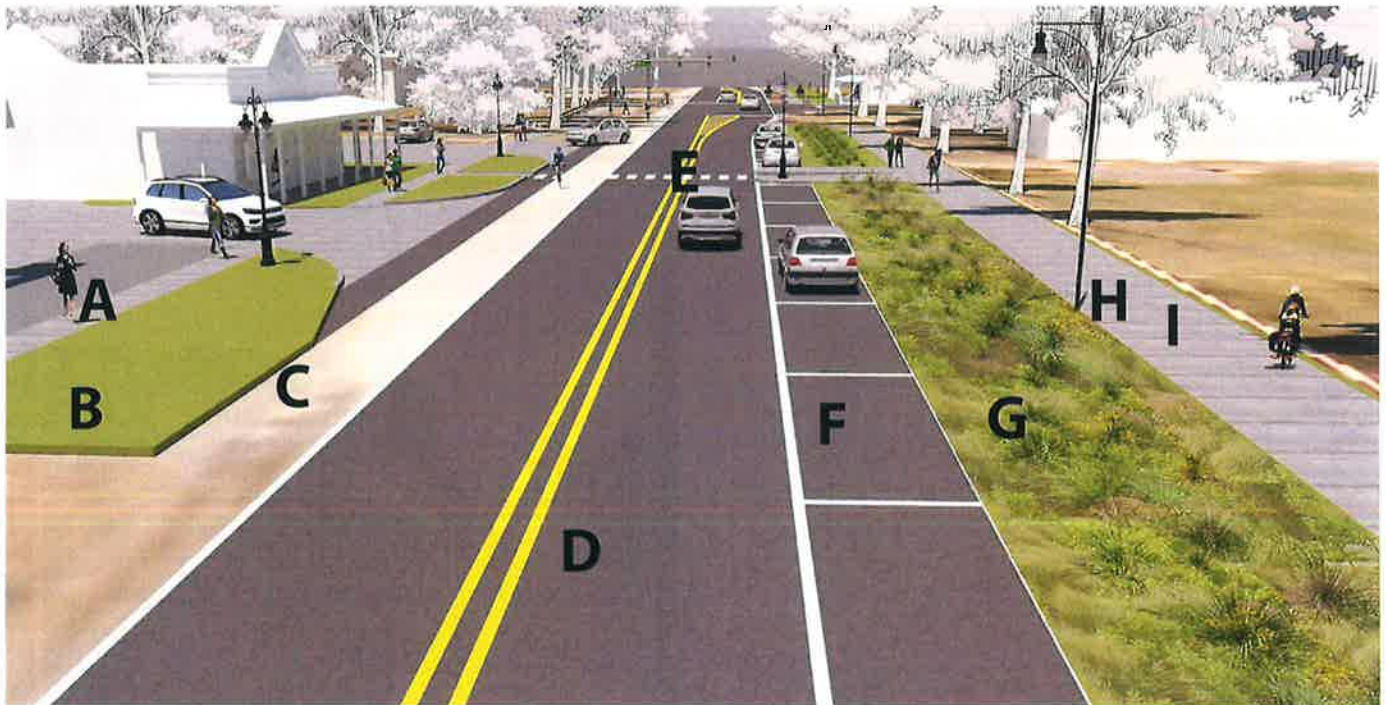
Like the rest of the Township, Dixboro was designed to accommodate vehicular traffic, with little if any consideration to non-motorized or pedestrian traffic. Plymouth Road's 45-mph speed limit is a relic of the road's status as a trunk line, although that status was discontinued after completion of M-14 in 1979. The road has been under the control of the Washtenaw County Road Commission (WCRC) since that time. Traffic is heavy along the Plymouth Road corridor, especially during morning and evening rush hours. It is common to see drivers cutting through surrounding neighborhoods to bypass traffic, frequently traveling at speeds well above the posted limits.

Residents expressed a strong desire to change this auto-centric character and focus instead on walkability and non-motorized transportation alternatives. Reduction of the speed limit is key: residents hope to see the speed limit lowered to 35 mph or less. Pedestrian amenities such as sidewalks, pathways, and new street lighting were commonly-requested features, and traffic calming devices such as on-street parking, bump-outs, and mid-block crossings were viewed favorably for the downtown

Dixboro corridor. These features provide visual cues for drivers to reduce speeds, ultimately making it easier for the County to officially lower the posted limit. The alignment concept preferred by the Dixboro session participants is shown in Figure 16 on page 90.

An eight-foot-wide pathway is currently in the final design stages. The route will start at the Dixboro/Plymouth Road intersection, connecting with the recently completed pathway south to Matthaei Botanical Gardens, and travel approximately 2,500 feet east along the south side of Plymouth Road to the Boro Restaurant at the first bend in the road. While this segment does not incorporate all of the traffic calming and street design features desired by residents, it represents an important first step in development of the sub-area. As the region develops, this pathway will begin to form a connection to existing trails in the Northbrooke/Fleming Creek subdivision, creating a loop which returns to the hamlet, and greatly improves walkability and safety.

Figure 16. Preferred Configuration for Plymouth Road



- A. Sidewalk widened to 6-foot
- B. Buffer remains intact except to accommodate expanded sidewalk and lighting
- C. Existing shoulder left intact
- D. 11-foot travel lanes
- E. New mid-block crosswalks with bump-out
- F. On-street parking
- G. Bioswale with native plantings
- H. New lighting
- I. 10-foot multi-use safety path shared by cyclists and pedestrians.

Full-scale implementation of non-motorized amenities and traffic calming devices will require buy-in from and cooperation with the Washtenaw County Road Commission (WCRC). It is critical that Township officials continue to communicate their vision with WCRC and regional transportation planning authorities so the project can be incorporated into long-term planning efforts. Inclusion of traffic calming options such as mini-roundabouts in the Tanglewood neighborhood should also be considered to discourage cut-through drivers.

Working with the WCRC on road development also offers opportunities for achieving economies of scale. By carefully phasing activities and incorporating improvements with other planned road activities, the Township can realize their ambitions while remaining fiscally prudent. Coordination with regional authorities also ensures that trails have the broadest possible reach, and form a network that connects neighborhoods and adjacent communities.

In the Village, priority should be placed on developing the segment along Plymouth between North Dixboro and Church Street, building on current trail activities and expanding to incorporate the placemaking features desired by residents.

Finally, several residents expressed a desire to see bus service extended into Dixboro, with connections west to the Park-and-Ride at US-23 and Plymouth Road. The Ann Arbor Area Transportation Authority (AAATA) currently does not offer service around the village. Communities that desire service outside of AAATA's core area negotiate a fee to create the route and stops. It may be desirable for Superior Charter Township to coordinate with Ann Arbor Township to create a route from the park and ride east to Dixboro Road, and south to Geddes, with stops at the Matthaei Botanical Gardens and downtown Dixboro.

Figure 17. Non-Motorized Transportation Development Phasing



**Figure 18. Desired Streetscape and Traffic Calming Elements**



**Roundabouts**

Raised islands placed at unsignalized intersections around which traffic circulates. Acts to slow traffic while allowing unimpeded circulation.



**Bump-outs / Chokers**

A narrowing of a roadway through the use of curb extensions or roadside islands. Chokers are considered appropriate for arterials, collectors, or local streets.



**Mid-block Crossings**

Sometimes used in conjunction with traffic islands, mid-block crossings shorten travel distances and increase safety for pedestrians between signaled intersections.



**On-street Parking**

On-street parking narrows road travel lanes and increases side friction to traffic flow. Can be used on alternating sides of the road for a "chicane effect".



**Sidewalks**

Typically five to six feet in width, sidewalks primarily serve pedestrians and provide separation from vehicular traffic.



**Safety Paths / Trails**

Typically eight to ten feet in width, but wider in locations with heavier traffic. Designed to accommodate both pedestrian and bicycle traffic.



**Bioswales**

Help to control stormwater runoff and, when done properly, can beautify the surrounding neighborhood.



**Textured Paving**

Changes in surface texture can be used to alert drivers to crosswalks or special use areas.



**Street Lighting**

Street lighting is both a way to illuminate pedestrians and a visual cue to drivers of a potential change in traffic patterns and uses.

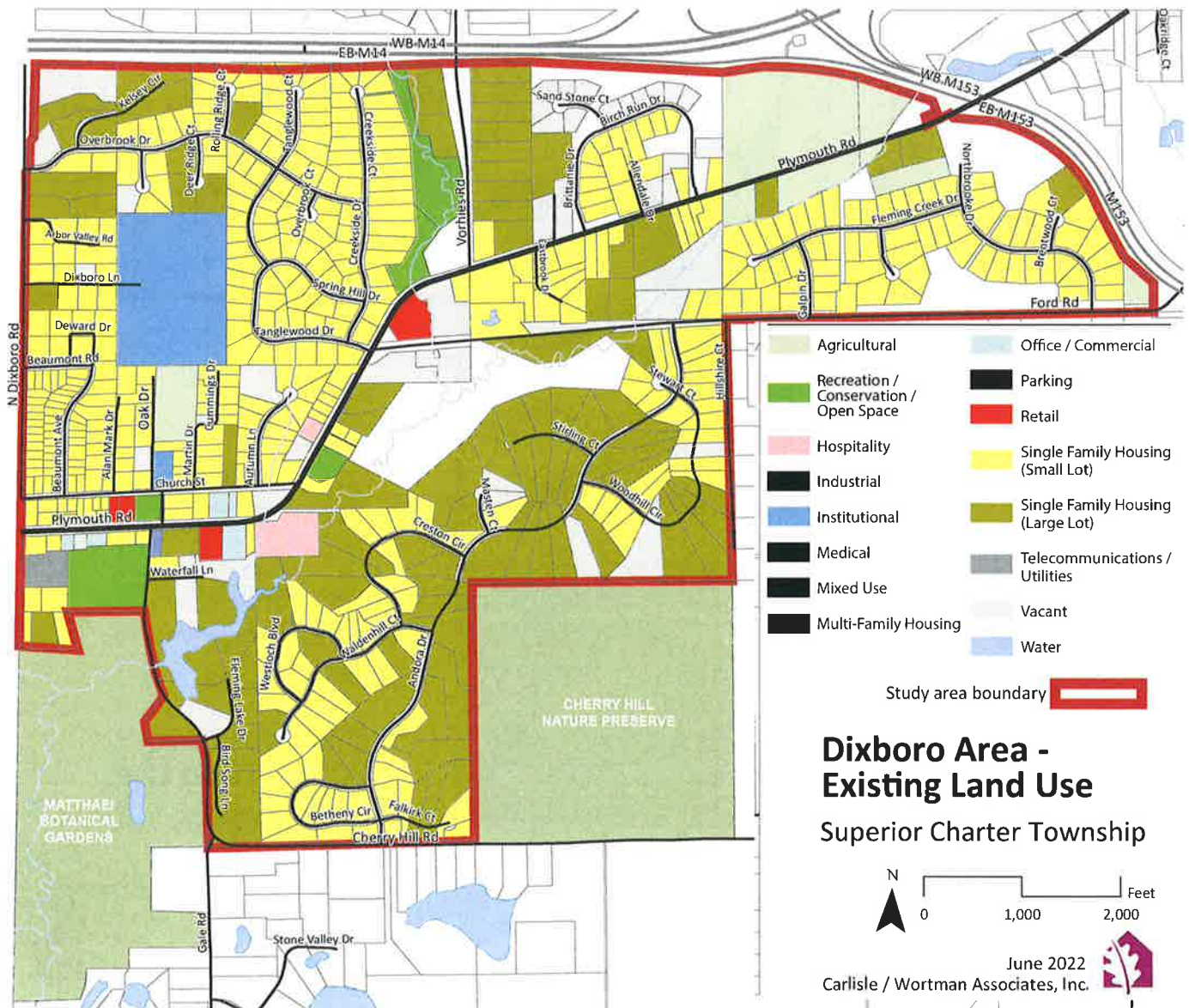
# Land Use

## Existing Land Use

Over the past 60 years Dixboro has been converted from active farmland and farmsteads to single-family subdivisions. The predominate land use remains single family residential including small lot, less than 1 acre, and large lot, greater than 1 acre. The southern portion of the Dixboro study area includes two large conservation

areas, Matthaei Botanical Gardens and Cherry Hill Nature Preserve. Along the Plymouth Road corridor, there are scattered mix of various uses including some office, hospitality, retail, and institutional. Furthermore, there a number of vacant and/or undeveloped parcels in the study area.

Map 20. Dixboro - Existing Land Use



## Future Land Use

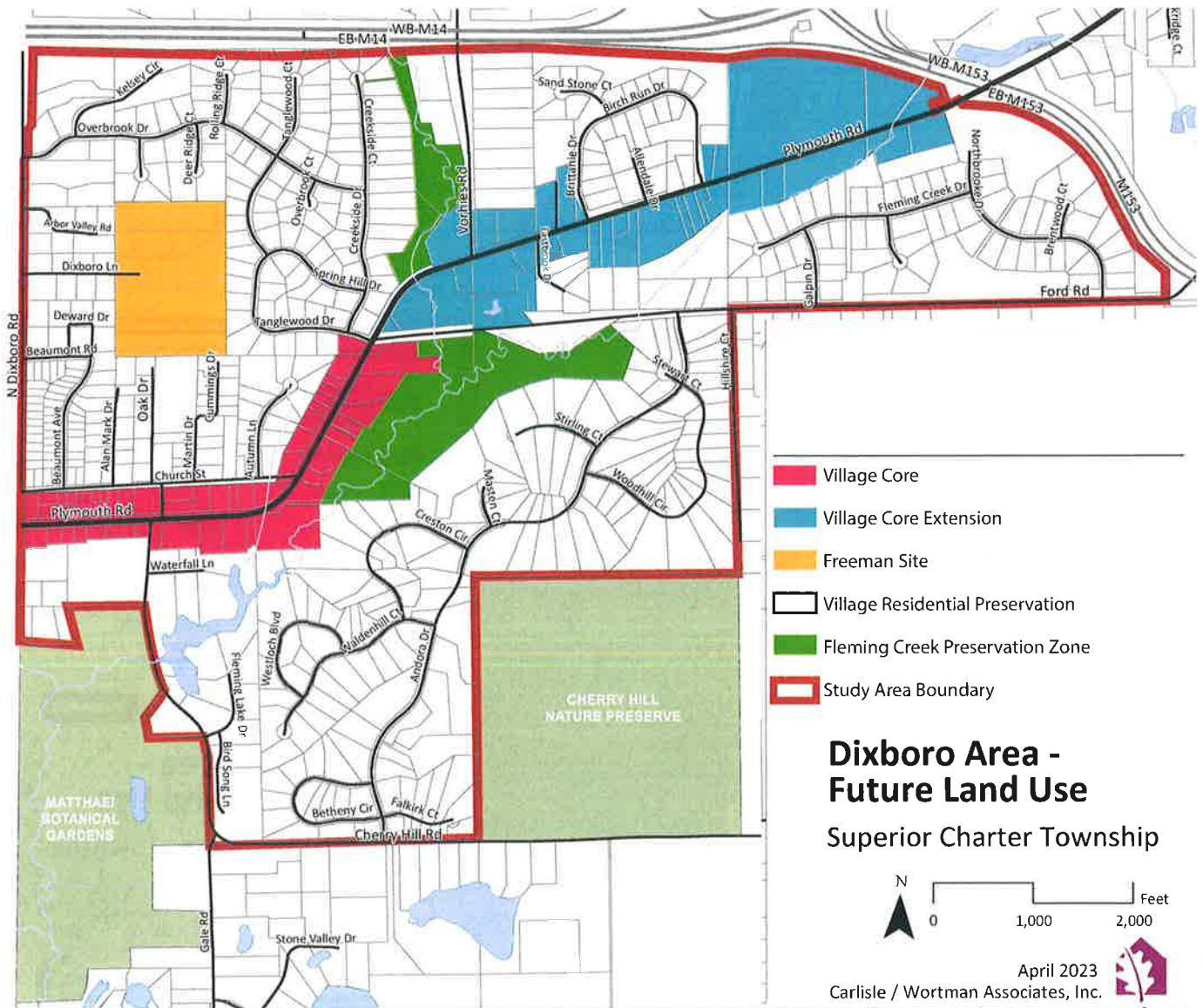
The future land use map reflects future land patterns at an area-wide scale. The map uses color-coded “place types” to express public policy on future land patterns - it is not a zoning map. It is built around the concept of place types – characteristic development patterns that recognize the context of each area but also provide guidance on desired improvements. Place types identify desired uses, design concepts and considerations to guide the relationships and physical improvements needed to create the types of places that are part of Dixboro’s long-range vision.

Areas within Dixboro have been divided into five place types. Place types have been assigned to areas based upon the context of existing build form, physical conditions, environmental conditions, land uses, development patterns, and community input, goals, and strategies.

The intent of the future land use map is not to predetermine land uses or zoning on a specific parcel or at specific locations. Rather, individual properties or projects can be considered within the context of the location and surrounding properties, and not by a strict set of land use categories.

The purpose of the future land use map is to create a place-based development strategy tailored to Dixboro’s unique characteristics, strengths, challenges, and opportunities.

Map 21. Dixboro Future Land Use Map



## VILLAGE CORE

Historic core of the Hamlet. Intended to accommodate the convenience shopping, food service, office, and personal service needs of the community. The Village Core supports the creation and growth of neighborhood-oriented businesses, heightened sense of place, and encourages pedestrian and other forms of non-motorized travel.

## VILLAGE CORE EXTENSION

Intended to accommodate primarily low-density residential uses that retain the desired character of the area. The Village Core Extension would include a mix of single-family homes on both small and large lots, bungalow courts, small scale duplexes and attached housing. Historically contextual design qualities are desired for residential developments. Non-motorized facilities and pedestrian connectivity are emphasized.

## FREEMAN SITE

Ann Arbor Public School District property to be maintained in its current state unless the property is sold by the District. Should site become available for development, the new owners should work in partnership with adjacent neighbors to create a site that retains the character of the surrounding area. Lower traffic generation will be required due to the lack of utilities in the area

## VILLAGE RESIDENTIAL PRESERVATION

Maintain and seek continuing reinvestment in the existing housing stock. Any new development must fit the character of the area. Preservation of the historic Dixboro church is critical.

## FLEMING CREEK PRESERVATION ZONE

Critical ecological zone including Fleming Creek and its adjacent wetlands and woodlands. Most of these parcels are currently under private ownership. The Township should actively seek development right agreements and outright acquisition as opportunities present themselves.

## USES

Mixed-use, neighborhood commercial, office, personal services, residential (including small square footage homes, bungalow courts, duplexes, small scale tri- and four-plex units), institutional uses, and open space/parks.

Large- and small-lot single-family homes, bungalow courts, small scale duplexes and attached housing, and open space / park.

Institutional, planned neighborhood, open space / park.

Large- and small-lot single-family homes, open space / park.

Preservation, passive-use recreation

**Table 10. Policies and Strategies**

Leading Policies	Strategies
Strive to recognize and protect historic assets.	Enforce design standards to preserve historic character of buildings along Plymouth Road in the Dixboro special sub-area.
Strive to recognize and protect historic assets.	Establish a program to permit outdoor dining areas for businesses in the Dixboro special sub-area.
Strive to recognize and protect historic assets. Support neighborhood commercial development that provides higher density residential neighborhoods with convenient access to day-to-day businesses.	Encourage new commercial businesses to occupy converted single-family homes along Plymouth Road in the Dixboro special sub-area.
Recognize that transportation facilities must be contextually appropriate to the unique areas of the Township that they serve.	Provide for on street parking along Plymouth Road in the core area as well as along connecting side streets where space is available within the public right-of-way.
Focus new development within designated areas and conduct it in a sustainable manner.	Update zoning to allow variety of housing types in appropriate locations.
Promote residential development in a manner which will create, preserve, and enhance a quality living environment for existing and future Township residents and workers.	Update the Zoning Ordinance to create design standards that require duplexes and multiple family buildings to match the existing architectural style and scale of the surrounding housing stock.
Promote residential development in a manner which will create, preserve, and enhance a quality living environment for existing and future Township residents and workers.	Create standards that allow for and regulate bungalow court development. Such regulations should ensure that the architectural style of housing is consistent with existing neighboring housing.
Both motorized and non-motorized transportation facilities must be enhanced within planned growth areas.	Review neighborhoods to determine infrastructure improvements such as sidewalks, paths, and parks.
Recognize that the existing neighborhoods and the existing housing stock are an essential part of the community's character.	Provide information to residents and builders on Universal Design.
The existing housing stock are an essential part of the community's character.	
The need for a diversity in housing stock to support the housing needs of all its residents, including young people, families, and seniors aging in place.	Encourage and assist in home ownership and home improvements.
Support clean water protection. Natural features, land preservation, and open space are key components of Superior Charter Township's community character.	Provide incentives for adjoining property owners to incorporate shared access drives and parking lots into all new redevelopment projects.
The existing neighborhoods and the existing housing stock are an essential part of the community's character.	Establish a rental inspection program.
Support diverse land uses that provide residents convenient access to goods and services.	Update Zoning Ordinance to buffer existing neighborhoods from inconsistent uses and to thoughtfully integrate neighborhood commercial development into residential communities through design and development standards.

Leading Policies	Strategies
Promote residential development in a manner which will create, preserve, and enhance a quality living environment for existing and future Township residents and workers.	Develop building regulations that permit expansion and modernization of structures while at the same time preserving the established character of these neighborhoods.
Maintain existing and planned future housing densities where additional population will not over burden the existing or planned infrastructure. The type and density of new development should remain consistent with existing types and densities of nearby land uses.	<p>Establish benchmarks that permit regular review of the quality of service and infrastructure provided. Services and infrastructure that should be reviewed include:</p> <ul style="list-style-type: none"> <li>a. Utilities (sewer, water, and rubbish)</li> <li>b. Public safety (police, fire, E-911 dispatch)</li> <li>c. Transportation (roads, pathways, sidewalks)</li> <li>d. Parks and Recreation</li> <li>e. Schools</li> <li>f. Wireless and fiber optic communications and internet</li> </ul>
Promote increased transit options, particularly to serve underserved populations, significant shopping areas, and employment destinations.	Ensure bus routes link neighborhoods to shopping areas and employment areas.
Promote increased safety of non-motorized transportation.	Improve and maintain streetlights in residential neighborhoods.
Promote the continued maintenance of roads.	Invest in strategic traffic and road improvements.
Support increased density in planned housing developments, where feasible, to promote maximum retention of open space and natural features in other portions of the Township and region.	Promote mixed-use, walkable, development patterns in more developed areas of the Township.
Support traffic calming and the mitigation of traffic congestion.	Implement traffic-calming and traffic alleviation measures.
Support safe and convenient transportation options for all uses and modes including pedestrians, bicyclists, motorists, and transit riders.	Require new developments along major roadways to install a non-motorized pathway.
Promote increased safety of non-motorized transportation	Encourage connections between existing trails and sidewalks.
Support the enhancement and protection of opportunities for bicycling throughout the community.	Improve safety for bicyclists along roadways in areas of high need, where a designated non-motorized pathway is not readily available.
Promote the enhancement of pedestrian facilities, including trails, sidewalks, and crosswalks.	Support the "Ten Minute Walk" initiative by expanding sidewalks and non-motorized pathways in more developed areas of the Township

