

**MCJPC JOINT MASTER PLAN  
ISSUES “PARKING LOT”  
Draft 2/25/09**

Transportation Chapter

- **Right of Way (ROW)**  
*Note: The Master Plan references State and Federal design standards (pp 49-51) for different classifications of public roads. New public rights of way and private streets which are someday to be dedicated must recognize these standards. In the townships, the County Road Commission is responsible for approving and maintaining public rights of way as well as for allocating State and Federal funds for major projects. Close communication between the Commission and the Townships on project planning, development review and maintenance standards is important and solicited. Refer to Objective #8 under the Joint Master Plan Transportation Goal #1 regarding cooperation with the WCRC in regard to right of way development guidelines. Other Objectives (1-2, 3; 2-6; 3-11) and Policies (1,4) refer to subsequent cooperative intentions for planning and design of rights of way and facilities. Is additional language needed addressing maintenance standards, such as vegetation clearing?*
- **Road Capacity (Implementation)**  
*Note: Further direction is needed on this issue. Relevant portions of the Chapter include Goals – Objectives 1-4, 5 and 3-10, and Section D “Future Improvement Recommendations”. Is there a concern with long range road improvement plans under State or County jurisdiction? And is this a concern about road classification, design standards or the planning process? Both the State DOT and the County Road Commission have long range planning horizons for road improvements which must involve substantial input from local units.*
- **Historic Corridors(Define)**  
*Note: The text following Goal 3 Objectives ( pp 55-56) contains definitions for historic corridors as well as scenic roads and natural beauty roads. Is it the wish of the JPC to refine this definition? Or propose a process for subsequent definition and designation of historic corridors in the region?*
- **Avoidance of Private Roads**  
*Note: Objective 7 under Goal 1 concerns the funding and dedication of new streets by developers following public road standards. Developed streets in the Townships are turned over to the County Road Commission. Those in the Village are turned over to that unit. The creation of permanent private streets maintained by property owner dues (or in the case of major improvements and repairs, a Special Assessment District) should be avoided. Does the JPC wish to add another Objective or a separate Policy with additional language prohibiting or limiting private streets?*
- **Define “Urban” and “Bonus Lots”**  
*Note: This term is used in Objective 11 under Goal #2 which states: “Allow the option of “Bonus lots” for new developments that implement access management systems (where possible through the land division act.)” The intent is to give developers additional density as an incentive for incorporating access management techniques in their projects. This may be overly specific for the Master Plan. Other references in the Chapter include a partial list of access management techniques in Section D, pages 59-60; Goals-Objectives 1-4 and 2-10; and Policy. Does the JPC*

wish to add language encouraging or requiring access management in new development, and/or delete the reference to 'bonus lots'?

- Concept of "Complete Streets"

*Note: In Section D "Future Improvement Recommendations", under the ninth paragraph titled "Circulation throughout the MCJPC planning area" there is a description of this concept and the statement "New development should include the concept of complete streets." These principles are also mentioned under Goal #2 objectives. If the JPC wishes to reinforce the concept of fully functional, multi-purpose streets within new development, it would be appropriate to create a separate Objective or Policy.*

## Natural Features Chapter

- Bike lanes: Where allowed/encouraged e.g., through Village, along M-52. Where not e.g.,?  
*Note: Within the **Transportation Chapter** are the following specific references to this issue: Page 60 under the paragraphs headed Circulation throughout the MCJPC planning area, is stated - "In the more urbanized area of the Village of Manchester, particularly in the DDA area, traffic calming strategies will make pedestrian and bicycle travel safer. These include.... provision of on road bike lanes and other measures..."*  
*Page 60 under the paragraph headed Walkability is stated – "...of particular importance in the Village of Manchester. Community values support the development of a pedestrian/bicycle system of sidewalks and pathways...."*  
*Goal 2, Objective 3 "Establish bicycle and pedestrian circulation systems ...in and near the Village...Recreation non-motorized systems should be provided throughout the planning area"*  
*Goal 2, Objective 6: "Encourage Corridor Plans that provide for all modes of travel..."*  
*Policy 1: "The MCJPC communities will work together and agree on design elements that are desired to be a part of any road improvements.....e.g...bicycled or pedestrian paths, etc..."*  
*Policy 4: "The MCJPC will support the installation of non-motorized transportation improvements along public road rights of way, where appropriate to the character of the community."*  
*Also, Objective 6 under Goal 1 states: " Work with WATS to establish a Capital Improvement Program that identifies priority improvements and funding sources..." The Washtenaw Area Transportation Study "Non-Motorized Plan for Washtenaw County" is referenced later in the Chapter including a map of future bicycle improvements along major roads (pages 64-65.) There is no other reference to bike lanes in the document.*  
*How does the JPC wish to address the issue in the Master Plan?*
- Goal 2, Obj. 9 "Coordinate development of pedestrian, bicycle, and horse trails with environmental conservation areas." Needs further discussion  
*Note: This Objective has been changed and other references in the document have been edited. The relevant sections in the Natural Features Chapter are:*  
*Goal 2, Objective 8: " Coordinate public and private open space and recreational uses with important environmental areas to ensure that the uses are compatible with the requirements for environmentally sensitive areas."And,*  
*Objective 3, Goal 2: "Identify properties to be dedicated for open space or recreational use. Properties may include: 1) significant natural features within urban, suburban, and rural*

residential areas; 2) environmentally sensitive sites that are potentially endangered; and 3) sites to buffer land uses. Delineate the sites on an Official Public Facilities Map.”

In the Community Facilities Chapter is the following reference:

Paragraph #5 of Community Character Objectives under Goal 3 reads: “Consider floodplain areas and watercourses for possible recreational corridors not infringing on private property rights”.

Is this current language satisfactory to the JPC?

## Commercial Chapter

- “Employment Centers”

*Note: This term is used in the Manchester Township Master Plan to include Office, High Technology Research, Light Industrial, and Mixed Use (the above with supporting commercial) The Village Master Plan contains a similar “Research/Office” land use designation. There is not a comparable designation in the Freedom Township MP. The Bridgewater Township Plan limits it Industrial category to ” light industrial or research and development type establishments..”*

*Employment Centers are referenced in the following chapters of the MCJMP:*

*Industrial Chapter - “Manchester Township. The M-52 roadway has suitable locations for this type of development. Future employment center development will continue at sites that have access to M-52 and Austin Road. The primary industrial area will be between Logan and Parr roads, south of the village and west of M-52.”*

*Community Character Chapter, Paragraph G - “The Manchester community has three employment centers, with the Village of Manchester being the largest.”*

*Transportation Chapter, Objective 3 under Goal 2 - “ Establish bicycle and pedestrian circulation systems as part of the transportation network in and near the Village to connect residential areas with local commercial areas, recreation facilities, and employment centers and along all federally funded roads. Recreational non-motorized systems should be provided throughout the planning area.*

*Commercial Chapter introduction - “Austin Road and M-52 - Located in Manchester Township, immediately south of Manchester Village, this district serves as a gateway to the Village from the east and south, and borders on the region’s largest industrial area. Presently there are just a few service businesses unrelated to one another physically or functionally. There is potential for further development to support the employment center across M52 without diluting the Village core market or harming the appearance of this important gateway entrance.*

*Industrial Chapter introduction, page 136, third paragraph – “i. Manchester Township. The M-52 roadway has suitable locations for this type of development. Future employment center development will continue at sites that have access to M-52 South and Austin Road east of the Village. The primary industrial area will be between Logan and Parr roads, south of the village and west of M-52.”*

*If the JPC wishes, a definition of the term can be added to the Glossary.*

- Definition of Major Thoroughfare (relative to the local of General Commercial uses)  
*Goal 2, Objective 2 states: “Encourage the location of general commercial uses to major thoroughfares and utility serviced areas to protect the health, safety and welfare of businesses and their patrons.” The JPC has asked for a definition during its discussion of this section (2/11/09). The roadway classifications in the JMP include:*

*Major Corridors – M52, US12, Pleasant Lake Road, Austin Road, Clinton Road*

*Major Roadways – Scio-Church, Pleasant Lake Road, Austin Road, US12 Michigan Ave., M52,*

*S. Fletcher Road (from Scio Church to Pleasant Lake), Schneider Road (Pleasant Lake to Austin)*

*The term ‘major thoroughfare’ is not defined. Would the JCP wish to change this Objective 2 using one of the two terms referenced?*

- Definitions of Regional commercial uses/market.

*Goal 1 Objective 1 states: “Discourage Regional Scale Commercial development in region” The JPC has asked for further explanation about market and appropriate locations (2/11/09)*

## Implementation Chapter

- “Growth Transition Area”

*Note: This is being covered in detailed as part of the Implementation Chapter.*