



ATTICA TOWNSHIP MASTER PLAN UPDATE 2016

Prepared by
Attica Township Planning Commission
October 2016

Assisted by
giffels 
webster

Planning • Zoning • Transportation • Engineering • Landscape Architecture
www.giffelswebster.com

RESOLUTION OF ADOPTION

Attica Township Master Plan

By Attica Township Board

WHEREAS, the Attica Township Board may adopt a Master Plan for the physical development of the Township, as empowered by the Michigan Planning Enabling Act of 2008, and

WHEREAS, the Attica Township Board created the Planning Commission for the purposes stated in the Michigan Planning Enabling Act of 2008, and

WHEREAS, Attica Township has retained a professional planning consultant to assist the Planning Commission with the technical studies necessary to update the Master Plan for Attica Township, and

WHEREAS, the Attica Township Planning Commission has held a public hearing on its proposed Master Plan Update for the Township on October 27, 2016 at the Attica Township Hall, and

WHEREAS, the Planning Commission has adopted the Master Plan Update on October 27, 2016 at the Attica Township Hall and transmitted the Plan to the Township Board for its approval,

NOW THEREFORE BE IT RESOLVED that the Attica Township Board hereby adopts this Master Plan Update for Attica Township, along with the text, maps, charts, graphs, and other descriptive materials contained in the Plan

Motion by Lacey. Supported by Madeline

AYES: Ochadleus, Madeline, Lacey, Herpolsheimer
Mason

NAYS: None

ABSENT: None

RESOLUTION DECLARED ADOPTED THIS 10th **DAY OF** November **2016.**

Al Ochadleus
Al Ochadleus, Supervisor
Attica Township

RESOLUTION OF ADOPTION

Attica Township Master Plan

By Attica Township Planning Commission

WHEREAS, the Attica Township Planning Commission has the responsibility and is empowered by the Michigan Planning Enabling Act No. 33 of 2008, to make and adopt a Master Plan for the physical development of the Township and to amend the Plan as needed from time-to-time, and

WHEREAS, the Attica Township Board created the Planning Commission for the purposes stated in the Michigan Planning Enabling Act of 2008, and

WHEREAS, Attica Township has retained a professional planning consultant to assist the Planning Commission with the technical studies necessary to update the Master Plan for Attica Township, and

WHEREAS, the Attica Township Planning Commission has held a public hearing on its proposed new Master Plan for the Township on October 27, 2016 at the Attica Township Hall, and

WHEREAS, the Planning Commission has adopted the Master Plan Update on October 27, 2016 at the Attica Township Hall and transmitted the Plan to the Township Board for its approval,

NOW THEREFORE BE IT RESOLVED that the Attica Township Planning Commission hereby adopts this Master Plan for Attica Township, along with the text, maps, charts, graphs, and other descriptive materials contained in the Plan

Motion by German. Supported by Berry.

AYES: Penzien, German, Madeline, Berry, Stakwell,
Ochadlew & Lemont

NAYS: None

ABSENT: None

RESOLUTION DECLARED ADOPTED THIS 27th DAY OF OCTOBER, 2016.



David Penzien, Chairperson
Attica Township Planning Commission



CHAPTER

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- 2 Regional Setting
- 3 Vision Statement, Goals & Objectives
- 4 Land Use Plan
- 5 Thoroughfare Plan
- 6 Implementation Strategies & Opportunities

APPENDIX

- A1 Existing Land Use Inventory
- A2 Population, Housing, & Economic Analysis
- A3 Community Facilities Inventory
- A4 Natural Features Inventory

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This 2016 Master Plan update confirms the direction of the township’s 2004 Master Plan, and reassesses the plan’s vision and direction in the context of current public input, demographic data, and updated information about existing conditions.

A Master Plan is a long-range policy document that is intended to guide future decision-making related to land use and community development. It is intended to portray a clear statement of community goals and objectives – a vision of the future—and plans to achieve the vision.

A community’s Master Plan is like a blueprint for the future. If it is followed carefully, it will have a lasting, positive impact on the built and natural environment.

Master Plan = Guide The Master Plan is a comprehensive document, long-range in its view, and is intended to guide development in the Township over a period of 10 to 20 years. The Master Plan sets forth public policies that will be followed regarding development and redevelopment. The information and concepts presented in the Master Plan are intended to guide local decisions on both public and private uses of land, as well as the provision of public facilities. A sound Master Plan promotes a land use pattern that is consistent with a community’s goals.

WHY WE PREPARE A MASTER PLAN- STATUTORY BASIS

Per the Michigan Planning Enabling Act of 2008, “A local unit of government may adopt, amend, and implement a master plan as provided in this act.” In addition, the Michigan Zoning Enabling Act of 2006 requires that the zoning ordinance be based upon a plan designed to promote the public health, safety, and general welfare.

RELATIONSHIP BETWEEN THE MASTER PLAN AND ZONING ORDINANCE- POLICY BASIS

Zoning is a regulatory mechanism for controlling the classification and regulation of land use. It has the force of law. The Zoning Ordinance controls land uses based on today’s conditions.

Unlike the Zoning Ordinance, the Master Plan is a set of policies, not laws. While the Zoning Ordinance and Zoning Map regulate current and proposed land use, the Master Plan and its maps and policy statements are intended to guide land use decision-making over the long term. The Master Plan is a community’s “vision”, while the zoning ordinance contains the rules that govern the path to that vision. **State law requires that the zoning ordinance be based on a plan.** Therefore, the Master Plan forms the basis upon which zoning decisions are made. With a Master Plan in place, zoning decisions consistent with the plan are presumed by the courts to be valid; it is up to the challenger to prove the municipality’s action is not valid. Without a Master Plan, the courts may find the Township’s argument to be weaker, leaving the community more vulnerable to a ruling inconsistent with the community’s vision.

*Zoning
Ordinance
= Law*

THE PLANNING PROCESS

Attica Township initiated the Master Plan process by working with its planning consultant to prepare an inventory and analysis of existing conditions. The Planning Commission reviewed its regional setting, community facilities, existing land use, natural features, and population characteristics. Problems, opportunities, and community assets were identified. The complete existing conditions analysis findings are provided in the Appendix of this document.

Understanding the important role of the public in updating the Attica Township Master Plan, the Planning Team developed a survey to obtain input from residents. The public input survey was designed to gather information about their vision for Attica Township over the next 10 to 20 years in areas such as future development, housing options, place of work options, additional services, and what they value most about Attica Township. The survey was available for over five (5) weeks beginning February 12, 2015. It was advertised on the Township website and an email bulletin sent to the Planning Commissioners to share with friends and neighbors. See Appendix of this document for the full text of the public input survey.

Introduction

The majority of respondents (59%) indicated they continue to support a balance of rural residential and agricultural preservation with some new development, in keeping with the rural and agricultural character of Attica. The responses to what type of future growth and development had 73% in favor of internet connectivity throughout the entire community. Participants believed strongly in growth and development that would preserve and protect sensitive natural areas to improve the quality of life in the Township. 53% of responses also wanted future non-residential development to be heavily screened with landscaping in order to protect residential areas. Residents most frequently said “rural”, “peaceful”, “friendly”, and “natural” when asked for three words to describe why they value Attica Township. In the word cloud below, the larger the word, the more times it was offered in response.



Residents overwhelmingly (82%) responded that they did not want a shopping district, in contrast to 12% in favor, stating their opposition due to Lapeer and Imlay City already providing the shopping services needed. The majority (81%) also did not want to see other housing options in the Township of single family residential. Residents who completed the survey stated they planned to remain in their current homes with minimal modifications over the next 10 to 20 years.

Most residents (69%) were not in favor of having job locations closer to home for residents, while 19% of residents were in favor. Most of residents agreed that natural features and open space are an important reason in choosing to live in Attica Township, and that wildlife corridors should be preserved as an integral part of any new residential or recreation development in the Township (93%). They feel new developments in the Township should preserve as many natural features of the land as possible (93%), and that the majority of the Township should remain rural (93%). 63% would like to see some part of the Township permanently set aside as open space.

The next step in the process was for the Planning Commission to develop its goals and objectives statements. The goals and objectives of this Master Plan Update largely reflect the goals and objectives from the 2004 plan.

The Planning Commission then updated the Land Use Plan and Thoroughfare Plan elements. The final chapter of the document includes specific recommendations for plan implementation to chart a path to make the plan a reality. It is important to note

Introduction

that the Future Land Use Plan Map is intended to show generalized land use and is not intended to indicate precise size, shape or dimension. In addition, the recommendations of the Land Use Plan have a long-range planning horizon and do not necessarily imply that short-range rezoning is appropriate.

The final step in the planning process was to garner additional public input through a public hearing, which is required by the Township Planning Act. This final segment of the process provided an opportunity to receive public input prior to the adoption of the plan.

By working closely with the residents, business owners, planning experts, and surrounding communities, the Township has developed a plan that attempts to balance the competing interests that impact many land use decisions. These include jobs and tax base on one side and protection of quality of life and natural resources on the other. Through careful planning and implementation of the plan, the Township can build on its tax base and provide for high-quality new growth, while preserving important environmental assets, maintaining community character, and protecting the overall public health, safety and welfare.

Introduction

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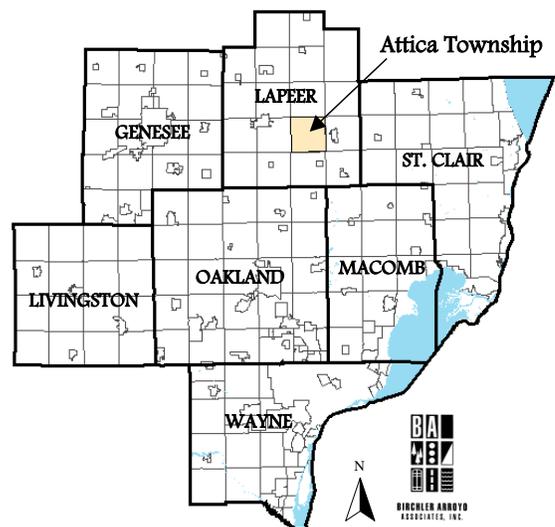
The future of a community is determined by many factors. Some are the result of local decisions, while others result from action taken outside the community. Very few communities are self-sufficient. Rather, the interaction between communities within a region gives each one the opportunity to grow and develop.

REGIONAL LOCATION

Attica Township is located approximately two miles west of Imlay City and four miles east of the City of Lapeer. Port Huron is about 35 miles east of the Township; Flint is approximately 25 miles to the west; and the City of Detroit lies approximately 50 miles south via M-53.

Interstate 69 traverses the Township from east to west and is the primary highway in Attica. Constructed in the early 1980s, I-69 replaced M 21 (Imlay City Road) as the primary highway providing regional access between Attica Township and points east and west. I-69 not only

Map 2-1
Regional Location



Regional Setting

connects Attica to western Michigan and northern Indiana, it also provides a direct connection to the Blue Water Bridge and our Canadian neighbors in Ontario.

REGIONAL INFLUENCES

LAPEER COUNTY PLANNING COMMISSION

The 2006 Lapeer County Comprehensive Development Plan designates the majority of Attica Township for Agricultural or Prime Agricultural land use. The north-central portion of the Township is designated for Low Density Residential and Rural Residential use, and two commercial areas are designated at the intersections of Lake Pleasant Road with Imlay City Road and I-69.

ADJACENT COMMUNITIES

In addition to regional plans that may affect the future development of Attica Township, local plans by neighboring communities may also influence land use on the Township's boundary. The following brief descriptions highlight the elements of master plans of adjacent townships as they relate to the bordering areas of Attica Township.

Arcadia Township

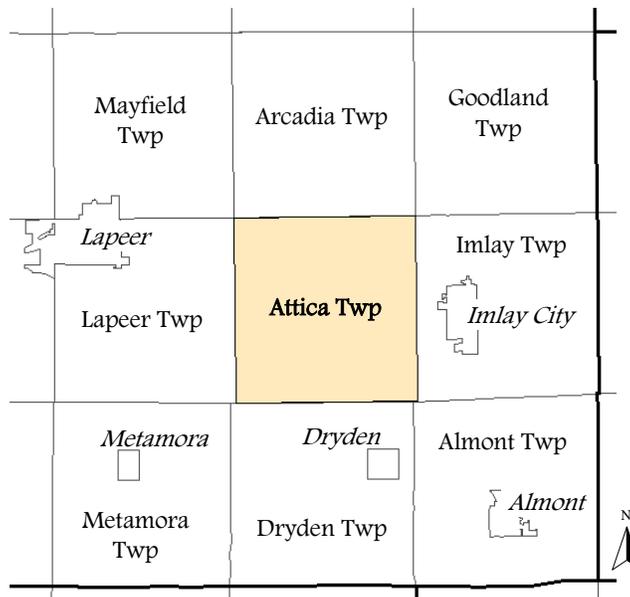
The Arcadia Township Master Land Use Plan was adopted in February 1999. The majority of Arcadia's border with Attica is planned for Agriculture and Rural Residential uses. The plan describes this designation as suitable for areas of the Township intended to be occupied by persons engaged in farming activity or who desire to live in a rural environment. A minimum 2-acre lot size is recommended.

A small pocket of Commercial is planned at the northeast and northwest corners of the Lake Pleasant and Bowers Road intersection. According to the plan, commercial uses in this location are intended to primarily serve local residents. Surrounding this intersection is a relatively small area planned for Single Family Residential use which is intended for approximately one dwelling unit per acre. In addition, approximately one-quarter mile east and west of Lake George Road is designated for Mobile Home Park use.

Lapeer Township

The Lapeer Township Master Plan was adopted in January 1994. Two types of land uses are planned along Attica's western border: Agriculture / Rural Preservation and Single Family Residential. The area north of Imlay City Road is designated for low

Map 2-2
Adjacent Communities



Regional Setting

density single family use, as is a small area between Greenwood and Peppermill Roads. The plan describes low density areas as being appropriate for approximately one dwelling unit per acre. The area between Imlay City Road and the Grand Trunk Railroad is designated for moderate density single family (two to three dwelling units per acre). The remainder of Lapeer Township's border with Attica is planned for Agriculture / Rural Preservation which has a recommended density of 0.2 dwelling units per acre.

Dryden Township

The Dryden Township Master Plan was updated in 2003. Nearly the Township's entire northern border adjacent to Attica is planned for Agricultural / Rural Residential land uses. The only exception is the Huntsman Hunt Club land between Lake George and Haven Roads south of Attica Township Section 33 which is planned for Recreation use. The plan also designates the former Grand Trunk rail line, running north-south through the Township and extending into Attica Township, as a future Rails to Trails route.

Imlay Township

The Imlay Township Master Plan was recently amended in February 2014. All of Imlay Township's western border adjacent to Attica is planned for Single Family Residential use except for a small pocket of Open Space surrounding the North Branch of the Belle River. The Single Family Residential designation is intended to accommodate primarily residential development with densities ranging from 0.5 – 3 units per acre, depending upon the availability of public utilities.

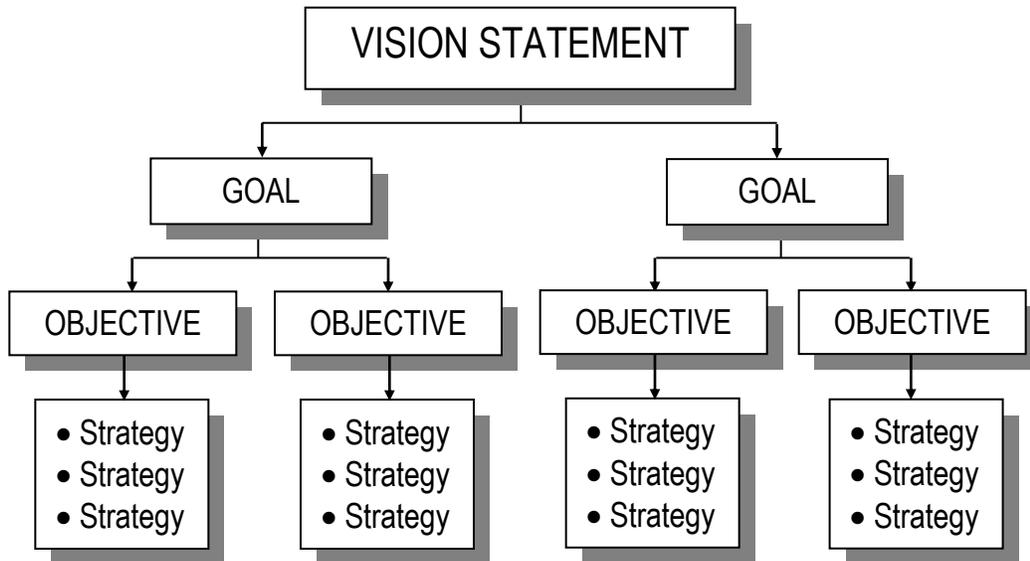
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Attica Township held an “Issues and Solutions” workshop in late September 2003 where the Planning Commission sought input from residents, community leaders, and neighboring townships. This input, along with the foundation of the Goals and Objectives from Attica’s 1998 Master Plan, contributed to the 2004 Master Plan policy basis from which long-range land use decisions can be made. Several of the Goals and Objectives remain constant from the 2004 Master Plan, although slightly modified, or refined based on the 2016 Plan Update.

The **Vision Statement** is a guide to provide direction to the Planning Commission in the formulation of the goals and objectives of the Master Plan. **Goals** are typically very general statements about the quality and character of the community that are not very easily quantified or measured. Goals must be translated into measurable **objectives** that can be prioritized and pursued by instituting specific **strategies** that will be followed. The goals and objectives proposed are intended to result in a specific quality and character for the community. This will be achieved by following strategies designed to permit measurable progress toward achieving the Township’s objectives. These strategies will have to balance the public purposes inherent in planning for the long-range future of the community with the rights of private property owners to develop an appropriate use of their land.

The following illustration provides a graphic depiction of the relationship between the vision statement, goals, objectives, and strategies.



VISION STATEMENT

Attica Township intends to promote a vision of its future where:

- clean air, water, and soils are the rule but are not taken for granted;
- residents and visitors continue to enjoy the Township's rural and agricultural characteristics and natural surroundings;
- new development is a positive contribution to the community;
- growth and development occurs in a manner that contributes to the community's unique rural character;
- residential development contributes to and accommodates the variety and complexity of the Township's population;
- the local transportation network affords proper motorized and non-motorized access without promoting premature development or densities that exceed carrying capacity;
- land uses are properly located and regulated to prevent adverse impacts on neighboring uses;
- the environment receives attention and protection from adverse influences;
- public services are provided consistent with the community's needs, in a fiscally responsible manner; and
- planning and land use regulatory efforts balance the long-term goals and objectives of the community and the individual resident.

GOALS AND OBJECTIVES

COMMUNITY CHARACTER

GOAL: Protect and enhance the unique community character of Attica Township.



OBJECTIVE: Maintain and promote the rural, agricultural, and open space characteristics of the community.

Strategies:

- Maintain agricultural vistas along country roads by encouraging maintenance of hedgerows by periodic clearing of brush.
- Encourage dedication or preservation of open space areas within new developments.
- Review and consider zoning ordinance provisions which would encourage a range of open space development designs such as cluster housing.
- Develop a Recreation / Conservation zoning classification which is designed to accommodate limited outdoor recreation uses and preserve identified natural features.
- Review zoning ordinance development standards to reduce requirements which result in unnecessary loss of open space.
- View open space preservation comprehensively; preservation efforts should result in large tracts of preserved land and connecting corridors rather than smaller isolated parcels.

OBJECTIVE: Protect and enhance the environmental assets in the Township, including clean air, water, and soils, as well as the woodlands, wetlands, lakes, wildlife, and viewsheds.

Strategies:

- Obtain air quality improvements through restrictions on burning and regulations covering business emissions.
- Establish appropriate buffer zones around wetlands, lakes, and river edges.
- Protect surface and groundwater through standards for fertilizers, pesticides, septic-system location, and filtration of storm water runoff.
- Promote management of wooded areas and selective cutting to enhance woodland quality.
- Review current ordinance provisions and review procedures to ensure adequate wetland and woodland identification and preservation measures are in place.
- Take responsibility for protecting small wetlands not monitored by the Michigan Department of Environmental Quality.

Vision Statement, Goals & Objectives

- Consider zoning ordinance woodland protection standards for land uses which impact woodlands due to design.
- Support the use of land trusts or conservancies to accept donations of land, purchase sensitive properties, and manage and protect designated open spaces.
- Encourage maintenance of wildlife corridors by providing natural features connections through all adjoining developments.
- Develop a Recreation / Conservation zoning classification which could be utilized to protect and provide limited accessory use of natural areas in conjunction with recreation or other land uses.
- Consider zoning ordinance provisions which encourage development designs which minimize lot coverage, maximize open space, and allow flexibility in accommodating and protecting environmentally sensitive areas.

OBJECTIVE: Review all development proposals to insure that future projects will be compatible with Attica's rural character, and will not detract from its environmental assets.

Strategies:

- Promote a pattern of development that is based upon the natural capacity of the land to support homes and other uses.
- Encourage rural, agricultural and/or open space to be incorporated as a feature of all new development.
- Incorporate wooded areas into new developments and provide incentives for new tree plantings.
- Add tree and woodlands protection standards to the Township Zoning Ordinance.

AGRICULTURE

GOAL: Promote stable and economically viable agricultural operations within appropriate areas of the Township.

OBJECTIVE: Encourage the continuation of agricultural activities and discourage non-agricultural development in planned agricultural areas.

Strategies:

- Maintain and enhance zoning provisions which accommodate agriculture as a permitted principal use.
- Consider development of a prime agriculture zoning district which restricts land uses to only those activities associated with farming.
- Encourage and support PA 116 Farmland Preservation applications when located in areas planned for agricultural uses.
- Analyze the zoning ordinance to reduce or eliminate non-agricultural land uses within planned agricultural areas.

Vision Statement, Goals & Objectives

- Encourage future development on land that is inappropriate for agriculture or will not influence the status of agriculture and natural resources in Attica Township.
- Evaluate lot size restrictions for residential properties so that agricultural activities can be continued on the interior acreage, while accommodating limited residential uses in planned agricultural areas.
- Consider zoning map amendments which accommodate higher density residential, commercial, and industrial uses in proximity to the settlement of Attica.

OBJECTIVE: Accommodate the development and continuation of agricultural support uses and activities necessary to the continued vitality of agricultural operations.

Strategies:

- Develop and / or maintain specific zoning standards which accommodate bulk feed, fertilizer and other agricultural support services.
- Develop and / or maintain zoning standards which accommodate farm implement sales and service in commercial districts and, in appropriate instances, in agricultural areas.

OBJECTIVE: Minimize the conflicts between agricultural and non-agricultural activities.

Strategies:

- Limit the provision of future sewer and water utilities to those areas in close proximity to the settlement of Attica.
- Enhance zoning standards which encourage cluster development patterns to allow open space buffers between residential and agricultural uses.

RESIDENTIAL

GOAL: New residential development in Attica Township should provide a variety of housing opportunities, while still maintaining and promoting Attica's rural character.

OBJECTIVE: Encourage residential development designs which increase open space and decrease negative impacts on agriculture and the visual and natural environment.

Strategies:

- Design residential development standards to be directly related to the natural capacity of the land.
- Develop and / or enhance zoning standards which encourage cluster, single-family attached, zero lot line and other development patterns which result in open space buffers between residential and agricultural uses.

Vision Statement, Goals & Objectives

- Include incentives in the zoning ordinance to encourage preservation of agricultural lands and open space, including reductions in lot size in exchange for open space preservation.
- Increase the use of pre-application conferences with developers to insure that Township ordinances and policies are considered at the beginning of site design.
- Utilize hedgerows, woodlots and natural topography to enhance views, provide wildlife habitat, and provide adequate privacy for homeowners.
- Monitor engineering and drainage issues for new residential developments to ensure that they do not negatively impact existing development.

OBJECTIVE: Concentrate higher density residential development adjacent to the settlement of Attica in proximity to services and potential utilities.

Strategies:

- Provide opportunities through zoning for affordable housing developments.
- Concentrate development where soils are adequate for septic tank systems or where sewers are most likely to occur first.
- Consider adoption of specific zoning standards which require appropriate water and sewer service for higher density development.
- Maintain zoning ordinance provisions which only accommodate low density residential development in areas not adjacent to the settlement of Attica.
- Accommodate higher density residential development (apartments, mobile home parks, etc.) in those areas designated for such uses on the Master Plan in close proximity to the settlement of Attica.

COMMERCIAL

GOAL: Provide commercial retail and service facilities to meet the present and future needs of the Township's residents.

OBJECTIVE: Locate commercial uses in areas where demand warrants, ingress and egress will not impede traffic flow, and where available utilities will logically arrive first.



Strategies:

- Recognizing that Lapeer and Imlay City will continue to provide the majority of the Township's commercial needs, base approval of commercial and office development in Attica Township primarily on the Township's residents' convenience needs.

Vision Statement, Goals & Objectives

- Accommodate commercial, office and service facilities through commercial zoning in proximity to the settlement of Attica and at the I-69 / Lake Pleasant interchange.
- Provide adequate commercially zoned land within planned commercial areas to satisfy demand.
- Prevent extensive commercial development in the Township's agricultural areas.
- Review zoning ordinance standards for commercial uses to ensure that development criteria encourage commercial development within planned commercial areas and discourage it elsewhere.

OBJECTIVE: Minimize the negative impact of commercial development on roads, adjacent land uses, and the environment.

Strategies:

- Increase the use of pre-application conferences with developers to insure that Township ordinances and policies are considered at the beginning of site design.
- Address the relationship between adjacent uses by developing site plan review standards that encourage service drives, interconnected parking and shared drives, landscaping, screening and signage which is cohesive and compatible with the existing development patterns.
- Work with the Road Commission and MDOT to reduce the number of driveways for individual commercial sites.
- Create a "Developer's Guide" to explain review procedures and specify required traffic, environmental and design requirements.
- Review and enhance the zoning ordinance screening and landscaping requirements for commercial sites.
- Review existing code enforcement efforts to insure adequacy of violation response.
- Review sign standards to insure appropriate scale and lighting.

OBJECTIVE: Direct commercial development toward the village area to increase the viability of the settlement.

Strategies:

- Designate land in the village area for local business use.
- Encourage the development of small businesses in the village.
- Encourage and offer opportunities for relocation of home-based businesses that now require commercial designation.
- Incorporate design guidelines into the zoning ordinance to define and promote a unified character.

INDUSTRIAL

GOAL: Provide for a limited range of light industrial uses in appropriate areas of the Township.

OBJECTIVE: Concentrate industrial development in those areas of the Township which are in proximity to potential future utilities, and near the Imlay City Road / Grand Trunk ROW with appropriate road access.

Strategies:

- Provide adequate industrial zoned land within planned industrial areas with appropriate access to paved Class A county roads or the Grand Trunk railroad.
- Review zoning ordinance standards for industrial uses to ensure that development criteria encourage industrial development within planned industrial areas and discourage it elsewhere.

OBJECTIVE: Minimize the negative impact of industrial development on roads, adjacent land uses, and the environment.

Strategies:

- Increase the use of pre-application conferences with developers to insure that Township ordinances and policies are considered at the beginning of site design.
- Address the relationship between adjacent uses by developing site plan review standards that encourage service drives, combined parking and drives, landscaping, screening and signage which is cohesive and compatible with the existing development patterns.
- Work with the Road Commission and MDOT to reduce the number of driveways permitted for individual industrial sites.
- Review and enhance the zoning ordinance performance standards for all uses relating to hazardous materials and other negative environmental impacts.
- Review and enhance the current site plan review procedures and standards to address environmental considerations more thoroughly.
- Create a "Developer's Guide" to explain review procedures and specify required traffic, environmental and design requirements.
- Review and enhance the zoning ordinance screening and landscaping requirements for industrial sites.
- Review existing code enforcement efforts to insure adequacy of violation response.

PUBLIC SERVICES

GOAL: Provide adequate public services to accommodate the existing and future population of Attica Township

OBJECTIVE: Concentrate higher density residential, commercial and industrial development in proximity to the settlement of Attica and the location of potential logical future utilities.

Strategy:

- Review zoning ordinance standards to ensure that development criteria encourages higher density residential, commercial, and industrial development within planned areas close to the settlement of Attica and potential future utility provisions.

OBJECTIVE: Provide adequate recreational facilities throughout the Township.

Strategies:

- Plan for public recreation facilities in the Township.
- Seek available recreation funding or facility improvements from grants, contributions or dedications.
- Develop cooperative associations with other communities or private non-profit organizations to develop recreational facilities or programs.
- Consider feasibility of a non-motorized path system in future recreation plans and programs.

OBJECTIVE: Provide adequate public safety services to Township residents.

Strategies:

- Continue current police services with Lapeer County Sheriff and State Police.
- Continue current fire protection services provided by the Attica Township Fire Department.
- Investigate expansion of fire and EMS services to include a mix of full and part-time staff.
- Investigate the development of a first-responder facility, in order to decrease response time for Attica residents.

OBJECTIVE: Provide adequate cemetery facilities for current and future Township residents.

Strategy:

- Identify and plan for areas that may be appropriate for cemetery development.

OBJECTIVE: Provide adequate and up-to-date telecommunications capabilities to Township residents and businesses.

Strategies:

- Ensure that Attica Township's telecommunications infrastructure is upgraded to provide broadband telecommunications capabilities with all new development and redevelopment.
- Encourage local telephone and cable operators to include Attica Township in their plans to upgrade the telecommunications infrastructure.

TRANSPORTATION

GOAL: Provide a transportation network that facilitates the safe and efficient movement of people and goods.

OBJECTIVE: Minimize the impact of development on roads.

Strategies:

- Increase the use of pre-application conferences with developers to ensure that Township ordinances and policies are considered at the beginning of site design.
- Encourage developers to make improvements to roads impacted by their developments, such as acceleration/deceleration and passing lanes.
- Investigate Natural Beauty Road designation for appropriate roads.
- Address the relationship between adjacent uses by developing site plan review standards that encourage service drives, combined parking and drives, landscaping, screening and signage which is cohesive and compatible with the existing development patterns.
- Work with the Road Commission and MDOT to reduce the number of driveways for individual sites.

OBJECTIVE: Maintain and enhance current road network.

Strategies:

- Keep an appropriate balance between accessibility and mobility.
- Evaluate sight distance and clear vision at the corner of Imlay City and Lake Pleasant Roads.
- Identify and prioritize road areas in need of drainage improvements.
- Seek out sources of funding for drainage improvements.

OBJECTIVE: Concentrate development of non-residential and higher density residential uses on paved, Class A roads.

Vision Statement, Goals & Objectives

Strategies:

- Provide high density residential and non-residential zoned areas on paved, Class A roads.
- Develop zoning standards which encourage higher density residential and non-residential uses only in those areas where direct access to appropriate paved roads is feasible.

OBJECTIVE: Accommodate and encourage alternative means of transportation.

Strategy:

- Consider feasibility of a non-motorized pathway system connecting the village, and Civic Center of the Township, with the regional trail system Polly Ann Trail.



Planning the Township’s future requires creative thinking and the ability to visualize the character Attica should exhibit many years from now. Increased development within Attica Township is certain to occur in the next ten to twenty years as evidenced by the population growth trend within nearby townships in Lapeer County. The time is right to envision a unique future for Attica, different from the development patterns rapidly consuming land in many other communities. The Township’s Land Use Plan specifies the future direction of anticipated growth within the Township and is based upon the analysis of existing conditions, vision statement, and goals and objectives components of the Master Plan. The Land Use Plan represents the Planning Commission’s long-range vision for growth, development, and redevelopment within the Township.

LAND USE DESIGNATIONS

Following are descriptions of the land use categories included on the Land Use Plan as well as specific recommendations for each land use category.

RECREATION/OPEN SPACE

Planned recreation areas include the Township Park at the Civic Center complex, the Hunters Club Creek on Sutton Road, Township owned 51-acre woodlot at the northwest corner of Imlay City and Mitchell Lake Roads, and the Michigan Christian Youth Camp on Lake George Road.

PRIME AGRICULTURE

These areas are planned for continued agricultural uses, in order to preserve and foster Attica's traditional function as a farming community. Non-agricultural land uses, including intensive single-family residential developments, are considered incompatible with the intent of Prime Agriculture planned areas. Any homes constructed in this district should be placed at no more than 0.2 dwelling units per acre. The Prime Agriculture areas generally meet the following criteria:

- Majority of soils are designated by the USDA as prime agricultural land.
- Parcel sizes are large.
- Non-agricultural uses are limited.
- Farming operations are ongoing.

Approximately 5,768 acres are planned for Prime Agriculture.

RURAL RESIDENTIAL

This category is intended to accommodate primarily agricultural land uses, farm dwellings, and non-farm dwellings that are in keeping with the rural and agricultural character. Residential development at densities of 0.4 units per acre is anticipated in areas planned for Rural Residential. A large portion of the Township, roughly 11,305 acres, is planned for Rural Residential. Maintaining the rural views from the roadside, often referred to as the "viewshed" is extremely important in these areas, in order to preserve the Township's rural character even as limited low-intensity development occurs. Cluster developments, where more open space is preserved, would help to achieve the desired character of the Rural Residential district.



Trees screen residential uses from a road in another Michigan township.



This low density single family development is scarcely visible from the road, except for its sign.

LOW DENSITY RESIDENTIAL

Areas of Low Density Residential uses at densities of 0.67 units per acre surround the Village, encompassing about 2,969 acres. The establishment of Low Density Residential neighborhoods near the Village will help to establish community character while providing support for retail uses there. Cluster housing developments would be appropriate in these areas. Screening from roadways is also very important for more densely developed residential uses, in order to preserve the rural character of the Township.

VILLAGE RESIDENTIAL

This category, planned for approximately 582 acres, includes most of the land in the Village area, as well as land surrounding Elk Lake. This district is intended to

accommodate residential land uses at a scale and density which is compatible with the historical residential development patterns in the Village, about 4 dwelling units per acre. This density will ultimately require some type of central sewage disposal system. Even with out additional development, the protection of Elk Lake and Lake Pleasant will require some type of municipal system. Architectural and spatial compatibility is anticipated through development of architectural design standards, zoning standards for reduced setbacks, and the provision of modified design standards for lots and roads to compliment the historical patterns of Village area development. Residential densities in this classification could include duplexes and attached residential development of architecturally compatible design and scale. Please see the Village Area Plan for more information.

HIGH DENSITY RESIDENTIAL

This 230-acre area to the north and east of Lake Pleasant provides an opportunity for traditional multiple family development at densities of 5.0 units per acre, such as rental apartments and attached condominium units. Sewer and water services would be necessary to achieve this density, as noted above for Village Residential.

MOBILE HOME PARK

One area of about 85 acres is designated for a Mobile Home Park use with a recommended density of four units per acre. Sewer and water services would be necessary to achieve this density, and could be provided by a private system licensed by the MDEQ.

VILLAGE RETAIL

This 13-acre area is intended as the Village's "downtown." Uses appropriate here include shops and offices designed to serve the Township's population and a limited number of patrons from beyond the Township's borders. Examples of uses that would be appropriate here include coffee shops, restaurants, food market, gift shops, bookstores, florists, hardware stores, dry cleaners, hair salons, pharmacies, and professional offices. Village Retail uses should be of a size compatible with the general scale of the Village Area, and generate an amount of traffic that will not unduly tax the small-scale street network of the Village.

LOCAL BUSINESS

This 41-acre area at the intersection of Lake Pleasant and Imlay City Roads is planned as a node of development at a key intersection while discouraging strip commercial development along roadways throughout the Township. Local Commercial uses are similar to those encouraged in the Village Retail category, but they may be higher traffic generators or may require a larger building or more parking than would be appropriate in the Village



Local business uses should be well designed and landscaped so that they are compatible with nearby residential uses.

setting. Uses such as drug stores, florists, beauty salons, and modest-sized grocery stores are included in this category.



This large store incorporates design elements such as awnings and second-story windows that greatly improve its appearance.

HIGHWAY COMMERCIAL

The planned Highway Commercial area at the junction of I-69 and Lake Pleasant Road, which includes 72 acres, is intended for land-intensive, individual users which require highway exposure. Extensive landscaping and screening and quality architectural design is the goal. Uses could include motel, fast food, convenience store, automobile service station, vehicle dealerships, home center stores, and the like.

LIGHT INDUSTRIAL

Provides sites for typical light manufacturing, assembly, prototype development, and similar uses in the setting of a modern Class A, industrial park. This category is intended to provide Attica Township with employment for its residents and a balanced tax base. This category includes 201 acres.

PUBLIC

This land use category includes the Township Hall, I-69 rest area, former elementary school now serving as a church, Township Park and museum, cemeteries, and similar uses. This land use category incorporates 150 acres of the Township's land area.

CONCLUSION

As demonstrated in the table below, this plan designates over 75% of the Township's land for agriculture and residential development of rural character. Denser development is concentrated around the Village area. If this plan is followed in the years to come, Attica Township will be able to retain the rural character that its current residents enjoy, while accommodating new residents and new non-residential development.

Table 4-1
Land Use Plan Summary

Land Use	Approximate Acreage	Percent of Total
Recreation / Open Space	684	3.1%
Prime Agriculture	5,768	25.8%
Rural Residential	11,305	50.5%
Low Density Residential	2,969	13.3%
Village Residential	582	2.6%
High Density Residential	230	1.0%
Mobile Home Park	85	0.4%
Village Retail	13	0.1%

Land Use	Approximate Acreage	Percent of Total
Local Commercial	41	0.2%
Highway Commercial	72	0.3%
Light Industrial	201	0.9%
I-69	268	1.2%
Public	150	0.7%

VILLAGE AREA PLAN

The Attica Village area is at the heart of Attica Township. It includes the Township Hall and Park complex, fire station and library, former Attica elementary school now serving as a church, and the small retail shopping core. The Village area is instrumental in making Attica unique among surrounding townships. It is vital that future development in the Village area enhance rather than detract from its character. Encouraging new development in the Village area will also help to concentrate it in one area, while leaving other parts of the Township in their current rural state.



Attica Fire Station

DEVELOPMENT PATTERNS

In comparing aerial photographs of the Township with a parcel map, it becomes evident that a fairly dense development pattern is already in place in the Village; however, the buildings that have actually been constructed do not always follow this pattern. The street system suggested on the map has only been partially constructed, as well as the system of alleys. The diagrams below show the difference between development that is respectful and contributive toward the original pattern and development that destroys the pattern.



Source: Randall Arendt, *Rural by Design: Maintaining Small Town Character*, APA Planners Press, 1994, Page 188.

New development that does not relate to the historic settlement pattern (above left) has an “unraveling” effect, as seen in the example in the middle. To avoid this, growth should be a natural extension of the existing pattern, as seen in the example on the right.

As development occurs in the Village area, the original street grid design should be realized and potentially expanded. If possible, the alley system should also be developed as originally planned, although existing development may make this less feasible.

RESIDENTIAL DEVELOPMENT

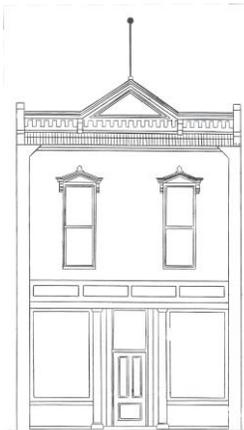
Many of the lots to the west of Lake Pleasant Road and south of the railroad tracks are only about a tenth of an acre. People wishing to build new homes in this area would most likely want slightly larger lots. It is important, however, that the general feeling of density be maintained. Otherwise the Village will lose geographic definition. For this reason, the recommended residential density in the Village is 4 units per acre.

In addition to respecting the pattern of development, new residential construction (infill housing) should seek to create harmony with the existing architectural styles of the Village. The homes shown in the photograph at right face a green area and have their garages in the back on an alley. Like many existing homes in the Attica Village area, they feature porches, double hung windows, and steeply peaked roofs.



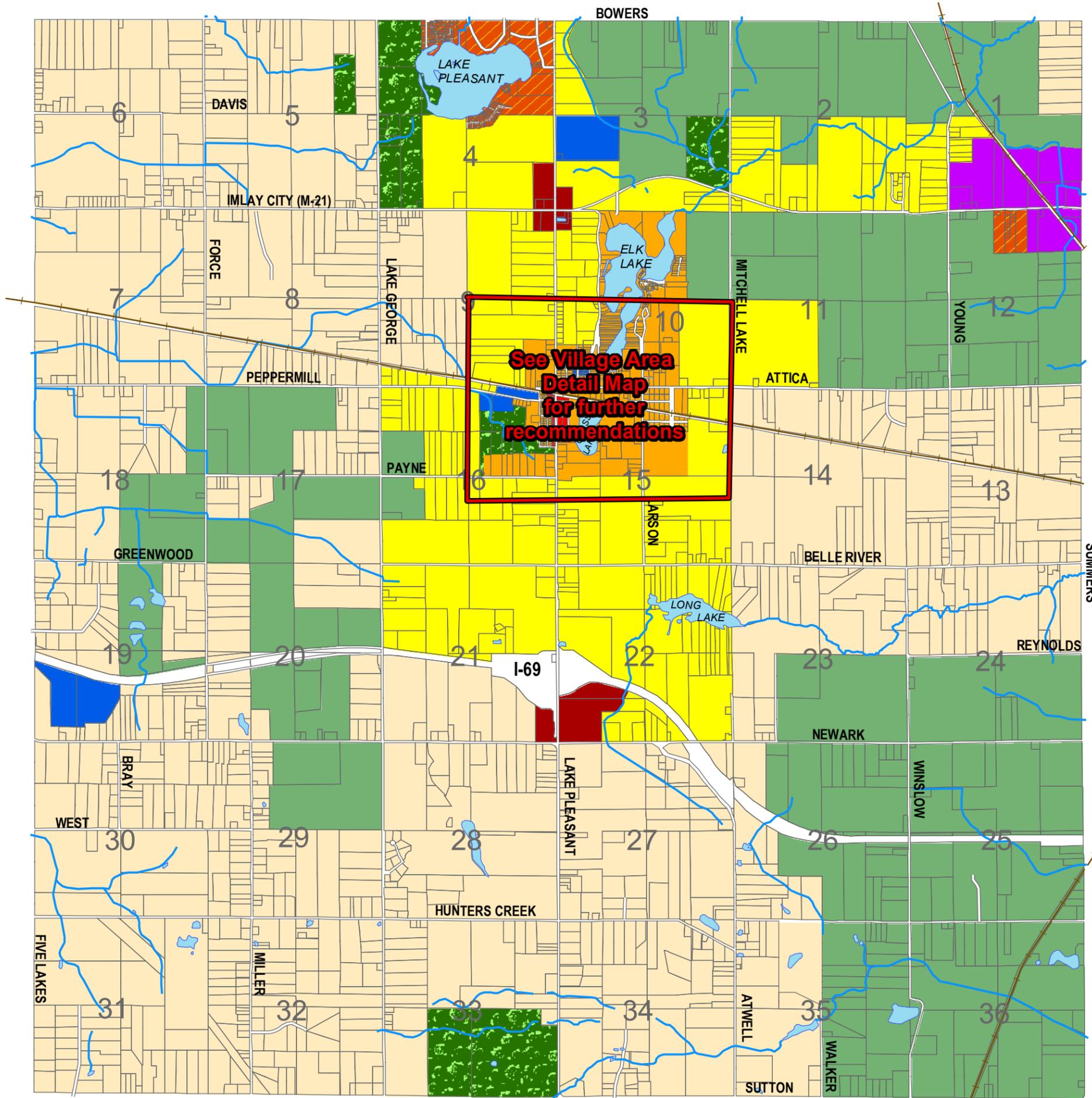
COMMERCIAL DEVELOPMENT

New commercial development in the Attica Village area could take different forms. In keeping with the generally residential character of the Village, some low-intensity commercial establishments could be housed in formerly residential structures, or new structures with a residential character. This antique shop (at right) provides a good transition between residential and retail uses. For larger businesses, a two-story structure such as the one shown at left would be appropriate. The building's scale is small enough to fit into the Village area, but the details and structure are elegant enough to make the building an asset to the community. The owner of the building can make more efficient use of the land as well, since both the ground and second floors can house tenants.



CONCLUSION

The Attica Village area is an important feature of the community and its expansion and enhancement would benefit both the immediate Village area and the Township as a whole. Over the past 100 years, this area has lost some of its original importance: it was once the center of an active lumber and farming community. At one time, the Village was busy enough to support two hotels and active passenger and freight rail service. Any new development should contribute to, rather than detract from, the character of the Village, and improve the quality of life for Township residents.

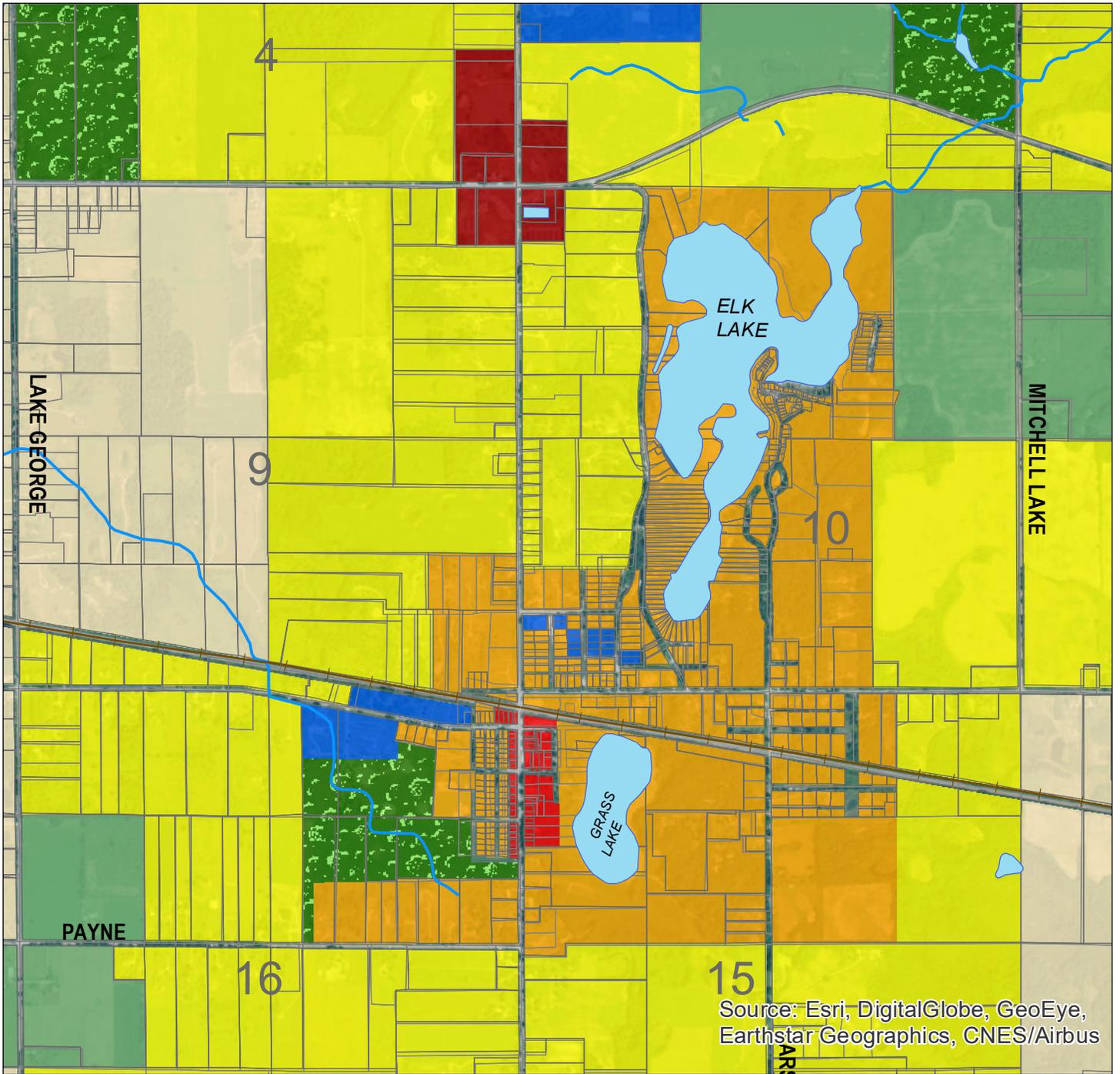


- REC/OPEN SPACE
- PRIME AGRICULTURE
- RURAL RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- VILLAGE RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- VILLAGE RETAIL
- HIGHWAY COMMERCIAL
- LIGHT INDUSTRIAL
- PUBLIC

NOTES:
 1. The Attica Township Master Plan includes the Land Use Plan Map and all text, maps, charts, tables, and other graphics included in the full Master Plan Report.
 2. This Land Use Plan is intended to show generalized land use and is not intended to indicate precise size, shape, or dimension. These recommendations have a long-range planning horizon and do not necessarily imply that short-range rezoning is appropriate.

MAP 4-1
LAND USE PLAN - 2016
 ATTICA TOWNSHIP
 LAPEER COUNTY, MICHIGAN

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- REC/OPEN SPACE
- PRIME AGRICULTURE
- RURAL RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- VILLAGE RESIDENTIAL
- VILLAGE RETAIL
- HIGHWAY COMMERCIAL
- PUBLIC

MAP 4-2
LAND USE PLAN
VILLAGE AREA DETAIL -
2016
 ATTICA TOWNSHIP
 LAPEER COUNTY, MICHIGAN



clearzoning
 CLEAR AND CONNECTED

See Land Use Plan Map for important notes regarding the use of this map.

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The thoroughfare plan is an important component of Attica Township's Master Plan process. It requires Attica to consider existing roadway conditions as well as future improvements that may be necessary to support the future land use arrangement prescribed in the plan. The function of the road system and its ability to move traffic in an efficient and convenient manner has a significant impact on the viability of land uses and the overall quality of life in a community. The primary goal of the Thoroughfare Plan is to lay the foundation for a road network that will serve the residents and businesses anticipated in the Land Use Plan chapter. Attica Township's road network includes state and county roadways requiring coordination with the agencies that have jurisdiction over these roads.

EXISTING CONDITIONS

The process for planning a community's transportation system is similar to the land use planning process; it must begin with a study and analysis of existing conditions. This includes an analysis of current traffic volumes and the existing conditions of the Township's roadways.

EXISTING ROAD NETWORK

The major road system in Attica Township is based upon a grid pattern generally following section lines. This layout was influenced by the Ordinance of 1785, which established a land survey system. The survey system resulted in the division of land into congressional townships of six miles square, equaling 36 square miles. Each one square mile was called a section. In addition to making land identification easier, the

establishment of townships and sections provided a logical system for the provision of roadways along section lines. Lapeer County has jurisdiction over most of the roads in Attica Township. I-69 is the only interstate freeway in Attica Township, with one interchange at Lake Pleasant Road. Imlay City Road (Old M-21) is a paved former state highway, now under the jurisdiction of the Lapeer County Road Commission.

As shown on Map 5-1, Existing Road Conditions, a majority of the roadways within the Township remain unpaved. Paved roads include Lake Pleasant Road, Lake George Road, Bowers Road, Imlay City Road (Old M-21), Newark Road, Elk Lake Road, part of Peppermill Road, and Attica Road. Five Lakes Road is paved north of Peppermill Road. The ability of unpaved roads to carry high traffic volumes depends on their width, alignment, and state of maintenance.

The Existing Road Conditions map also identifies locations on the Township's road system that may be of concern. Such locations include:

- Offset Intersections (where the center line of the road is shifted on the opposite side of the intersection)
- Skewed Intersections (angles less than ninety degrees or other unusual configurations)
- Sharp curves
- Road closures
- At grade railroad crossings
- Bridge closures

The Grand Trunk Western Railroad runs through the northern half of Attica Township on a gentle northwest/southeast diagonal. At-grade railroad crossings are located at: Five Lakes Road between Peppermill and Imlay City Road, Lake George Road just north of Peppermill, Lake Pleasant Road near the junction with Attica Road in the Village, and Larson Road just south of Attica Road.

There is a bridge out on Summers Road near Attica Road, and Force Road is closed at the railroad tracks.

TRAFFIC VOLUMES

The Average Daily Traffic Volumes Map 5-3 shows 24-hour traffic volumes on major roadways within the Township. Data displayed on this map was collected in 2015 by the Lapeer County Road Commission. The I-69 freeway carries the most traffic through Attica Township: over 20,000 trips per day. Increased usage of I-69 relieves some of the traffic pressure from other east-west routes such as Imlay City Road. Among surface roads, the highest volumes recorded are on Imlay City Road (Old M-21) and Lake Pleasant Road, each carrying over 5,800 vehicles per day. Significant volumes were also recorded for Newark Road, Lake George Road north of Newark, and Bowers Road. Unpaved roads such as Hunters Creek, Belle River, and Force Roads carry very low volumes (under 500 vehicles per day) and primarily serve residential uses.

STATE ROAD DESIGNATIONS

Map 5-2 depicts the Michigan Department of Transportation's road classification system within the Township. The Township's Thoroughfare Plan map with planned roadway classifications is intended to establish the policy direction for future development in Attica Township.

THOROUGHFARE PLAN

The recommendations in the Township's Thoroughfare Plan are intended to promote coordination with the various agencies having jurisdiction over roadways within the Township. Recommendations are based on an examination of the current conditions while taking into consideration development anticipated with the implementation of the Township's Land Use Plan.

FUNCTIONAL CLASSIFICATION

Roadway classifications vary but they are generally divided into two types those that carry through traffic and those that carry local traffic. Through roadways provide quick traffic movement while local roadways provide access to abutting properties. It is desirable to physically separate these two road types as much as possible to eliminate conflicting traffic movements, traffic congestion, delays, and accidents. In order to function successfully, the overall traffic circulation system must be carefully integrated. The six basic roadway classifications in Attica Township include freeways, major arterials, arterials, minor arterials, collectors, and local streets.

Freeway

Freeways and limited access highways provide travel routes through communities and across the State, as well as connections to other highways. The I-69 freeway traverses the entire width of Attica Township north and south of Newark Road.

Major Arterial

Major arterials provide travel routes from one city to another, and can traverse one or more states. They are most often used for longer trips, as higher speeds are allowed. When a major arterial passes through a more populated area, however, the highway functions more like an arterial: the number of intersections increases and speeds decrease. Major arterials are planned for 150-foot rights-of-way and are intended to handle a maximum daily traffic volume of 45,000 vehicles. Imlay City Road (Old M-21) serves as a major arterial, connecting Attica Township with Port Huron to the east and Grand Rapids to the west. Another east-west major arterial, Newark Road, connects Baldwin Road and M-24 in Lapeer

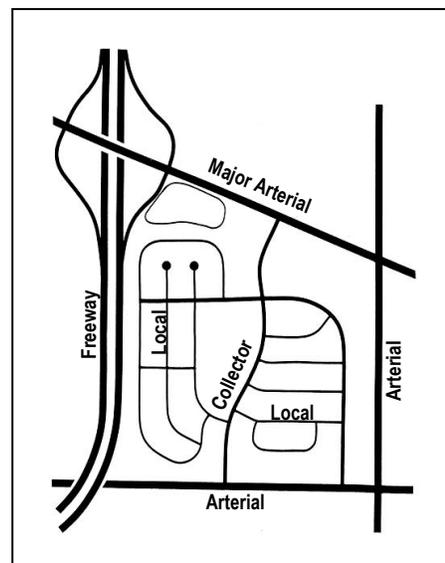


Figure 5-1
Road Classifications

Thoroughfare Plan

Township with M-53 in Imlay Township. Lake Pleasant Road is the north-south major arterial in Attica. It effectively continues south for quite a distance, by connecting with Rochester Road, via the paved segment of Sutton, and passing through many Detroit suburbs all the way to Royal Oak.

Arterial

Arterial roads carry trips of shorter length than do major arterials. They can provide routes for lengthy trips if a major arterial or freeway is not available. Arterial roads have a dual function: to provide routes for through traffic while providing access to abutting properties and minor intersecting streets. This can lead to congestion and traffic crashes because of turning vehicles conflicting with through traffic. Arterials are planned for 120-foot rights-of-way and are intended to accommodate daily traffic volumes up to 30,000 vehicles.

Minor Arterial

Minor arterials serve a similar function as arterials, however, these roads typically carry less traffic for shorter trip lengths. Minor arterials typically do not provide continuous routes through neighboring communities. Minor arterials are planned for a 120-foot right-of-way and are designed to handle a maximum daily traffic volume of 15,000 vehicles.

Collector

The intent of a collector street is to collect vehicles from the local streets or rural areas and distribute them to either local destinations or to an arterial. The collector street system serves both land access and through traffic. These roads are planned for an 86-foot right-of-way and are intended to accommodate a maximum of 7,500 vehicles per day.

Local Street/Road

Providing access to adjacent land is the sole function of local streets (and in rural areas like Attica, local roads). The aim of local streets is to provide access to collector streets and through routes, but in such a manner that through traffic is not encouraged to use the local streets as a shortcut route. Local streets are planned for 66-foot rights-of-way and can handle a maximum daily traffic volume of 2,000 vehicles.

Table 5-1
Planned Rights-of-Way

Road	Master Plan Classification and Typical Planned Right-of-Way
I-69	Interstate Freeway
Imlay City Road Lake Pleasant Road / Sutton Newark Road	Major Arterial (150')
Bowers Road Peppermill Road Attica Road Sutton Road Summers Road Lake George Road Five Lakes Road	Arterial (120')
Young Road Winslow Road Miller Road Force Road Greenwood Road Hunters Creek Road	Minor Arterial (120')
Larson Road Elk Lake Road Payne Road	Collector (86')

RECOMMENDED IMPROVEMENTS

An examination of the existing conditions revealed a number of improvements that could enhance the Township’s road network.

Intersection Alignment

Where feasible, intersections should occur as closely as possible to 90 degrees. Offset intersections (where the center line of the road is shifted on the opposite side of the intersection) and skewed intersections (angles less than ninety degrees or other unusual configurations) can be dangerous for both drivers and pedestrians. Problem intersections are shown on the Existing Road Conditions Map (5-1) and recommended improvements are shown on the Thoroughfare Plan Map (5-4).

The intersection of Winslow and Young Roads with Belle River Road is an example of an offset intersection. Ideally, one of these roads should be curved gently to meet Belle River Road at a 90 degree angle directly opposite the other road.

Hunters Creek jogs to avoid a pond just west of its intersection with Atwell Road. Shifting Hunters Creek northward on both sides of Atwell would create a 90 degree intersection.

Another difficult area is the intersection of Attica and Peppermill Roads with Lake Pleasant Road. Since this intersection also incorporates an at-grade railroad crossing, and is located in the Village area, it is likely not feasible to simplify the intersection.

Dangerous Curves

Dangerous curves are found at the corner of Davis and Evans Roads, and on Winslow Road between Hunters Creek and Sutton. If these roads are improved at some point in the future the Road Commission should consider softening the curves to make the roads less treacherous. One consideration that may make this task more difficult at Winslow Road is the presence of extensive wetlands in the area.

At-Grade Rail Crossings

Signal lights are an economically feasible solution to protect motorists from train traffic along at-grade railroad crossings. The Township should work with the railroad to insure the maintenance and installation of these signals where necessary. A standard railroad crossing with lights should be built at Force Road and the road should be re-opened.

Bridges

The Township should continue to work closely with the Lapeer County Road Commission particularly in seeking grant funds in order to reopen the closed bridge on Summers Road. Bridges with weight restrictions should be repaired as soon as possible in order to prevent their eventual collapse and the resulting loss of traffic flow and emergency vehicle access. Weight limits and bridge closures may lengthen the route a fire truck must take to reach individual homes.

Unpaved Local Roads

Improvements to unpaved local roads should reflect the rural character of the Township. Maintenance and improvement activities should enhance the natural appearance of these roadways, maintaining tree canopies and other rural features where feasible.

BIKE/ PEDESTRIAN TRAIL

Attica Township should examine the feasibility of a bike path connecting the Township Park/Civic Center Complex with the regional trail system Polly Ann Trail.

ACCESS MANAGEMENT RECOMMENDATIONS

As discussed above, most streets provide two functions: 1) to move traffic, and 2) to provide access to land uses that abut them. However, these functions can often conflict because each access point interrupts traffic movement as vehicles enter and exit the roadway. In order to balance these two road functions, access management techniques should be used.

The access management techniques described below primarily apply to large-scale residential and intensive, non-residential land uses. Access management is usually implemented through the site plan review process, and these techniques are suggested

as guidelines in that process. Each case will require an individual analysis to determine the appropriate action given the characteristics of the site and use.

Restricting the Number and Spacing of Access Points

Limiting the number of driveways permitted for each land use can help preserve the traffic movement function of a roadway. Proposed and existing land uses should provide the minimum number of driveways needed to provide access to a development site. If additional driveways are proposed, additional street frontage for the subject site and appropriate spacing between existing driveways should be provided.

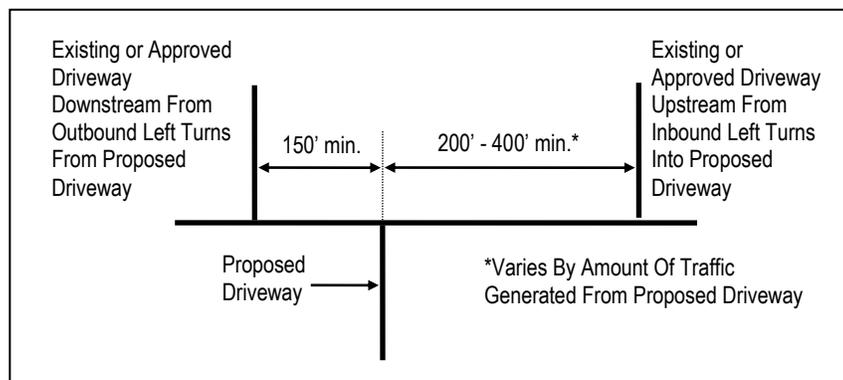
Even if only one access point is proposed, the most appropriate location should be selected to preserve the function of the roadway and more importantly, to assure public safety. Driveways located too close together are safety hazards and they can negatively impact road capacity. Recommended spacing standards for non-residential driveways on the same and opposite sides of the roadway are provided below.

Table 5-2
Spacing Standards for Driveways on Same Side of Street

Road Speed (MPH)	Driveway Spacing (Feet)
25	105
30	125
35	150
40	185
45	230
50 or more	275

Source: FHWA Report IP-82-3, June 1982; FHWA Report RD-76-86, August 1975

Figure 5-2
Spacing Standards for Driveways on Opposite Side of Street



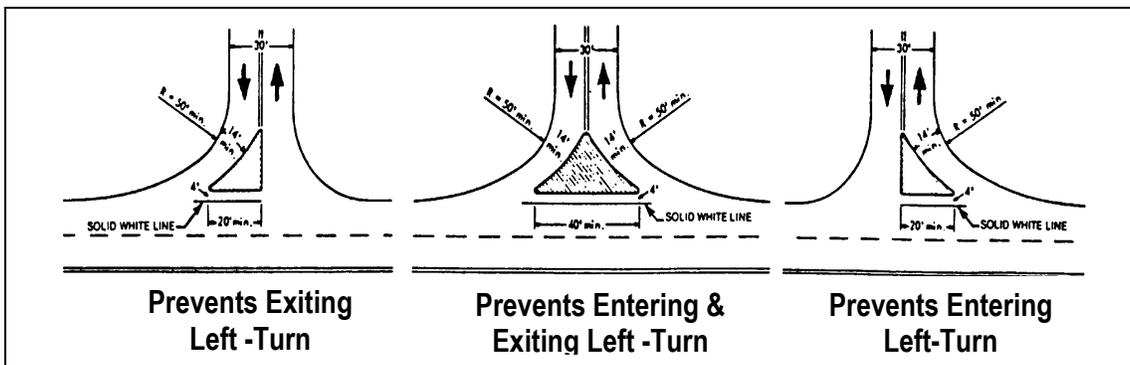
Access / Driveway Design

Another access management technique is assuring proper driveway and intersection design. To begin with, driveways should be designed with adequate width, turning radius, and depth to allow automobiles and large trucks to enter and exit a site safely and efficiently. A clear vision area at the corners of all driveways and intersections is also needed for safe driver visibility.

In addition, uses that generate high volumes of traffic may warrant the construction of deceleration and acceleration lanes adjacent to driveways and intersections. Left turn passing lanes or center left turn lanes may also be necessary. Such improvements are often identified by the completion of traffic impact studies. In general, traffic impact studies are recommended whenever a proposed land use will generate more than 750 vehicle trips per day and/or more than 100 vehicle trips in one direction during the morning (e.g., 7 a.m. - 9 a.m.) or afternoon (4 p.m. - 6 p.m.) peak hour.

Finally, restricting turning movements at a driveway or intersection is often warranted due to traffic volumes or poor spacing of proposed access points to existing driveways and/or intersections. For example, when an existing driveway is too close to an intersection, it is possible to improve the access and safety by restricting turning movements to right turns in and out of a proposed or existing development site. The following graphic illustrates ways in which driveways can be “channelized” to restrict turning movements.

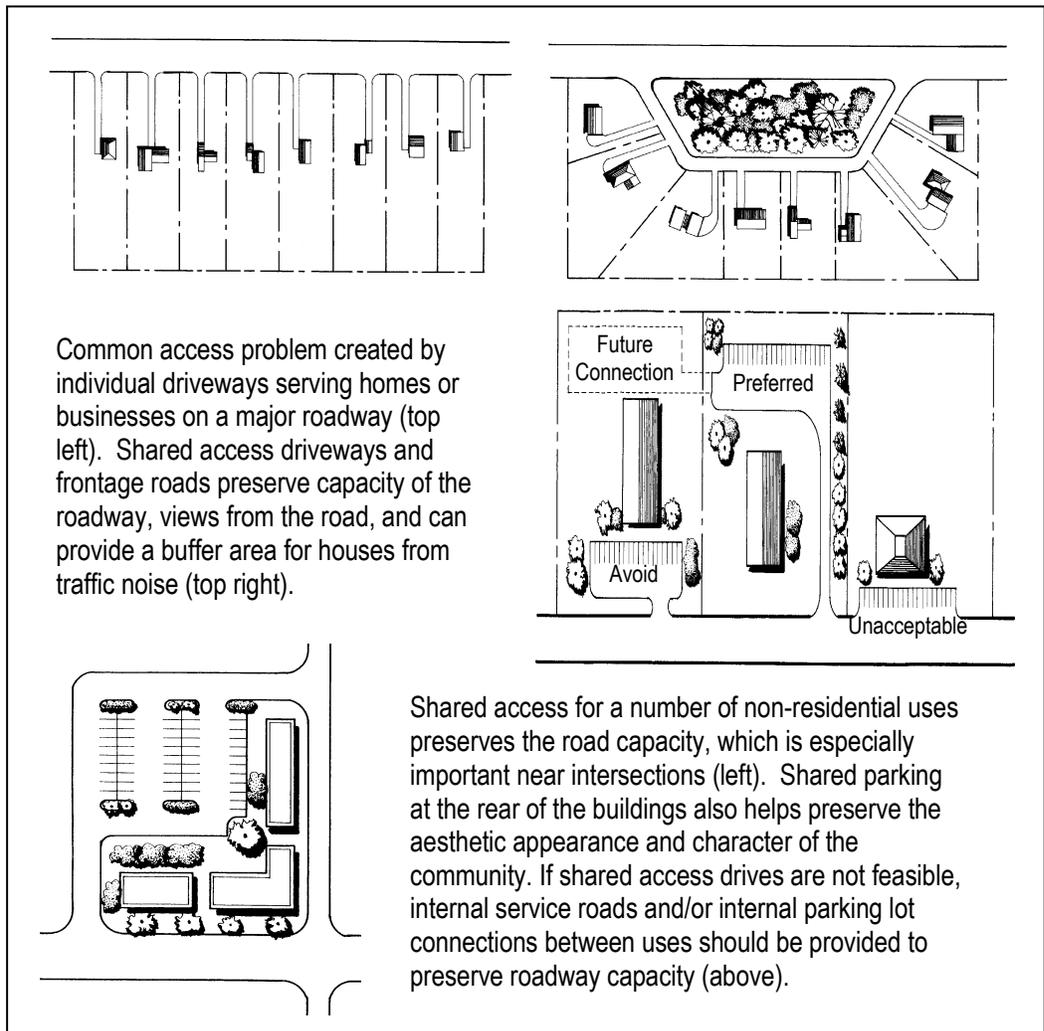
Figure 5-3
Driveway Turning Movement Restriction Methods



Encouraging Shared Access

Providing shared access to a site reduces the number of access points, preserves the capacity of the road, and can even help to maintain the character of the community. Shared access can be achieved through a variety of techniques including shared driveways, frontage roads, service roads and internal connections between sites. As discussed above, access management is critical for non-residential land uses because of their intensive nature and tendency to demand a higher number of access points. The following graphics illustrate ways in which residential and non-residential uses can utilize access management techniques.

Figure 5-4
Shared Access Techniques



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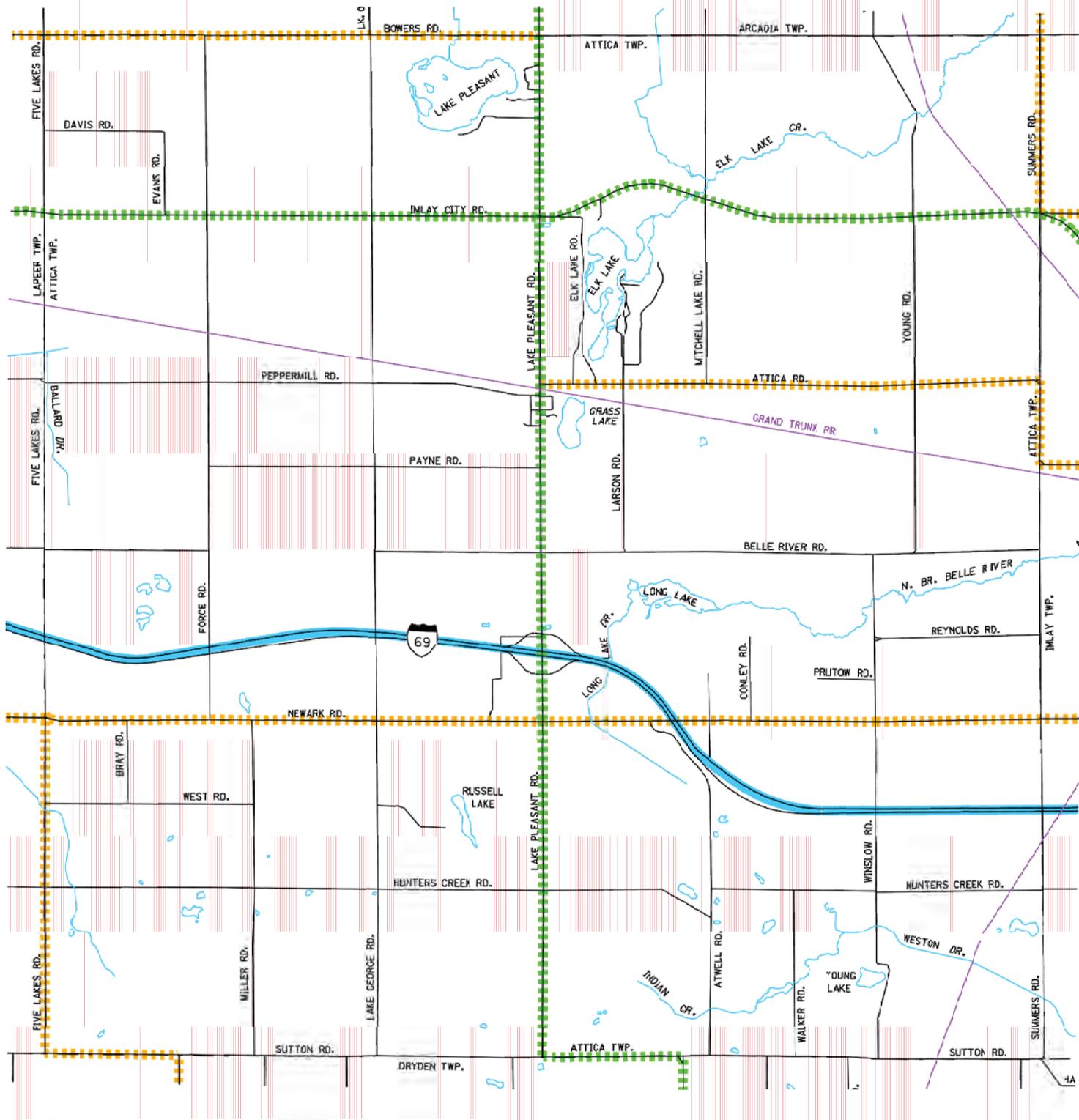


-  AT GRADE RAILROAD CROSSING
-  BRIDGE OUT
-  ROAD CLOSED
-  SHARP CURVE
-  SKEWED / OFFSET INTERSECTION
-  PAVED
-  UNPAVED
-  PRIVATE/LOCAL STREETS
-  I-69 FREEWAY

EXISTING ROAD CONDITIONS
ATTICA TOWNSHIP
LAPEER COUNTY, MICHIGAN
MAP 5-1



BIRCHLER ARROYO
ASSOCIATES, INC.

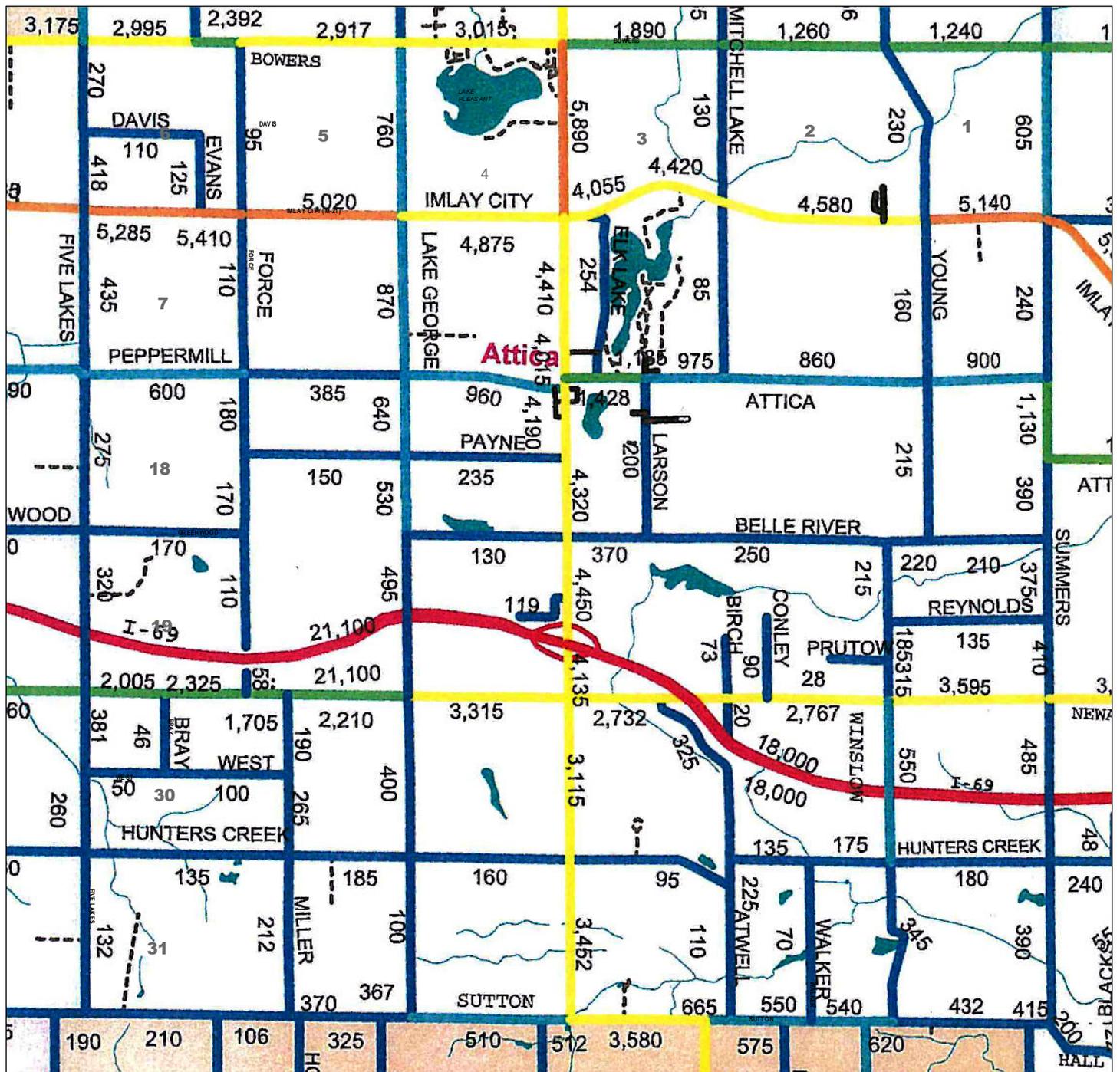


LEGEND FOR OFFICIAL MAP		
FEDERAL-AID SYSTEMS OR PROGRAMS ARE COLOR-CODED. ROADS SHOWN IN BLACK ARE INELIGIBLE FOR FEDERAL-AID.	NATIONAL HIGHWAY SYSTEM: BLUE PURPLE RED	
	SURFACE TRANSPORTATION PROGRAM: GRAY GREEN ORANGE (IN ADDITION TO BLUE, PURPLE & RED.)	
NATIONAL FUNCTIONAL CLASSIFICATION SYSTEMS		
ROADS SHOWN WITH ANY ONE OF THESE CLASSIFICATIONS ARE ALSO CALLED FEDERAL-AID HIGHWAYS.	URBAN	RURAL
	INTERSTATE	INTERSTATE
	OTHER FREEWAYS	OTHER FREEWAYS
	OTHER PRINCIPAL ARTERIALS	OTHER PRINCIPAL ARTERIALS
	MINOR ARTERIALS	MINOR ARTERIALS
	URBAN COLLECTORS (NONE IN RURAL AREA)	URBAN COLLECTORS (NONE IN RURAL AREA)
	MAJOR COLLECTORS (NONE IN URBAN AREA)	MAJOR COLLECTORS (NONE IN URBAN AREA)
	MINOR COLLECTOR (NONE IN URBAN AREA)	MINOR COLLECTOR (NONE IN URBAN AREA)
	LOCAL STREETS AND ROADS	LOCAL STREETS AND ROADS
FEDERAL-AID URBAN BOUNDARY	BOUNDARY BETWEEN URBAN & RURAL LAND AREA	

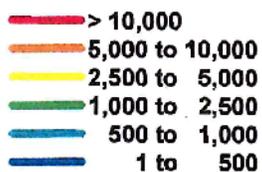
MICHIGAN DEPARTMENT OF TRANSPORTATION ROAD FUNCTIONAL CLASSIFICATIONS ATTICA TOWNSHIP LAPEER COUNTY, MICHIGAN

MAP 5-2

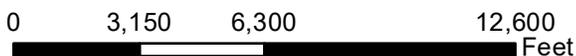


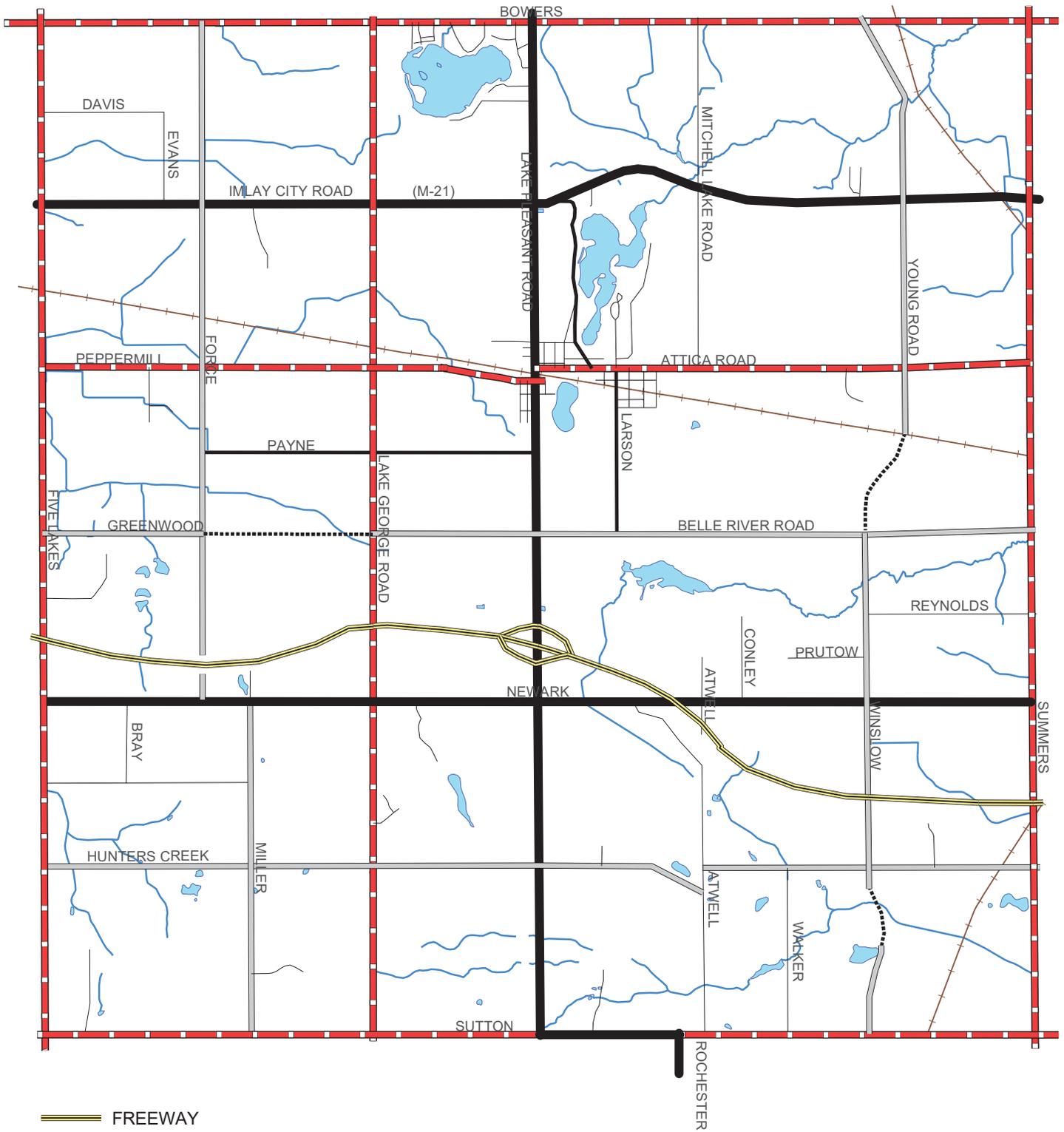


2015 Lapeer County Traffic Counts
(Daily Totals)



Map 5-3
 2015 Traffic Counts
 Lapeer County
 Road Commission
 ATTICA TOWNSHIP
 LAPEER COUNTY, MICHIGAN





-  FREEWAY
-  MAJOR ARTERIAL
-  ARTERIAL
-  MINOR ARTERIAL
-  COLLECTOR
-  PRIVATE/LOCAL STREET
-  PROPOSED ROAD IMPROVEMENT

THOROUGHFARE PLAN
ATTICA TOWNSHIP
LAPEER COUNTY, MICHIGAN
MAP 5-4



BIRCHLER ARROYO
ASSOCIATES, INC.



The Planning Commission’s thoughtful preparation and adoption of the Master Plan would be wasted effort without a program of implementation strategies. Aggressive implementation techniques permit the Township to turn potential problems into real opportunities. The implementation program that follows will attempt to correlate specific plan proposals with appropriate implementation techniques. These techniques should be referred to frequently and used systematically so that the outcome is a consistent program of implementation over whatever period of time is required to achieve the Master Plan recommendations.

IMPLEMENTATION TOOLS

Following is a brief discussion of several key implementation tools available to the Township.

ZONING ORDINANCE STANDARDS

The Township’s most effective tool to implement the land use arrangement of the Master Plan is zoning standards and districts. A zoning ordinance is not meant to be a static document. The experiences communities undergo in the application of their zoning rules and the review of unusual new land uses constantly change the body of professional knowledge related to planning and zoning standards. Periodic review of the zoning ordinance will result in the application of the most up-to-date standards for the design of new uses and the maintenance of existing developments.

Implementation Strategies & Opportunities

One specific Zoning Ordinance tool that may assist the Township in implementing the Village Area plan is an Overlay Zone. Overlay zones can be used to place regulations on property in addition to the requirements of the underlying zoning districts. Overlay zones are useful in protecting areas such as, but not limited to, historic districts, wetlands, floodplains, and environmentally sensitive areas. Overlay zones may also be used to encourage unique development of the Village area by permitting appropriate mixed-uses without changing the underlying zones.

BENCHMARK

Use outstanding development and redevelopment examples from other communities as benchmarks to guide future development in Attica.

CODE ENFORCEMENT

Simple code enforcement can often turn the tide with regard to the image of an area and the livability of a neighborhood. More aggressive but fair enforcement of current codes and ordinances could be effective in the following instances:

- Improve housing conditions
- Terminate improperly established, non-conforming uses
- Repair or replace ineffective screen walls and/or greenbelts
- Eliminate open storage in business districts
- Eliminate blight in residential areas

SUBDIVISION AND CONDOMINIUM REGULATIONS

Subdivision Regulations and Condominium Regulations Ordinances are valuable tools in achieving the type of residential development desired by the Township. These ordinances should be periodically reviewed and updated to incorporate effective standards that will result in high quality, attractive residential developments.

SPECIAL DESIGN PLANS AND FUNCTIONAL PLANS

Sometimes a Master Plan must be followed by more detailed design studies in order to illustrate specific concepts that can only be covered briefly in the plan. For example, the Township may consider developing a more detailed design plan to serve as the basis for more specific design standards and zoning standards in order to achieve the type of development and land use pattern envisioned for the Attica Village area. Functional plans can also help to implement certain ideals outlined in the Plan.

SITE PLAN, SPECIAL LAND USE, AND REZONING APPROVAL

Many essential components of the Plan will be the subject of a site plan or special land use application, perhaps preceded by an application for rezoning. The Township should consider making the appropriate zoning district changes following adoption of the Plan only for those areas that are identified by the Commission as critical elements. Now is the

appropriate time to review the community's site plan and special land use approval processes and standards. The standards should clearly set forth any discretionary powers the Township feels it should reserve. Once such standards are in place, the Planning Commission must adhere to them consistently when reviewing development proposals. The implementation of the Plan could take 20 years or longer. In order to maintain the vision, consistent application of design criteria and development standards will be essential.

FEDERAL AND STATE GRANT PROGRAMS

Federal and State grants are much smaller and more competitive than in their heyday during the 1950's through the mid-1980's. There are still programs in place, however, particularly for pollution abatement (sanitary sewers), pedestrian enhancements (related to roadway projects), and parks and recreation. Proper planning in advance is generally the key to success in securing these grants. Often times the granting agency is particularly interested in innovative projects that stretch the grant dollars or present a concept that is transferable to other communities. Projects that involve two or more neighboring municipalities often receive priority for funding.

TRANSFER OF DEVELOPMENT RIGHTS AND PURCHASE OF DEVELOPMENT RIGHTS

"Transferable Development Rights" (TDR) is a market-based technique that encourages the voluntary transfer of growth from places where a community would like to see less development (called sending areas) to places where a community would like to see more development (called receiving areas). Purchase of Development Rights (PDR) involves an entity, usually governmental, purchasing a property owners development rights thereby preserving agricultural or open space use of property in perpetuity. At the current time Townships have not been granted the authority to participate in a TDR program.

RE-EVALUATION AND ADJUSTMENT OF THE PLAN

The final – and sometimes most difficult – step in the planning process is re-evaluation and adjustment. The process is never really finished. A community's population, economic status, goals, land uses, land use problems, and political climate are constantly changing. It is important to assess how well the Plan is addressing the present land use issues in the community, and whether amendments should be made to keep the Plan relevant and make it the most appropriate guide for the community's future land use. If the Plan no longer reflects the vision of the community, the Planning Commission can then begin the planning process again.

IMPLEMENTATION PROGRAM

Following the important input gathered during the public survey, the Planning Commission has reviewed the goals and objectives for the Attica Township 2016 Master Plan update. This implementation program is intended to provide strategies for meeting those objectives. In creating these strategies, the goals and objectives have been distilled and reorganized into actions to provide a practical guiding framework over the next five years. In addition, each action has been assigned its relative priority;

Implementation Strategies & Opportunities

its lead person(s), organization or department; guiding implementation tool; and implementation status.

IMPLEMENTATION GUIDING ELEMENTS

Priority

- 1 Year
- 2-3 Years
- 4-5 Years
- Ongoing

Lead

- P- Partnership
- AT- Attica Township Board with Department Staff Assistance
- PC- Planning Commission

Tool

- Z- Zoning Ordinance
- C- Code Enforcement
- SCR- Subdivision and Condominium Regulations
- B- Benchmark
- SD- Special Design Plans and Functional Plans
- SP- Site Plan, Special Land Use, and Rezoning Approval

Implementation Strategies & Opportunities

□ Table 6-1

Implementation Program

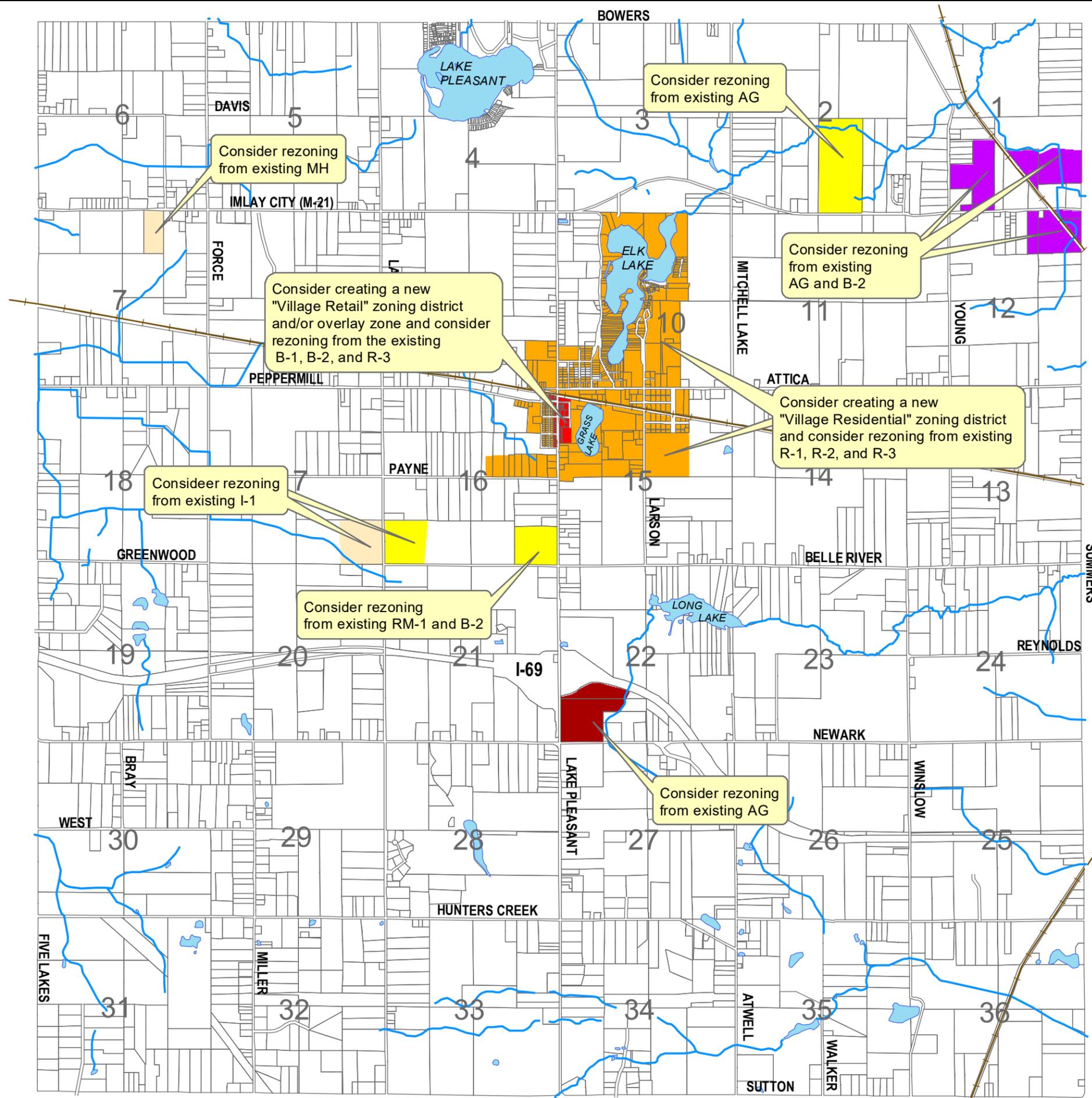
Goal / Objective	Action	Priority	Lead	Tool	Status
Protect and enhance environmental assets within Township	Review and strengthen site plan review procedures to ensure wetlands and woodland identification and preservation	1	PC	SP, Z	
	Amend Zoning Ordinance to establish appropriate setbacks from wetlands, lakes, and river edges	1	PC, AT	Z	
Maintain and promote Attica's rural, agricultural, and open space characteristics	Develop Recreation / Conservation zoning district	2-3	PC, AT	Z	
	Review Zoning Ordinance provisions and strengthen incentives to encourage open space development designs	1	PC, AT	Z	
	Actively work with land trusts and conservancies to preserve open spaces	Ongoing	PC, P	B	
	Consider creating and maintaining connections between natural areas and open spaces throughout the site plan review process	Ongoing	PC	SP	
Promote stable and economically viable agricultural operations in appropriate areas	Review and, if necessary, amend Zoning Ordinance standards related to the Agricultural District (Ag Business)	1	PC, AT	Z	
	Consider comprehensive Zoning Ordinance amendments, including map amendments, to achieve agricultural goals of the Master Plan	1	PC, AT	Z	
Concentrate higher density residential development in and around the Village area	Consider developing a detailed design plan for the Attica Village area	4-5	PC, AT	SD	
	Consider developing a new zoning district to accommodate the type and pattern of residential land use intended for the planned Village Residential area	4-5	PC, AT	Z	
Encourage residential development designs that minimize negative impacts on agriculture and the visual and natural environment	Review Zoning Ordinance provisions and strengthen incentives to encourage open space development designs	4-5	PC, AT	SP, Z	
	Amend the Zoning Ordinance to include appropriate landscaping, planting, and screening requirements for new residential developments	1	PC, AT	Z	
Direct future commercial development toward the Village area to increase the viability of the settlement	Develop design guidelines to define and promote a unified character within the Village commercial area	4-5	PC, AT	B, SD	
	Consider a Township-initiated rezoning of appropriate properties for commercial uses in the Village	4-5	PC, AT	Z	
	Consider developing a distinct Village Commercial zoning district and/or overlay zone to achieve the character and land uses intended for the Village Retail area	4-5	PC, AT	Z	
Minimize the negative impact of commercial/ industrial development on roads, adjacent land uses, and the environment	Review and, if necessary, amend landscaping and screening standards for commercial/industrial uses	1	PC, AT	Z	
	Review signage and exterior lighting standards for commercial/industrial uses	1	PC, AT	Z	
	Create a "Developer's Guide" to explain the review process and specify required traffic, environmental, and design requirements	2-3	PC, AT	B, SD	
	Work with the Road Commission and MDOT to reduce the number of driveways for individual commercial/ industrial sites	Ongoing	P, AT	B	
Provide a transportation network that facilitates the safe and efficient movement of people and goods	Work with the Road Commission and MDOT to reduce the number of driveways for individual sites.	4-5	P, AT	B	
	Consider feasibility of a non-motorized pathway system with a local network along existing greenways and the Polly Ann Trail.	1	PC, AT, P	B, SD	
Provide adequate and up to date telecommunications capabilities to Township residents and businesses	Ensure with any development that Attica Township's telecommunication infrastructure is upgraded to provide broadband telecommunications capabilities	1	PC, P	Z	
	Encourage local telephone and cable operators to include Attica Township in their plans to upgrade the telecommunications infrastructure	1	PC, P	Z	

ZONING PLAN

The Township's Zoning Plan is intended to encourage short-term implementation of the long range land use recommendations included in the Land Use Plan. These short-term actions could be implemented through a Township-initiated rezoning of select areas as recommended on the Zoning Plan. Alternatively, private applications for rezoning consistent with the Master Plan should be given high priority by the Planning Commission.

The intent of the Zoning Plan is not to identify *all* areas that would require rezoning to be consistent with the Plan. Instead the Zoning Plan highlights specific *key* areas where existing zoning would inhibit development in accordance with the Plan. For example, the northwest corner of the intersection of Lake Pleasant and Belle River Roads is currently zoned for commercial and multiple family use; however, the Land Use Plan recommends low density residential use. By rezoning these properties to a more appropriate zoning district, the Township can prevent development of this area in a manner that is inconsistent with the Plan.

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-  REC/OPEN SPACE
-  PRIME AGRICULTURE
-  RURAL RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  VILLAGE RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  VILLAGE RETAIL
-  HIGHWAY COMMERCIAL
-  LIGHT INDUSTRIAL
-  PUBLIC

NOTES:
 1. The Attica Township Master Plan includes the Land Use Plan Map and all text, maps, charts, tables, and other graphics included in the full Master Plan Report.
 2. This Land Use Plan is intended to show generalized land use and is not intended to indicate precise size, shape, or dimension. These recommendations have a long-range planning horizon and do not necessarily imply that short-range rezoning is appropriate.

MAP 6-1
ZONING PLAN - 2016
 ATTICA TOWNSHIP
 LAPEER COUNTY, MICHIGAN

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