



# LINCOLN CHARTER TOWNSHIP

## 2013 Master Plan



Originally Adopted December 17, 2002

Updated March 13, 2007

Adopted October 7, 2013



**2013 MASTER PLAN  
OF  
LINCOLN CHARTER TOWNSHIP  
BERRIEN COUNTY, MICHIGAN**

**BOARD OF TRUSTEES**

Supervisor ..... Dick Stauffer  
Clerk..... Stacy - Loar Porter  
Treasurer ..... Terrie Smith  
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Trustee ..... Kevin Gillette  
Trustee ..... Deb Peterson  
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Commissioner ..... Anthony Korican

Building Inspector..... James Pheifer  
Recorder..... Judy Dunlap

2002 Plan Prepared by:  
McKenna Associates

2007 and 2013 Plan Amendments by:  
Lincoln Charter Township Planning Commission with assistance  
from Williams & Works

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**BOARD OF TRUSTEES  
LINCOLN CHARTER TOWNSHIP  
BERRIEN COUNTY, MICHIGAN  
RESOLUTION NO.: 13-09**

**RESOLUTION TO APPROVE AND ADOPT THE 2013 MASTER PLAN**

Boardmember Stauffer, supported by Boardmember Florian, moved the adoption of the following resolution:

**WHEREAS**, the Township adopted a Development Plan on December 17, 2002 as a revision to its 1969 plan (the "Development Plan");

**WHEREAS**, the Township updated the Development Plan on March 13, 2007 pursuant to Act 33 of the Public Acts of Michigan of 2008 (the "Act");

**WHEREAS**, Section 45 of the Act requires the Township's Planning Commission to review its Development Plan every five years;

**WHEREAS**, the Planning Commission began review of the Development Plan in 2012 and, after providing proper notice and conducting a public hearing as required by the Act, recommended adoption of a revised version entitled "Lincoln Charter Township 2013 Master Plan" on October 7, 2013, (the "2013 Master Plan"); and

**WHEREAS**, the Township Board of Trustees intends to approve and adopt the 2013 Master Plan as recommended by the Planning Commission.

**THEREFORE, BE IT HEREBY RESOLVED AS FOLLOWS:**

1. Pursuant to the Act, the Township hereby approves and adopts the 2013 Master Plan as recommended by the Planning Commission.
2. That all resolutions and parts of resolutions in conflict herewith are and the same shall be rescinded.

YEAS: Boardmembers Florian, Gillette, Loar-Porter, Peterson, Smith, Stauffer and Stone.

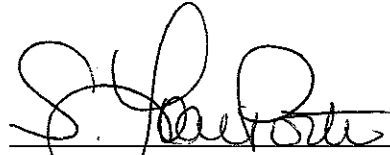
NAYS: Boardmembers none.

ABSTAIN: Boardmembers none.

ABSENT: Boardmembers none.

**RESOLUTION DECLARED ADOPTED.**

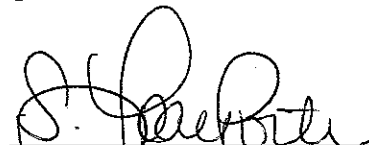
Dated: December 10, 2013

  
\_\_\_\_\_  
S. Loar-Porter  
Township Clerk

**CERTIFICATION**

I, the undersigned duly qualified and acting Clerk of Lincoln Charter Township (the "Township") do hereby certify that the foregoing is a true and complete copy of a resolution adopted by the Township Board of Trustees at a regular meeting held on December 10, 2013, and that public notice of said meeting was given pursuant to Act 267 of the Public Acts of Michigan of 1976, as amended.

Dated: December 10, 2013

  
\_\_\_\_\_  
S. Loar-Porter  
Township Clerk



# LINCOLN CHARTER TOWNSHIP 2013 MASTER PLAN

## TABLE OF CONTENTS

Letter of Transmittal

Introduction ..... 5

Chapter I            Demographics ..... 7

Chapter II           Utilities and Community Facilities ..... 13

Chapter III          Transportation ..... 19

Chapter IV          Natural Features ..... 25

Chapter V           Red Arrow Highway Corridor Sub Area Plan ..... 27

Chapter VI          Public Participation ..... 37

Chapter VII         Development Goals ..... 47

                         Agriculture ..... 47

                         Residential ..... 47

                         Commercial ..... 48

                         Red Arrow Highway Corridor Sub Area ..... 49

                         Industry ..... 49

                         Open Space ..... 50

                         Natural Feature Protection ..... 51

                         Non-Motorized Trails and Walkability ..... 51

                         Intergovernmental Cooperation ..... 52

Chapter VIII    Land Use Plan Narrative ..... 55

Chapter IX       Implementation ..... 61

Chapter X        Summary of Issues ..... 69

All appendices are on file with the Township, but remain a part of the approved 2013 Master Plan.

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Appendix A	Summary of Goals Statement Results of Community Survey Results of Visioning Sessions
Appendix B	Sub Area Plan Visioning Meeting Sub Area Plan Focus Group Report
Appendix C	Farmland Preservation Development Plan Amendment

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## LIST OF TABLES

<b><u>TABLE</u></b>		<b><u>PAGE</u></b>
Table 1	Population 1990 - 2010.....	7
Table 2	Age and Sex of Population.....	8
Table 3	Housing Units.....	9
Table 4	Occupied Housing Units 1990 - 2010.....	9
Table 5	Household Size .....	10
Table 6	New Housing Construction 1994 - 2012.....	11
Table 7	Population Based on Housing Permits 2000 - 2030.....	12
Table 8	County and State Roads Traffic Counts.....	28
Table 9	Commercial Driveway Spacing .....	30
Table 10	Average Access Spacing.....	31
Table 11	Crash Types.....	32

## LIST OF FIGURES

<b><u>FIGURE</u></b>		<b><u>PAGE</u></b>
Figure 1	Driveway Offsets .....	33
Figure 2	Corner Clearance.....	34
Figure 3	Poor Design.....	34

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LIST OF MAPS

<u>MAP</u>	<u>PAGE</u>
1. Existing Sewer System.....	after page 16
2. Existing Water System .....	after page 16
3. Transportation .....	after page 23
4. Natural Features.....	after page 26
5. Existing Land Use Map .....	after page 60
6. Future Land Use Plan.....	after page 60
7. Sidewalk and Non-motorized Trail Plan.....	after page 60

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## Introduction

### *2013 Plan Update*

As required by the Michigan Planning Enabling Act, Lincoln Charter Township began to update the Master Plan in 2012, and the Plan was adopted 2013. This plan includes updates to demographics, community facilities, transportation and natural resources data. It also includes a summary of public input that informed the 2013 Master Plan Update, revised development goals, land use planning and implementation steps. Finally, the Plan also includes new items that are required by State statute, including a Zoning Plan and commentary pertaining to complete streets. Like previous updates, the Completed 2013 Master Plan represents a comprehensive land use guide for the Township to serve it well into the future.

### *Why Plan?*

Whether we know it or not, we do planning every day. We plan vacations, we plan meetings with agendas, we plan our gardens, we plan weddings, we even may plan how we're going to spend the next hour. Office supply stores sell daily or weekly planners. Financial planners help us achieve goals such as putting three kids through college or budgeting for retirement. In short, we do more planning than we may think.

Planning, therefore, deals with two major issues, one is the future; the other is limited resources. We know we have 24 hours in a day or X many years to retirement. How we manage our time and our money will directly influence if we make our goals. Having no plan is like standing in a cornfield in June having a picnic. The view from that spot is so nice, you'd like to picnic there all summer. If you stay there long enough, pretty soon the corn's going to be over your head. In other words, without any action on your part, like building a deck, external circumstances will prevent you from your goal. Land use planning operates on exactly the same principles, managing finite resources. Since we can not grow more land, we need to be stewards of the land we have. How land is used can have an impact on several generations. Think of the excellent natural resources of the Grand Mere area. This area could be housing or industry today. However, someone had a "plan" to preserve this land for posterity so we can enjoy it today, and future generations can enjoy it after us. We need to bring our best wisdom forth to this land and develop goals (just like what you're planning for dinner) and take actions to make it happen (just like shopping for groceries and cooking the meal).

The legislation authorizing townships to make land use plans was passed in 1959, and replaced with a more comprehensive law in 2008, the Michigan Planning Enabling Act (MPEA). While the MPEA is amended from time to time, one of its fundamental purposes is to allow planning commissions to create land use policy based on a vision of future development. This policy, expressed in a document called a master plan, serves as the legal basis for making recommendations to a township board on requests to make changes on the official zoning map. Recent changes to the MPEA require that the title, "Development Plan" be changed to "Master Plan". Other changes include contemplation of complete streets and the development of a Zoning Plan to illustrate how the Master Plan relates to the Zoning Ordinance in terms of land uses and zoning amendments.

***Why This Plan?***

Eleven years ago, the Lincoln Charter Township Planning Commission crafted and adopted the current 2002 Development Plan. This Plan was an update of a 1969 Plan indicating the Township has a genuine planning “culture”. To date, it has served its purpose. It has guided the Planning Commission in making carefully considered recommendations to the Township Board on requested changes to the Township Zoning map (zoning being the primary implementation tool for achieving the goals in a Development Plan). Like everything in life, things change over time. Periodic re-examination of the Development Plan is a good idea, especially if it is around the time the decennial (every 10 years) census is released. Taking inventory of the state of the Township goals is valuable. It permits us to see how well (or poorly) we did in achieving our goals.

In short, looking back to look to the future is a good idea. That is why the Planning Commission is reviewing the Township Development Plan now.

Like its previous relatives, this 2013 Master Plan makes recommendations on how to achieve a collective development vision for the Township over the next 10 - 15 years. Preferred land uses in this plan correspond to zoning districts in the Township and describes the uses, density and development types preferred. While some areas on the map may have dual land use designations, the intent is to follow the use and density descriptions as provided in the land use descriptions. The future land use plan should be used as the basis for future zoning amendments, and the goals of the plan weighed against amendment requests that do not conform to the land use plan. If and when any rezoning is approved which does not correspond to the future land use plan, it is advisable to amend the land use plan, or develop findings supporting the action.

## CHAPTER I

### Demographics

A Master Plan is ultimately for people, and people live in dwellings, so it is fitting to begin the plan with an analysis of the past population growth, current population characteristics, future population projections, how housing relates to current and future situations.

#### *Present Population*

According to the U.S. Bureau of the Census, Lincoln Charter Township experienced an increase in population between 1990 and 2000. During this period the Township's population grew from 13,604 in 1990 to 13,952 in 2000, an increase of 348 people, (see Table 1). From 2000 to 2010, the Township continued to grow, adding another 739 residents.

Table 1

Total Population 1990-2010					
Lincoln Charter Township and Adjacent Townships					
Community	1990	2000	2010	% Change 1990-2000	% Change 2000-2010
Baroda	2,731	2,880	2,801	5.5%	-2.7%
Lake Charter	2,487	3,148	2,972	26.6%	-5.6%
Lincoln Charter	13,604	13,952	14,691	2.6%	5.2%
Royalton	3,135	3,888	4,766	24.0%	22.5%
St. Joseph Charter	9,613	10,042	10,028	4.5%	-0.1%

While Lincoln Charter Township's population of more than 14,000 people makes it a "big kid on the block," population growth rates at times can be deceiving. A less populated township can easily have a double digit rate, with much smaller actual growth. For example, Royalton Township added 878 residents between 2000 and 2010, while Lincoln Township added 739. However, since Royalton Township contains fewer people than Lincoln Township, the Royalton Township's population change, as a percent, is more than four times the change experienced in Lincoln Township. While Royalton Township may get title of "fastest growing", the 5% growth in Lincoln Township experienced between 2000 and 2010, is still a sign of community growth and desirability.

#### *Population Characteristics*

Table 2 is an age/sex profile for Lincoln Charter Township. It already shows that the population balance between males and females has shifted. In younger communities, males slightly outnumber females because more male children are born than females. As the population ages, the balance shifts with females having longer life expectancy than males. A difference between females and males of a positive 2.6% is noteworthy. It shows that the "graying" of the Township has already begun, as

evidenced by the average resident being 42.3 years old in 2010, compared with 39.2 years old in 2000. An older population has significant implications for the Township. If older residents are to remain in the community, alternatives to the single family house will have to be closely examined. Health care, transportation, and recreation are also issues that warrant study.

Conversely, an older population has implications for the schools. The schools have an excellent reputation, typically a catalyst for housing among families with children. Schools need enrollment to remain viable. With ample housing choices, including affordable housing available to younger families, schools would continue to receive the enrollment. By making alternative housing available to the “empty nester” household, more single family detached housing (still the dwelling of choice for families with school age children) would be available for families.

**Table 2**

Age and Sex of Population 2010 Lincoln Charter Township, Berrien County, and the State of Michigan						
Age	Lincoln Charter		Berrien County		State of Michigan	
	Number	Percent	Number	Percent	Number	Percent
Male	7,166	48.8%	76,373	48.7%	4,848,114	49.1%
Female	7,525	51.2%	80,440	51.3%	5,035,526	50.9%
Under 5 years	801	5.5%	9,585	6.1%	596,286	6.0%
5 to 9 years	1,052	7.2%	9,999	6.4%	637,784	6.5%
10 to 14 years	1,032	7.0%	10,436	6.7%	675,216	6.8%
15 to 19 years	994	6.8%	10,976	7.0%	739,599	7.5%
20 to 24 years	596	4.1%	8,976	5.7%	669,072	6.8%
25 to 34 years	1,456	9.9%	17,238	11.0%	1,164,149	11.8%
35 to 44 years	2,055	14.0%	19,186	12.2%	1,357,074	12.9%
45 to 54 years	2,370	16.1%	23,981	15.3%	1,510,033	15.2%
55 to 59 years	1,094	7.4%	11,205	7.1%	683,186	6.9%
60 to 64 years	936	6.4%	9,682	6.2%	568,811	5.8%
65 to 74 years	1,242	8.5%	13,360	8.6%	724,709	7.3%
75 to 84 years	762	5.2%	8,432	5.3%	444,840	4.5%
85 years and over	301	2.0%	3,757	2.4%	191,881	1.9%
Total	14,691	100%	156,813	100%	9,883,640	100%
Median age (years)	42.3		41.0		38.9	

***Number of Housing Units and Vacancy Rate***

Table 3 characterizes the housing stock of Lincoln Charter Township. The number of housing units in the Township increased from 5,992 in 2010 to 6,603 in 2010. Of those 6,603 units, 5,964 (90.3 %) were occupied in 2010 while 9.7% were vacant. Of the occupied housing units, 80% were owner-occupied in 2010, while 20% were renter-occupied. Of the 639 vacant units, 132 were for rent, 96 were for sale, 299 were for a seasonal or occasional use, 38 were rented or sold but not occupied, 74 were in the “all other vacant” category.

**Table 3**

Number of Housing Units and Vacancies 2010 Lincoln Charter Township*		
	2010	% of total
Owner Occupied	4,770	72.2
Renter Occupied	1,194	18.1
Vacant	639	9.7
Total Units	6,603	100.0

\* Includes the Village of Stevensville

***Occupied Dwelling Units***

Table 4 shows increases in total occupied dwelling units between 1990 and 2010 for Lincoln Charter Township and adjacent communities. From 2000 to 2010 the number of occupied dwelling units in Lincoln Charter Township increased by 478 units. Township population, as indicated in Table 1, increased 739 persons.

**Table 4**

Occupied Housing Units 1990-2010 Lincoln Charter Township and Adjacent Townships				
Community	1990	2000	2010	% Change, 2000-2010
Baroda	1,043	1,117	1,122	0.4%
Lake Charter	860	1,171	1,211	3.4 %
Lincoln Charter	5,227	5,486	5,964	8.7%
Royalton	1,082	1,299	1,699	30.7%
St. Joseph Charter	3,696	4,094	4,140	1.1%

***Population Per Dwelling Unit***

Table 5 identifies the occupants per dwelling unit in Lincoln Charter Township and selected surrounding communities. From 1990-2000 median household size in all communities shown in the table decreased, and this trend continued from 2000-2010. Lincoln Township, like many others, is experiencing a general aging of its population as the baby boom generation reaches retirement age. Additionally, young families are generally having fewer children, and these two factors are the primary reasons why the average household size has declined in recent years, and will likely continue to do so.

**Table 5**

Average Household Size 1990-2010 Lincoln Charter Township and Adjacent Townships				
Community	1990	2000	2010	% Change 2000-2010
Baroda	2.62	2.54	2.50	-1.5%
Lake Charter	2.87	2.61	2.42	-7.2%
Lincoln Charter	2.60	2.52	2.46	-2.3%
Royalton	2.87	2.86	2.72	-4.8%
St. Joseph Charter	2.60	2.45	2.42	-1.2%

***Residential Building Permits***

Table 6 details housing construction in Lincoln Charter Township. The Township has issued permits for an average of 51 new homes per year over the past 19 years. However, there has been a significant decline in the number of new homes built since 2008, when the national housing market collapsed. From 1994 through 2007, the Township averaged about 65 new homes per year. But from 2008 through 2012, that number has dropped to an average of only about 12 new homes per year. The Township also contains a number of houses that were built prior to 1950 may require renovation or repair, and in the next ten years a significant portion of the housing stock will require some form of maintenance and upgrade. Therefore, the increasing age of our housing stock needs to be monitored.



Table 6

New Housing Construction 1994-2012 Lincoln Charter Township			
Year	Permits	Year	Permits
1994	54	2004	103
1995	63	2005	91
1996	52	2006	66
1997	48	2007	58
1998	51	2008	18
1999	56	2009	9
2000	65	2010	15
2001	67	2011	9
2002	84	2012	11
2003	58		

### *Population Projections*

The projection of population for a community over an extended period of time is subject to many variables, such as national population trends, migration as well as the national and regional economy. The most significant factor affecting local population growth or decline is the availability of employment within a reasonable commuting distance.

Table 7, a reasonable method of projecting population growth, involves taking historical housing construction data and projecting this construction activity into the future to determine the number of households. Based upon a projected household size that reflects the decrease in size that has occurred between 1990-2010, future population can then be approximated. While this method assumes that housing construction rates will remain similar, it provides a comparison of the Township's recent development trends with the long-range development of the community. Projections based upon housing construction yield a significant population increase within the Township, resulting in population of 16,845 in 2020. The Plan assumes maximum population growth through 2020. If this projection fails to materialize, the Plan is still applicable.

Table 7

Population Based on Housing Permits 2000-2030 Lincoln Charter Township				
Year	Projected number of new homes	Persons per Household	Projected Population Increase	Population
2000	N/A	2.52	N/A	13,952
2010	N/A	2.46	N/A	14,691
2020	510	2.39*	1,218	15,909
2030	510	2.32*	1,183	17,092

\* We have assumed that the average household size will continue to decline at the current rate of about 0.07 persons per decade

If we assume the same number of permits are issued for the next 18 years (2013 to 2030) as were issued during the previous 18 years (1995-2012), then approximately 924 new housing permits will be issued, or roughly 51 per year for the next eighteen years. While there will be fluctuations in the number of permits issued, this model assumes that new housing construction in the Township will continue at about the same rate. With the addition of more housing, land will need to be appropriated accordingly. The size of the parcels can vary from a half acre (includes roads, easements, etc.) to as much as five acres. Putting this into perspective, using half-acre parcels as an example, 462 acres over the next 18 years would be used for housing. Of course all parcels will not be a half-acre in size. There will be a range, and the demand for acreage increases as the parcel size is increased.

However, the future of Lincoln Charter Township will be determined by the goals and objectives of this 2013 Master Plan, the resources and constraints of the Township and the areas of Lincoln Charter Township that are suitable for development. The decisions made by the Township regarding this Plan will ultimately manage population growth.

## CHAPTER II

### Utilities and Community Facilities

#### *Parks*

Lincoln Charter Township has eleven areas designated as parks within the Township. There is also a 12th park in the Village of Stevensville, within the Townships boundaries. They include Rudnick Park located at Glenlord Road and Hickory Creek (picnic area and trail along the Creek), Lakeshore Youth Soccer Park located at Cleveland and Rocky Weed Road (8 soccer fields and multi-purpose park), Lakeshore Baseball and Softball Complex (10 ball fields, playground, and pavilion), and Community Center Park located on Roosevelt Road (pavilion, tennis courts, softball diamond, sand and grass volleyball, basketball courts, and winter ice rink).

#### **LINCOLN CHARTER TOWNSHIP PARKS**

1. Glenlord Beach Park
2. Rudnick Park
3. Open Space Park
4. Pine Street Beach
5. Lincoln Township Beach Park
6. Lake Street Beach
7. Pier Street Beach
8. Chicago Street Beach
9. Community Center Park
10. North Lake Park
11. 80 Acre Baseball, Soccer, Football Sports Park
12. Lions Park (Stevensville)

In addition, there is Glenlord Beach, North Lake Park and the Lincoln Township Beach and Nature Center. These parks are located on the west side of the Township and are a function of Lake Michigan. The Township Board has a five-year Master Plan for park expansions and trail development. There also is Grand Mere State Park containing 1184 acres. Two parks have undergone major updates since the 2007 Master Plan Update and are summarized below:

#### 80 Acre Sports Park

The Lincoln Charter Township Sports Park is an 80 acre facility located on the northeast corner of Cleveland Avenue and Rocky Weed Road. Originally agricultural land, the park has developed in to a multi-sports park serving youth softball/baseball, youth rocket and flag football and youth soccer teams. The softball/baseball area is located on the north end of the property and has recently undergone significant improvements to the fields, parking, drainage and dugout features as well as an indoor practice building. Directly south of the softball/baseball park, a youth football area was created in 2011 and includes game fields for both rocket and flag football as well as a new press box/concession stand/restroom and work is underway to add an area for practice fields and additional parking. While a Township facility, funding for the majority of the softball/baseball and football improvements have come from private donations, the largest being from Bob and Betty Kohn for which this portion of the park has been named the Bob and Betty Kohn Sports Complex.

The youth soccer area is accessed from Rocky Weed Road and includes several improved fields serving a variety of ages. The north end of the soccer area includes a restroom/concession building and a small playground. Parking is in the form of a large gravel parking lot along the east side of the existing fields. Plans are currently underway to make improvements to the soccer area including paved parking, internal walkways, relocated playground facilities and a

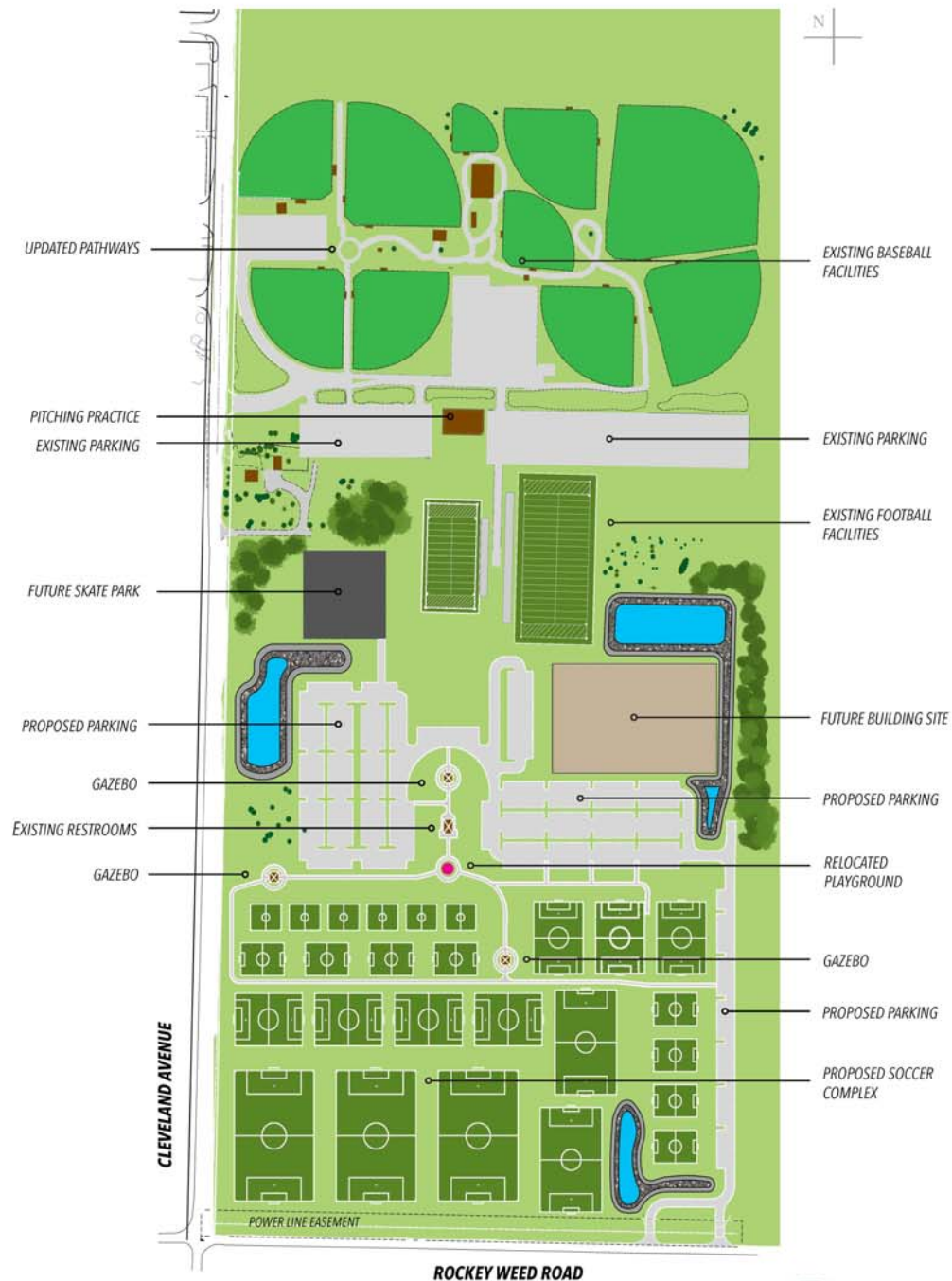
potential indoor practice building. Similar to the softball/baseball and football areas, the majority of funds will be provided from private donations.

In 2013, interest was expressed from a volunteer group interested in developing a skate park within the 80 acre sports park facility. This feature would accommodate skate boards, BMX bikes and in-line skaters. The current plan is to locate this use northwest of the proposed new parking lot planned for the soccer area, allowing for use by both sports.

Offsite, the Township is looking in to extending non-motorized paths from Cleveland Avenue to the park to make the facilities more accessible to non-motorized users.

# LINCOLN TOWNSHIP SPORTS PARK

LINCOLN CHARTER TOWNSHIP, MICHIGAN  
JULY 2013



**Williams & Works**  
engineers . planners . surveyors *a tradition of service*



### North Lake Park

The Township received an MDNR Land and Water Conservation Fund grant in 2012 to assist in making improvements to North Lake Park. The 6.2 acre park has several acres of forested wetland and about 1400 feet of frontage on North Lake, offering picnicking, playground, fishing, and canoe/kayak access. The park is located on the west side of the Township and is easily accessible from I-94, although it is primarily used by area residents.

The current enhancement project is to expand recreational, educational and nature observation opportunities at the park. The proposed new amenities include a barrier-free wetland boardwalk and viewing platform, educational/ interpretive signs, a barrier free fishing platform and accessible paths to the new amenities. Improvements to existing facilities include resurfacing the drive and parking area (including designating accessible parking areas), reconstructing the boat ramp, making the bathrooms more accessible, adding benches and picnic tables, and burying utility lines.

The park is owned by Lincoln Charter Township. Some maintenance and improvements have been provided by the Lakeshore Rotary Club.

### ***Water and Sewer***

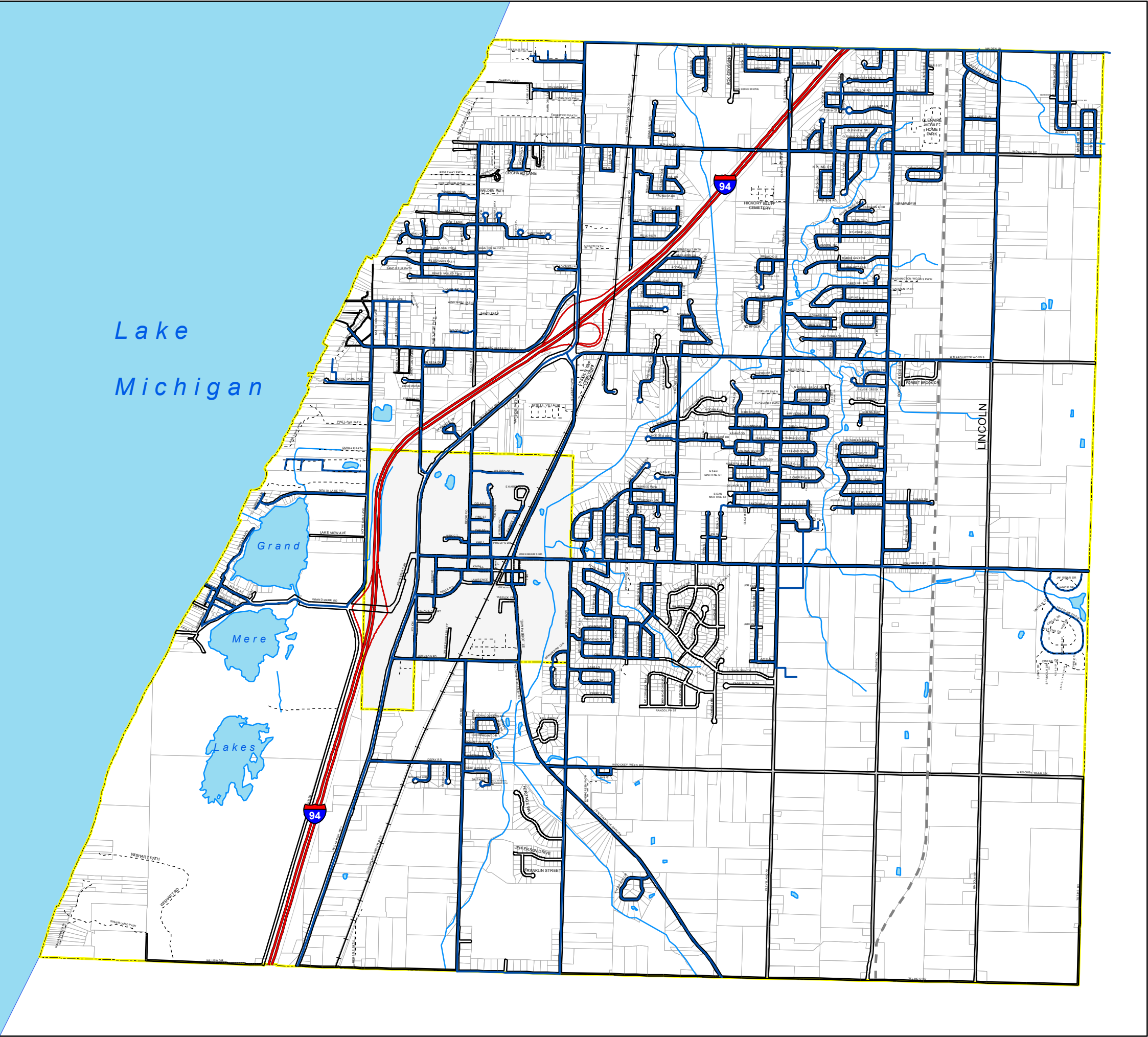
One sewage treatment plant, owned by the cities of Benton Harbor and St. Joseph, services Lincoln Charter Township, the cities of Benton Harbor and St. Joseph, Benton Charter Township, Hagar Township, Royalton Township, Sodus Township, St. Joseph Charter Township, Shoreham Village and the Village of Stevensville. The capacity of the plant can be expanded to accommodate future growth. The sewage plant currently treats 14 - 16 million gallons per day. There are currently no long range plans to extend sewers into under served portions of Lincoln Charter Township, thereby influencing future growth patterns. (See Map 1 for sewer service area.)

The City of St. Joseph owns the water plant and provides, through contract, water to the Southwest Michigan Regional Sanitary Sewer and Water Authority. Membership of this Authority is currently composed of the five following municipalities: Lincoln Charter Township, Royalton Township, Saint Joseph Charter Township, the Village of Shoreham and the Village of Stevensville. The water and treatment capacity is 16 million gallons per day. The current demand is up to 14 million gallons per day. While the unavailability of water does not have as severe an impact as sanitary sewer in some cases, it can have an effect on economic development, particularly for potential industrial companies that are large water users. (See Map 2 for water service area.)

# Lincoln Charter Township

Berrien County, Michigan

Map 2  
Municipal Water System



Legend

Township Boundary

Village of Stevensville

I-94

Railroad

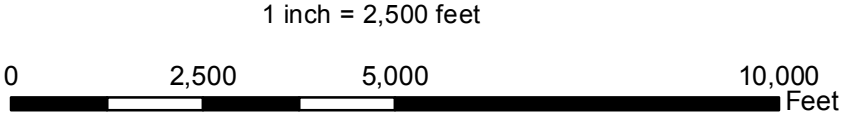
Lakes

Rivers

Electric Line

Watermains

Parcels



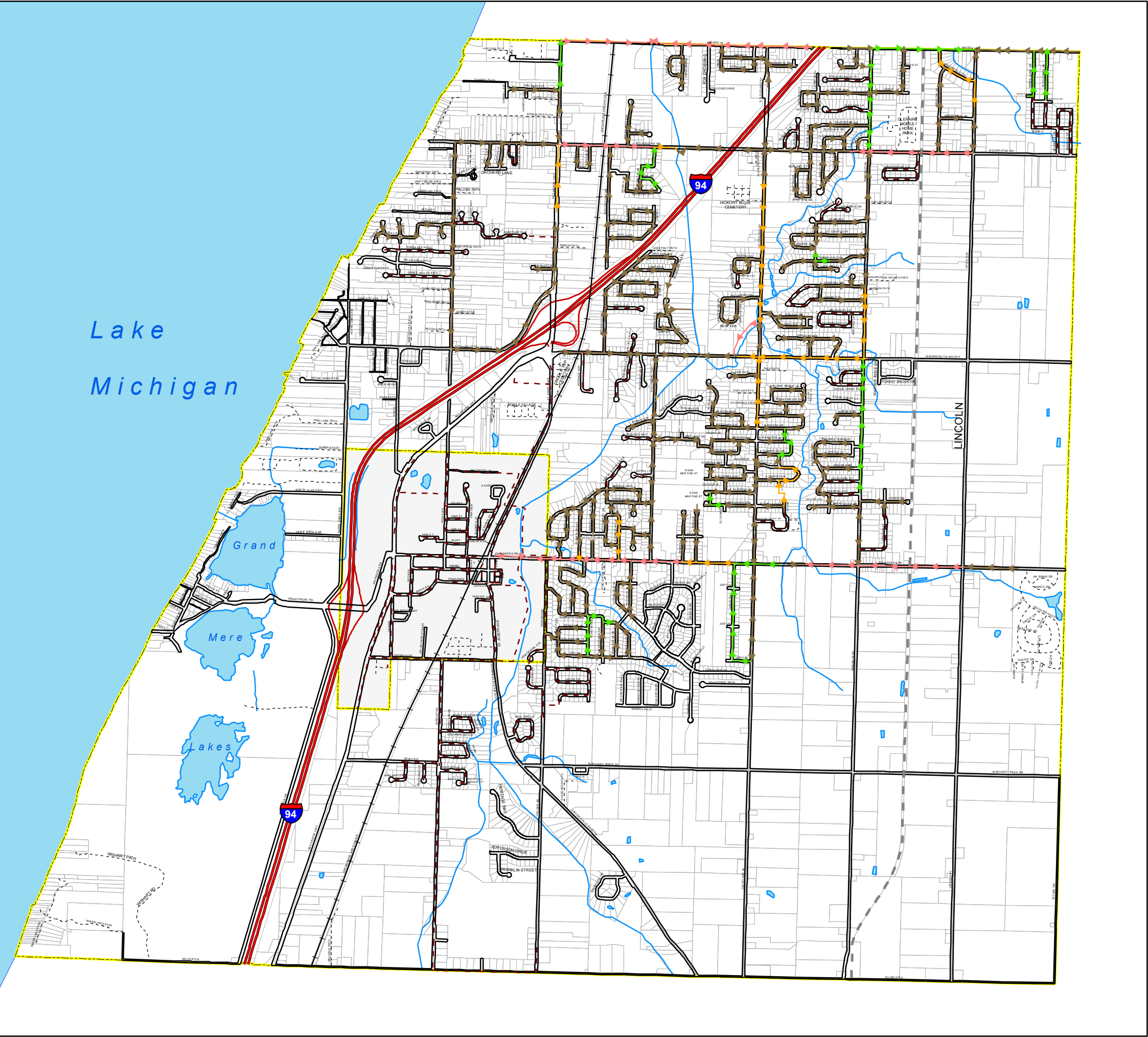
Williams & Works



# Lincoln Charter Township

Berrien County, Michigan

Map 1  
Sanitary Sewer  
System



**Legend**

Township Boundary

Village of Stevensville

Parcels

I-94

Railroad

Lakes

Rivers

Electric Line

**Sanitary Sewer**

**Diameter (arrows indicate flow direction)**

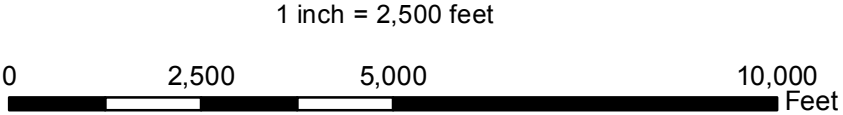
Unknown / Unmapped

8"

10"

12"

15"





***Schools***

Lincoln Charter Township is served by three public schools systems: Bridgman\*, Lakeshore and Saint Joseph Public Schools. There are two parochial schools located in Lincoln Charter Township as well. These are outlined below:

**Lakeshore Public Schools**

- ◆ Lakeshore High School  
5771 Cleveland Avenue  
Stevensville, Michigan 49127  
Enrollment as of 1/25/13: 907
- ◆ Lakeshore Middle School  
1459 West John Beers Road  
Stevensville, Michigan 49127  
Enrollment as of 1/25/13: 673
- ◆ Roosevelt Elementary  
2000 El Dorado Drive  
Stevensville, Michigan 49127  
Enrollment as of 1/25/13: 434
- ◆ Stewart Elementary  
2750 Orchard Drive  
Stevensville, Michigan 49127  
Enrollment as of 1/25/13: 443
- ◆ Hollywood Elementary  
143 East John Beers Road  
Stevensville, Michigan 49127  
Enrollment as of 1/25/13: 394

**Saint Joseph Public Schools**

- ◆ Upton Middle School  
800 Maiden Lane  
St. Joseph, Michigan 49085  
2012 Enrollment: 650

**Parochial Schools**

- ◆ Christ Lutheran School  
4333 Cleveland Avenue  
Stevensville, Michigan 49127  
2012 Enrollment: K-8 100 (approx)  
Preschool: 18
- ◆ St. Pauls Lutheran School  
2673 West John Beers Road  
Stevensville, Michigan 49127  
2012 Enrollment: K-8 85,  
Preschool: 30

\* Bridgman Public Schools, while having a portion of the Township in its school system, do not operate any facilities within Lincoln Charter Township.

The Saint Joseph Public Schools, including Upton Middle School, have recently expanded. Lakeshore Public Schools recently completed major expansion and renovation projects at all its facilities.

The necessary relationship between schools and community development highlights ways in which both governmental entities can be partners. The Township can do its part by allowing for affordable housing, the provision of quality services, and code enforcement. The school district can adopt policies which encourage schools as part of neighborhoods and consider smaller school sites, rather than very large campus settings.

### ***Public Safety***

#### ***Fire***

Fire protection for Lincoln Charter Township is provided by the Lincoln Township Fire Department. The Township was previously served by the Tri-Unit Fire Department, which was composed of Lincoln Charter Township, Royalton Township and the Village of Stevensville. However, in 2003 the communities decided to split the two stations and start their own departments. The Lincoln Charter Township Station was constructed in 1998, and the department consists of about eighteen members. Over the past five years the station has responded to a range of about 180-230 calls per year.

#### ***Police***

Lincoln Charter Township operates its own full-time police department with 11 full-time officers, including the chief of Police, and two clerical employees. The Police Department also has a police reserve program.

#### ***Ambulance***

Ambulance service is provided through Medic 1 Community Emergency Service. This municipality-owned service operates four fully staffed locations and provides advanced life support to 22 municipalities in parts of Berrien and Van Buren Counties. Lincoln Charter Township is a charter member of this ambulance service.

## CHAPTER III

### Transportation

#### *Overview*

The road system is of vital importance for the overall well being of the Township and its residents. The road system provides the basis of moving people as well as goods and services throughout the Township. Road rights-of-way also provide locations for public utilities such as water, sewer, gas, electric, and telephone lines.

The road system has a significant impact on the economy, environment, energy consumption, land development, and the general character of the Township. Therefore, it is necessary to identify and understand deficiencies in the road system and prepare alternatives to address them. It's also valuable to examine other modes of transportation. Please see Chapter V for transportation data and issues within the Red Arrow Highway Corridor Sub Area.

#### *Existing Road Network*

The roads within Lincoln Charter Township are maintained by two agencies: the Michigan Department of Transportation (MDOT) and the Berrien County Road Commission. MDOT maintains Red Arrow Highway north of Exit #23. South of Exit #23 is under the jurisdiction of the Berrien County Road Commission. All other public roads are maintained by the Berrien County Road Commission. Private roads are maintained by home owners, condominium associations, or other private entities.

The road system has sufficient capacity to serve the existing population of the Township without excessive congestion. The network of roads is mostly arranged in a grid pattern throughout the Township. The primary roads are John Beers Road, Cleveland Avenue, Red Arrow Highway, Lincoln Avenue and Glenlord Road (east of Red Arrow Highway).

#### *Road Classifications*

The purpose served by each road or highway in the circulation system is described through a classification system. Road classifications identify the type and volume of traffic that are appropriate for each segment of the road network. The classifications establish expectations among residents, Township officials, and transportation engineers concerning the operational characteristics of each road. For the purpose of transportation planning, a functional classification of roads has been developed. The system includes the following road classes: (See Map 3 for Road Classifications)

- ◆ Freeways are designed to handle large volumes of traffic moving at high speeds over long distances or between urban areas. Interstate 94 serves as the only freeway through Lincoln Charter Township. Exits at Red Arrow Highway and John Beers Road provide access to the Township.
- ◆ Principal Arterial roads and highways serve the major centers of activity, the highest traffic

volume corridors, and the longest trips. Principal arterials serve major traffic movements within the Township. Lincoln Charter Township has five principal arterials: John Beers Road, Red Arrow Highway, Lincoln Avenue, Cleveland Avenue and Glenlord Road.

- ◆ Minor Arterial Roads interconnect with the principal arterial system and provide trips of moderate length with a lower level of traffic mobility. Minor arterial roads place more emphasis on land access than principal arterials. Minor arterial roads in Lincoln Charter Township include Johnson Road and St. Joseph Avenue.
- ◆ Collector roads provide access to abutting properties and traffic circulation within residential, commercial, industrial, and agricultural areas. The purpose of a collector road is to collect traffic from throughout the Township and channel it to the arterial system. Generally, in the design of new road systems, efforts are made to discourage direct residential access onto collector or arterial roads, since the added curb cuts increase traffic conflicts and congestion. There are three classifications; Urban Collectors ~ Cleveland Avenue, Ridge Road, St. Joseph Avenue, and Jericho Road; Major Collectors – Cleveland Avenue, Stevensville Baroda Road, and Lincoln Avenue; and Minor Collectors ~ Jericho Road and Linco Road.
- ◆ Local roads primarily provide direct access to abutting land and to collector and arterial streets. Movement of through traffic is usually discouraged on local roads. Examples of local roads in Lincoln Charter Township include subdivision streets and certain county paved as well as gravel roads.

### ***Traffic Volume***

Traffic information (1998-2012) obtained from the Berrien County Road Commission and MDOT provides twenty-four hour two-way count for the major roads within the Township. From the information obtained, Red Arrow Highway carries the heaviest amount of volume of traffic, with 14,800 trips between I-94 and Glenlord Road (2011). Cleveland Avenue is another high volume road, with 8,460 vehicles north of John Beers Road (2008).

John Beers Road is the main east-west route, carrying over 7,500 vehicles per day. Glenlord Road and Marquette Woods Road are the other primary east-west routes. Between Red Arrow Highway and Cleveland Avenue, Glenlord Road carries over 6,000 vehicles and Marquette Woods Road carries over 4,000 vehicles per day.

Compared to other intersections in the Township, there are two intersections which experience a heavy amount of traffic, Red Arrow Highway at Glenlord Road, and Cleveland Avenue at John Beers Road. While there is no current traffic count data for Red Arrow Highway, experience shows that its intersection with Glenlord Road is a very busy intersection. Traffic Count data for Cleveland Avenue at John Beers Road shows that this intersection has a range of 7,000 to 9,000 vehicles per day.

High traffic volumes exist at these intersections because the main residential areas in the township are along John Beers Road and Cleveland Avenue. Cleveland Avenue is a main road in the Township for many reasons. Cleveland Avenue gets traffic from US-31 from the east via Linco and John Beers

Roads, it connects Lincoln Charter Township to St. Joseph and Benton Harbor for employment and shopping, and Marquette Woods Road connects Cleveland Avenue with I-94. Cleveland Avenue extends south to the Indiana border, making it a major road for Berrien County as well.

### *Changes in Volume*

New housing construction has a direct impact on traffic. According to the Institute of Transportation Engineers, a single-family household generates about ten trips per day. The 478 new housing units from 2000 to 2010 have added approximately 4,780 additional trips over a 24-hour period on the Township roads. This volume will likely not be a catalyst for substantial new roadway construction, although if the town center and traditional neighborhood development is realized, improvements to John Beers Road will certainly be called for.



### *Changes in Vision*

TwinCATS, the Metropolitan Planning Organization, of which Lincoln Charter Township is a member, approved a Non-Motorized Plan in 2011 and it became part of the 2035 Long Range Plan. The main component of the Non-motorized Plan is an inventory of roads that are of particular importance to the region's bicyclists and pedestrians. These routes are illustrated on Map 7. The overall goals of the Plan are to:

- ◆ Balance the urban transportation system.
- ◆ Develop a safe transportation system for the Twin Cities area.
- ◆ Enhance the economical and environmental values of the community.
- ◆ Increase accessibility to centers of activity.
- ◆ Develop economical transportation system.

These were, and continue to be, excellent goals for a transportation system. However, with the last decade, a segment of the professional transportation community has recognized that perhaps too much emphasis was placed on the movement of cars at the expense of pedestrians. In the mid 90s, the term “traffic calming” was coined. This sought to balance the efficiency of traffic flow with the needs of the pedestrian or children walking to school. Examples of simple traffic calming measures are posting 25 mph speed limits near schools. More complex ones are traffic circles, round-a-bouts, and signalization.

While the movement of vehicles will undoubtedly continue to be the function of the transportation network, there may be areas where the slower movement of traffic may be appropriate. One of those areas may be along John Beers Road from Washington Avenue west to the Township Library. There is substantial vacant land immediately to the south of the library. With the likely use of this area being residentially developed, it may be wise to explore ways to promote walking (and crossing) John Beers Road in a more pedestrian friendly manner.

Another similar issue is that of walkability and non-motorized methods of transportation. The visioning sessions produced a significant support for a trail system throughout the Township. Certainly the issue of walkability needs to be added to the list of transportation goals.

One such goal may read:

- ◆ Examine locations where there can be a better balance between vehicular and non-motorized/pedestrian modes of transportation.
  - a) Designate areas that can be studied for traffic calming measures such as traffic circles and the addition of street trees.
  - b) Develop ways to increase environments that are pedestrian friendly, such as trails and sidewalks.

### ***Complete Streets***

This Plan supports complete streets policy. Complete streets are thoroughfares that are planned, designed and constructed to allow access to all legal users safely and efficiently, without any one user taking priority over another. Users in Lincoln Charter Township include pedestrians, bicyclists, motorists, users of assistive devices and truck-drivers. Complete streets can result in increased safety for non-motorized users, improved public health, a cleaner environment, mobility equity and enhanced quality of life through increased modal choices and more inviting streets.

In 2012, the Southwest Michigan Planning Commission (SWMPC) adopted a complete streets policy that aligns with many Township policies relating to complete streets. The Township will continue work on transportation projects in consultation with the TwinCATS MPO to ensure that future transportation projects take into account the needs of all users.

In addition, another key motivation to enact complete streets policies is that Michigan law encourages MDOT to give additional consideration to enhancement and other grant applicants with such policies. MDOT adopted a complete streets policy, which can be found at: [http://www.michigan.gov/documents/mdot/MDOT\\_CS\\_Policy\\_190790\\_7.pdf](http://www.michigan.gov/documents/mdot/MDOT_CS_Policy_190790_7.pdf)



The Michigan Planning Enabling Act has also been amended to stipulate that transportation improvements be respectful of the surrounding context, further ensuring that more equitable and attractive streets become reality.

The Township's objective will be to work both independently and jointly with surrounding communities to promote healthy lifestyles for people of all abilities through the continued development of a non-motorized network. The Township already contains numerous sidewalks and trails, but these may be expanded as appropriate. Additional design elements may include sidewalks on both sides of a roadway or street; pedestrian signals and signage; bike lanes; local and regional multi-use trails, such as those planned for in the Five-Year Recreation Plan; and other features. Even

though portions of Lincoln Charter Township remain rural and mostly undeveloped, these elements are feasible in many developed areas of the Township.

Some features may be accomplished through simple road restriping and the addition of signage. Other projects may be more involved and may only be practicable when coordinated with major roadway reconstruction. The Township should work with neighboring communities, the Road Commission, MDOT, and other pertinent agencies in implementation of complete streets policy.

### ***Public Transit***

Lincoln Township is located in the St. Joseph Benton Harbor census designated urbanized area and this urbanized area has the highest population density per square mile in the county of Berrien. A large percentage of the county's population looks towards the Benton Harbor St. Joseph area for employment, shopping and medical services.

Within Berrien County there are four independently operated public transit providers spread throughout the county that provide life sustaining service to residents. Most often these services are focused on serving the needs of the elderly, disabled and people with low incomes.

The Twin Cities Transportation Authority (TCATA) located in downtown Benton Harbor is the state designated public transit provider for the St. Joseph Benton Harbor urbanized area. TCATA receives local support in the form of a millage from the City of Benton Harbor and therefore service is limited to the City of Benton Harbor, Benton Township and the City of St. Joseph. Lincoln Township is located in a portion of the St. Joseph Benton Harbor urbanized area that receives no public transit service from TCATA making many connections to life sustaining services impossible.

Berrien Bus is the county's designated rural provider and receives no local support which requires the agency to have a large percentage of contracts to support the service. Berrien Bus will provide service to residents of Lincoln Township if their trip fits into one of the origins or destinations along one of their contract routes.

There is currently a study in place to look at the feasibility of consolidating the four transit providers in an effort to provide seamless countywide transit service.

### ***Rail Amtrak***

Travel across county and state boundaries is very limited for residents in Lincoln Township and Berrien County. While public or private vehicle is the predominant mode of travel rail transportation options are available to residents in Lincoln Township. The Pere Marquette Route provides daily service between Chicago and Grand Rapids with stops in New Buffalo, St. Joseph, Bangor, Holland and Grand Rapids. The service is limited to one trip daily leaving Grand Rapids in the morning and returning home from Chicago in the evening. The Wolverine and Blue Water Route provides daily service between Chicago and Pontiac Michigan with stops in New Buffalo, Niles, Dowagiac, Kalamazoo and Battle Creek.

Lincoln Township residents can access the both the Pere Marquette and the Wolverine rail service from the Amtrak passenger stations located in downtown St. Joseph which is approximately six miles to the north and the New Buffalo passenger station which is approximately twenty miles southwest of Lincoln Township. Because there is no public transportation available access to both of the Amtrak stations for Lincoln Township residents requires a personal vehicle or a hired ride. Fares can range from \$20.00-\$40.00 for a one way trip.

### ***Intercity Bus***

Typically intercity bus service provides scheduled service to cities over much longer distances than local transit agencies. Indian Trails and Greyhound Bus Lines provide regularly scheduled service from the MDOT Transportation Center located on the corner of M139 and Nickerson Road in Benton Township. From this location people can reach various destinations that include Battle Creek, Kalamazoo, Holland, Grand Rapids, Detroit and Chicago without transferring to another route.

### ***Senior Mobility***

Age differences among older adults must be taken into account in transportation planning. In particular, people between the ages of sixty and seventy can have a different set of needs compared with people age eighty and above. Within ten years approximately 2700 Lincoln Township residents will be over the age of seventy.

For older adults who are unable or choose not to drive, support for community transportation options will become increasingly important. A new mix of services including traditional public transit, door to door transportation and door through door transportation will need to be considered to need the needs of various age related reduced mobility characteristics. For example there may be older adults with limited mobility who no longer can drive and have no family or friend supports and more assistance than traditional public transportation can provide.

Currently Lincoln Township residents over the age of sixty can access free transportation from the St. Joseph Lincoln Senior Center between the hours of 8:00 am and 1:00 pm Monday through Friday for medical services. This transportation can be inadequate for seniors who require a wheelchair or need to access services outside of the Benton Harbor St. Joseph area or after 1:00 pm.

### ***Carpooling***

The Southwest Michigan Planning Commission works in partnerships with the Michigan Department of Transportation to manage Rideshare program. The local Rideshare staff works one-on-one with employers, employees, and public agencies to develop options for commuting. The Michigan Department of Transportation maintains a Park and Ride lot in Lincoln Township on Red Arrow Highway off Exit 23.

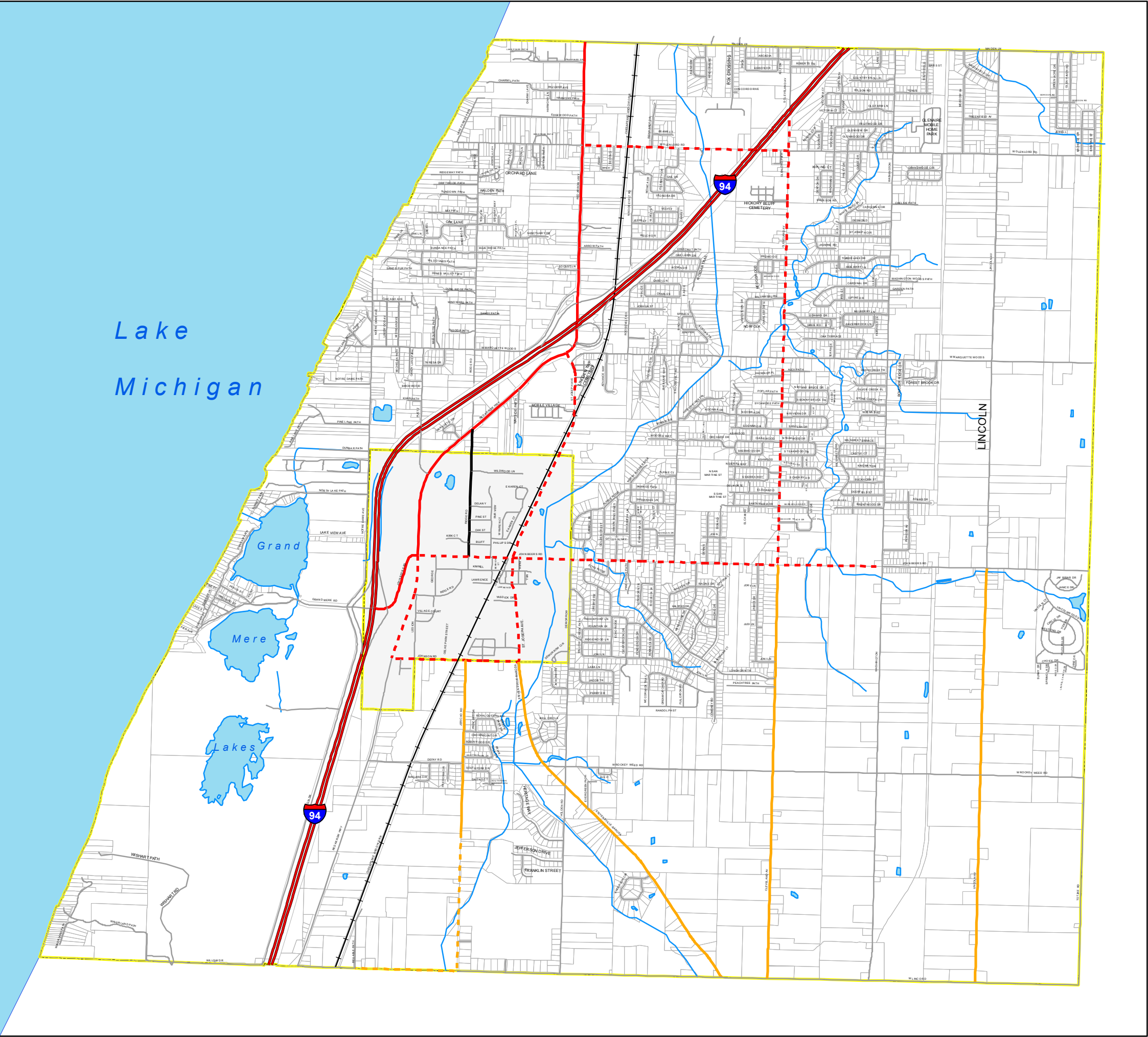
The Go! Rideshare website at [www.gorideshare.org](http://www.gorideshare.org) provides a secure, free real-time commuter matching service available to anyone who lives, works or in Berrien, Cass or Van Buren Counties. Interested commuters who register with Go! RideShare are sent an email once a match is found of people or co-workers who are going the same direction at approximately the same time of day. The SchoolPool program shares space on the GO! Rideshare website and provides a secure on-line real time matching service to all public and private schools K-12, technical schools, universities and colleges located in Berrien, Cass and Van Buren Counties.



# Lincoln Charter Township

Berrien County, Michigan

Map 3  
Street  
Classification

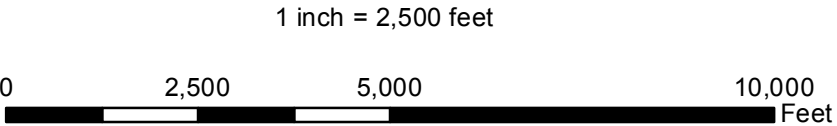


**Legend**

- Township
- Village of Stevensville
- Railroad
- Lakes
- Rivers

**Centerlines**

- Local Roads
- Interstate
- Principal Arterials
- Minor Arterials
- Major Collectors
- Minor Collectors
- Urban Collectors





## CHAPTER IV

### Natural Features

#### *Natural Features*

Map 4 shows a generalized pattern of land cover and development in the Township. Three dominant patterns emerge. Agriculture is the predominant feature of the eastern and southeastern portion of the Township; residential or built-up land covers the central and northwestern portions; the Grand Mere area is in the southwestern portion of the Township.

In addition to these prominent patterns, the Hickory Creek corridor generally bisects the Township into east and west halves. The valley along the creek is narrow with steep slopes in several locations. The soils associated with this area are very limited for development, but provide excellent opportunities for trails and recreation.

In 2010, the Southwest Michigan Planning Commission (SWMPC) and Village of Stevensville formed “a partnership of interested citizens, county and state agencies, non-profit organizations and the townships, cities and villages who have land or an interest in the Hickory Creek Watershed.” The overall goal of the Hickory Creek Watershed Partnership is to improve and protect the water quality and habitat in the Hickory Creek Watershed through education and stewardship. This plan supports the Hickory Creek Watershed Partnership, and several of the Plan’s goals and future land use designations recognize the importance of Hickory Creek and are intended to protect this valuable resource for future generations.



Other elements of the Township’s ecological system consist of a reasonably high water table in its eastern and southern portions and a large muck area south of the Grand Mere Lakes. Also lying between the Grand Mere Lakes and the Lake Michigan shore is two-mile stretch of sand dunes comprising over 500 acres. This southern sandy shore is in marked contrast to the northern half of the shoreline, which is characterized by steep lake bluffs, which are threatened by erosion.

In fact, the entire Lake Michigan shoreline is threatened by erosion. Even though the current lake level is down, the shoreline of Lake Michigan is subjected to high rates of erosion. Serious erosion occurred in the 1970s and into the 1980s. This phenomenon led to the Michigan Department of Natural Resources designating these areas as High Risk Erosion Areas.

Due to its aesthetic beauty, the shoreline has always been a popular location for residential development and continues to be popular, based upon the high cost of lakefront property. Residents of the Township recognize the aesthetic beauty, taxable value, and sensitive habitat along the lakeshores. However, during periods of high erosion rates, shoreline developments suffer a considerable amount of property damage. Similarly, over development of these areas may cause these areas permanent damage.

Because of the sensitive and unstable nature of the shoreline, the common development pattern along the lakeshore of single-family detached residential is preferred. Any creative development tool, such as Planned Unit Developments, within High Risk Erosion and Critical Dune Areas should be utilized to control the impact of dense, residential development. However, it is also recognized that in some sensitive waterfront areas, development of any kind may be detrimental. If Planned Unit Developments, or other residential developments, are to be considered in these sensitive areas, development within steep slopes, excessive lot coverage, and disturbances of natural features must be minimized and should be discouraged unless in compliance with applicable Township regulations.

This area was created by glacial activity, shaped by weather conditions and its climate is further modified by the Lake Michigan effect. The lake effect modifies extreme ranges in weather and has created a rare biological environment containing numerous types of natural communities. Existing development in the area includes residential structures and a large State nature preserve. Numerous uses have been proposed for the Grand Mere area including sand mining, commercial and industrial development, residences and open space.

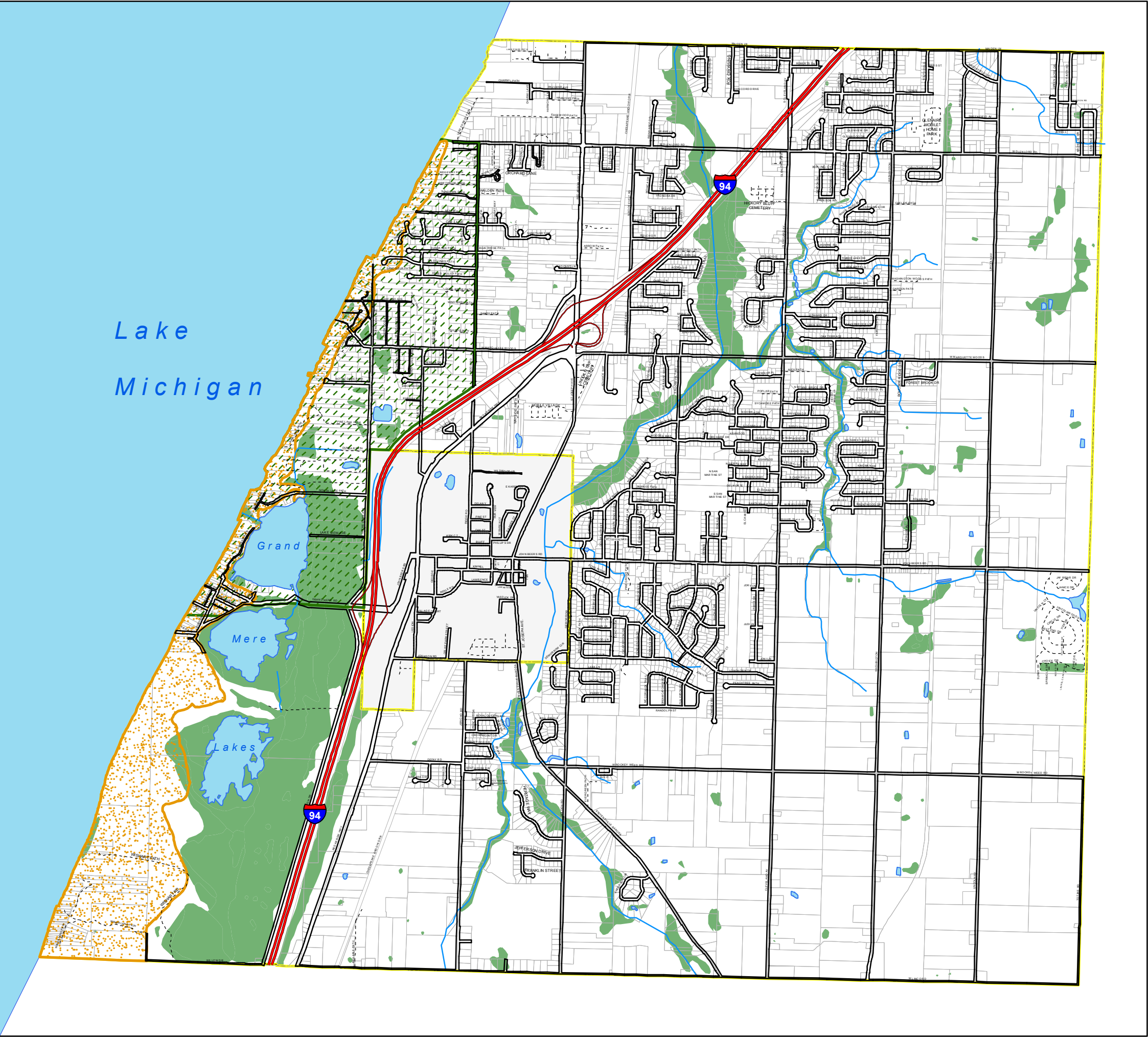
Due to its unique characteristics, future developments must be strictly reviewed and regulated to protect its natural characteristics, existing residential development, and the unique environmental nature of the Grand Mere area. At the present time, 1,184 acres are owned by the State of Michigan and managed by the Department of Natural Resources as a unique area that is proposed to remain as an open space.



# Lincoln Charter Township

Berrien County, Michigan

Map 4  
Environmentally Sensitive Areas



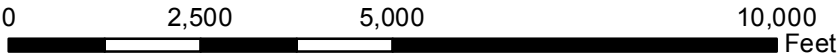
**Legend**

- Township Boundary
- Village of Stevensville
- Interstates
- Unnamed Roads
- Parcels
- Lakes
- Rivers
- Potential Wetland Areas\*
- Critical Dune Area
- Environmentally Sensitive Area

\*This Wetlands Inventory Map is intended to be used as one tool to assist in identifying wetlands and provide only potential and approximate locations of wetlands and wetland conditions.

This map is not intended to be used to determine specific locations and jurisdictional boundaries of wetland areas subject to regulation under part 303 Wetlands Protection Act, 1994 PA 451, as amended. Only an on-site evaluation performed by MDEQ in accordance with Part 303 shall be used for jurisdictional determination. A permit is required from the MDEQ to conduct certain activities in jurisdictional wetlands.

1 inch = 2,500 feet





## **CHAPTER V**

### **Red Arrow Highway Corridor Sub Area**

#### ***Land Use***

The Sub Area encompasses approximately 800 acres of land within Lincoln Township. Boundaries of the Sub Area are the Stevensville village boundaries to the south, Maiden Lane to the north, Ridge Road to the west and Roosevelt Road to the east. There are over 325 properties within the Sub Area.

The Sub Area Plan provides an opportunity for fine-grained analysis in regards to all planning-related issues facing the Red Arrow Highway corridor. Understanding how the corridor has changed over time provides insight into likely conditions that will continue to impact the corridor. If patterns exist, these patterns may be repeated in the future. Several activities took place to analyze change and existing conditions from a land use perspective, including: a field survey, aerial image analysis, mapping of rezoning and variance requests and analysis of building permits.

#### ***Building Permits***

The Sub Area was one of the most active areas of the Township in terms of new building permit requests from 2003 to 2005. A variety of permits have been issued from single-family homes (28) to commercial development (10). Since 2003, new residential communities were built, including the Sanctuary, Cottage Court and Lake Grove. Within the Sub Area, existing homes are being remodeled in terms of value added amenities, such as decks, pools, and additions. Fifteen sign permits and eight demolition permits were issued, indicating that the corridor is renewing itself and the pace of development is likely to continue. According to the Lincoln Charter Township Building Department, total valuation of construction permits in the Sub Area totaled more than 14.6 million dollars from 2003 to May of 2006.

#### ***Rezoning***

Data was collected on the type and location of rezoning decisions since 1980. Regarding rezoning, many requests were granted in the southern portion of the Sub Area for the purpose of decreasing the intensity of development from Heavy Industrial to Light Industrial. The bulk of these properties are located near the railroad and south of Marquette Woods. Generally, this southern portion of the Sub Area is built out and serves as the light industrial business corridor near the railroad and Red Arrow Highway.

Other rezoning requests that have been granted point to a “densification” of residential development. Several requests for Planned Development have been approved in the portion of the Sub Area between Marquette Woods and Glenlord. Generally, approved lot sizes in a Planned Development are smaller than 15,000 square feet, which is the current minimum lot size in the Township for a single-family dwelling. In some instances, Open Space has been provided in exchange for smaller lot sizes.

#### ***Transportation***

Red Arrow Highway north of I-94 is designated as state highway, has a right-of-way ranging from 98' to 103', and is controlled by the Michigan Department of Transportation (MDOT). South of I-94, the Red Arrow Highway is a major arterial and falls under the jurisdiction of the Berrien County Road

Commission. Glenlord Road and St. Joseph Avenue are designated by the Berrien County Road Commission as minor arterial streets. Other important roadways in the sub area include Locust Lane, W. Marquette Woods Road, Ridge Road, Maiden Lane, and Roosevelt Road, which are all classified by the Road Commission as local streets.

### ***Road Improvements***

The Township, in conjunction with MDOT completed construction of a 10-foot wide sidewalk along the west side of Red Arrow Highway from Marquette Woods Road north to Glenlord Road. In addition, the width of the parkway (the area between the sidewalk and curb) varies between seven and nine feet in this area and was part of the improvements to Red Arrow Highway that occurred when the sidewalks and bike path were installed.

### ***Traffic Volume***

Increased traffic congestion is often one result of a growing residential population or commercial development.

**Table 8**  
**County & State Road Traffic Counts**

Roadway	From	To	Traffic Count
Maiden Lane	Red Arrow Highway	East Boundary	3,148
Red Arrow Highway	W. Marquette Woods	W. Glenlord Road	12,600
Red Arrow Highway	I-94	Ridge Road	12,070
W. Glenlord Road	Red Arrow Highway	Roosevelt	6,666
Ridge Road	W. Marquette Woods	Glenlord	1,795
W. Marquette Woods	Red Arrow	Ridge	2,562
St. Joseph	Red Arrow	South	8,406
Marquette Woods	Red Arrow	Roosevelt	6,396

Source: Berrien County Road Commission and Michigan Department of Transportation

The majority of commercial development in the Sub Area is currently located adjacent Red Arrow Highway north of I-94 and south of Glenlord Road. This segment of Red Arrow Highway currently has two travel lanes in each direction and a center turn lane.

The current traffic counts provided by Berrien County indicate that this segment of roadway is traveled by an average of 12,600 vehicles per day. The number of vehicles using a roadway on an average day are influenced by many factors, including the number of vehicles traveling through an area (where the origin and/or destination of the trip are not within boundaries of the planning area), and the number of vehicles that either begin or end their trip within the planning area.

This area has significant undeveloped property that is planned for future commercial and residential



development: there are approximately thirty acres of undeveloped (or under-utilized) property zoned for commercial on each side of Red Arrow Highway (sixty acres total), and approximately fifty acres of undeveloped property on the west side of Red Arrow Highway. In total, approximately 49% of this area is not fully developed. As the corridor continues to develop the volume of traffic and the number of vehicles entering and exiting the roadway to patronize adjacent business establishments will increase.

Trip generation estimates for this segment of roadway indicate that the current commercial and residential development initiate approximately 15,600 trip ends on an average weekday (a vehicle patronizing a business or residential establishment one time makes 2 trip ends, one when entering, and the other when exiting). This information implies that 15,600 times a day, a vehicle makes a turning movement that potentially interrupts the free flow of traffic on this section of roadway.

### ***Access Management***

Access Management is a program of coordinated planning, zoning, capital improvement and public policy decisions designed to control access of motor vehicles from public roadways to adjacent property. A well-managed access management program has several public benefits, including safer traffic movement, reduced traffic congestion, and more reliable access to business establishments adjacent a public roadway. Application of access management techniques to the Red Arrow Highway corridor provide opportunity to improve traffic safety, help facilitate the flow of traffic, and maintain the economic viability of adjacent business establishments.

To address the traffic safety issues related to interruptions to traffic flow, the Berrien County Road Commission has adopted rules, standards, and procedures for driveways and private road entrances onto roads that are under their jurisdiction (Table 9, *Commercial Driveway Spacing*). As a State “trunkline,” Red Arrow Highway north of I-94 is managed by MDOT, which has adopted guidelines for communities in Michigan to use for maintaining roadway capacity and traffic safety. MDOT’s recommended access standards suggest minimum spacing of 300 to 600 feet for driveways or street intersections.

Access standards alone cannot effectively manage safety and congestion on roadways, especially along an established corridor. Neither MDOT nor the Berrien County Road Commission hold the authority to regulate land development through zoning regulations and land division or subdivision ordinances. These are local (township) responsibilities: effective access management is a coordination of access standards with the regulation of the development of property adjacent the roadway.

**Table 9**  
**Commercial Driveway Spacing**

Posted Speed Limit	Minimum Separation (feet)
25	105
30	125
35	150
40	185
45	230
50	275
55	330

Source: Berrien County Road Commission

Common access management techniques include requiring new development to share access with existing or future development. This can be done through shared driveways, frontage roads, rear service roads, and parking lot connections. Local zoning authorities can also regulate new development or redevelopment by requiring implementation of these measures during the site plan review process. In addition, the Township can regulate the division of land and minimum lot widths to better fit with access spacing standards or can require shared access easements as part of land division, subdivision, or condominium development.

#### ***Access Management Existing Conditions***

Future development along the Red Arrow Highway corridor will increase the number of vehicles entering and exiting the roadway. When combined with increase in vehicle volumes due to development of the community in general, the combination of increased turning movements due to development of land adjacent the roadway can significantly affect traffic congestion and traffic safety. Table 10, *Average Access Spacing*, indicates the current conditions of important roadway segments in the Sub Area.

**Table 10**  
**Average Access Spacing**

Street Segment	Corridor Length, Feet	Classification	Average Daily Traffic (ADT)	West Side of Road		East Side of Road	
				Average Spacing	Number of Access Points	Number of Access Points	Average Spacing
Red Arrow Hwy., Ridge Road north to St. Joseph	3,050	Principal Arterial	12,707	763	7	9	339
Red Arrow Hwy. WB I-94 Ramps to W. Marquette Woods	300	Principal Arterial	n/a	300	0	2	150
Red Arrow Hwy., W. Marquette Woods to Glenlord Rd.	3,710	Principal Arterial	12,600	116	33	28	133
Red Arrow Hwy., Glenlord Rd. to Maiden Lane	2,540	Principal Arterial	n/a	231	13	9	282
West Marquette Woods Road	2,000	Local Street	2,562	200	7	0	0
Glenlord Road, Red Arrow to Roosevelt	1,300	Minor Arterial	6,666	650	3	9	144
St. Joseph Ave. from Red Arrow South	2,500	Minor Arterial	8,406	417		6	417

Source: Williams &amp; Works

***Accidents***

Information on traffic accidents is available from MDOT for the section of Red Arrow Highway between I-94 and just north of the Maiden Lane/Red Arrow intersection. For the time period of 2001 through 2005, there were 270 accidents in this roadway segment. The most frequently occurring type of accident is rear-end accidents, with straight angle and sideswipe accidents tied for second. Twenty-seven percent occurred at night and twenty percent occurred in wet weather. Nineteen percent involved injuries, none of them fatal (see Table 11, *Crash Types*).

**Table 11**  
**Crash Types**

Crash Type	Crash Count	%
Total	270	100.00%
Rear-end straight	80	29.63%
Angle straight	39	14.44%
Side Swipe same	32	11.85%
Angle turn	19	7.04%
Angle drive	15	5.56%
Head-on left turn	15	5.56%
Rear-end drive	13	4.81%
Misc. 1 vehicle	12	4.44%
Fixed Object	11	4.07%
Animal	7	2.59%
Parking	4	1.48%
Head-on	4	1.48%
Side swipe opposite	4	1.48%
Other drive	3	1.11%
Backing	2	0.74%
Other Object	2	0.74%
Rear-end left turn	2	0.74%
Rear-end right turn	2	0.74%
Overturn	1	0.37%
Bicycle	1	0.37%
Dual left turn	1	0.37%
Dual right turn	1	0.37%

Source: Michigan Department of Transportation

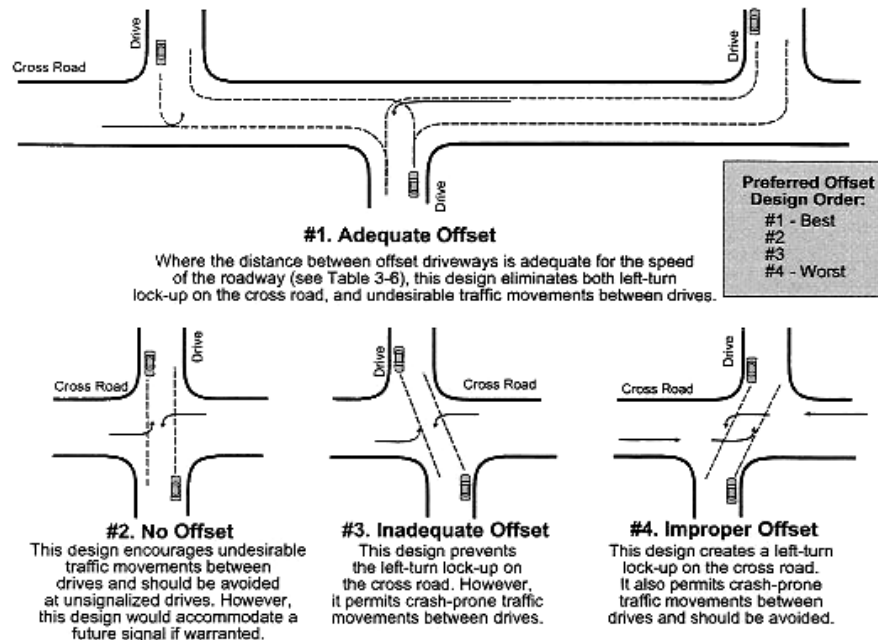
According to MDOT accident data, the majority of accidents occur between Marquette Woods Road and Glenlord Road. Twenty-six accidents occurred within the interchange area, fifty-four between Marquette Woods Road and Arrow Path, and sixty-eight between Arrow and Glenlord. Thirty accidents occurred north of Glenlord Road.

Typically, rear end collisions are indicative of traffic congestion where drivers are following too closely to safely anticipate and react to the actions of the drivers in front of them. Straight angle accidents typically result from unsafe left turn situations or vehicles entering the roadway at haphazard locations in heavy traffic. Sideswipe accidents are often caused by sudden lane changes in attempts to avoid rear-end collisions.

### Problem Areas

Problem situations that tend to contribute to high accident occurrences in specific locations include areas that have opposing left turns or inadequate or improper offset entrances (Figure 1, *Driveway Offsets*), driveways that are too close to corners (Figure 2, *Corner Clearance*) and driveways that have no clearly defined entrance or exit points (Figure 3, *Poor Design*).

**Figure 1**  
**Driveway Offsets**



Graphics by John Wainwright, Planning and Zoning, Corner, Inc.

Source: MDOT Access Management Guidebook

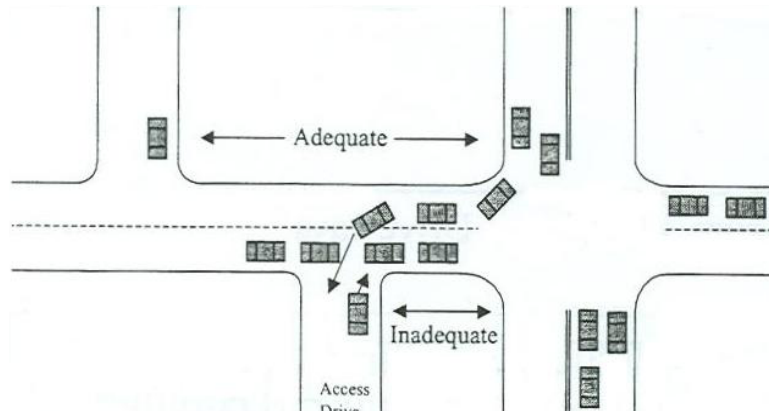
The majority of these problem areas are confined to the segment of Red Arrow Highway between I-94 and Glenlord Road. As indicated by Table 10, the average driveway spacing is between 116 and 133 feet, while the recommended spacing is 300 to 600 feet.

Specifically, the most critical areas are closest to intersecting streets:

- ◆ W. Marquette Woods Road and Red Arrow Highway is an intersection with a traffic signal. Potential problems with this area include driveway access directly adjacent to the intersection causing opposing left turning movements, lack of sidewalks, and parking areas abutting the roadway curb. (see Figure 2, *Corner Clearance*)
- ◆ The first 300 feet of Red Arrow Highway north of Marquette Woods also has five driveways serving three business establishments. None of these driveways are aligned or have shared access. This area provides opportunity for shared driveways, parking lot connections, or future parcel consolidation and frontage road construction.

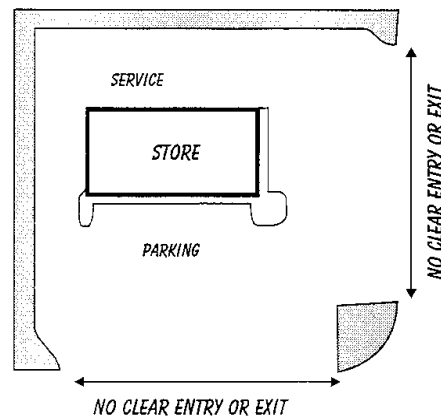
- ◆ At the southeast corner of Red Arrow Highway and Glenlord Road curb cuts are immediately adjacent the intersection and that take up almost the entire frontage of the parcel. In addition, there is no room for sidewalks as the parking and driveway areas are adjacent the roadway curb (see Figure 3, *Poor Design*). This area also provides opportunity for shared driveways, parking lot connections, or future parcel consolidation and frontage road construction.

Figure 2  
Corner Clearance



Source: Center for Transportation Research and Education, Iowa State University, Iowa Access Management Guidebook/MDOT Access Management Guidebook.

Figure 3  
Poor Design



Source: MDOT Access Management Guidebook  
Graphic by John Warbach, Planning and Zoning Center, Inc.

### *Access to Property*

Another important issue in the Red Arrow Highway corridor is access to property located west of Red Arrow and east of Ridge Road. Many of the properties adjacent to the west side of Red Arrow Highway have a lot width to depth ratio of over 1 to 10 (current requirements of the State Land Division Act permit a maximum width to depth ratio of 1:4). As indicated above in the land use discussion, many of these properties also have commercial zoning on the front half (facing Red Arrow

Highway) and residential zoning on the back half (adjacent properties that front Ridge Road). Much of this area has limited accessibility due to the shape of the parcels.

***Summary***

Data collected in regards to the Sub Area, in combination with the results of the public involvement activities, is used as the basis for establishing specific goals and objectives. Goals and objectives are used to determine future land use in the Sub Area. Implementing the future land use plan is accomplished by amending the zoning ordinance districts, uses, and standards, as well as other tools such as future planning efforts. These implementation steps are included in Chapter IX, Implementation. As land use decisions are made within the Sub Area, the elected and appointed officials should refer back to this Master Plan and all data related to the Sub Area Plan. This includes the outcomes of the public meetings and focus groups, which are adopted as Appendix B of this Plan, and on file with the Township.





## CHAPTER VI

### Public Participation

#### *Master Plan Participation (2002)*

Perhaps no component of the planning process has risen to such importance in the last decade as citizen participation. Stakeholders, including residents and business interests, now insist on some manner of participation. Why the change? Several reasons come to mind. People are more educated and more informed. Access to information via the Internet has elevated awareness about environmental issues. Often this information is accompanied by pictures of environmental disasters. Interest groups are more vocal and have more opportunities to communicate their message. For example, the Farmland Preservation Trust cites statistics of significant farmland lost to development. A candidate for the presidency of the United States makes the environment a key issue in his campaign. States adopt policies which require all communities to adopt “smart growth” measures. These and many other issues have raised the awareness of their environments.

Experience also plays a major role. The environment shapes people’s lives. Sprawl has costs. There’s the cost of time spent in the car, the cost of having two or more automobiles, the cost of taxes to pay for utility service, the social cost of time spent away from family and friends, and the aesthetic cost of open space converted to development.

For most of the 20<sup>th</sup> century, planners used three steps to formulate and adopt plans. These consisted of data gathering, plan making, and plan implementation. However, this approach had two very serious drawbacks. First, since data gathering preceded the development of the plan, it was impossible to gather all of the data that would be relevant to unknown policies and options in the future. Second, this process assumed that past trends would continue and would be projected forward. This resurfaced in plans having no vision for positive change; they merely reinforced historic patterns. Furthermore, residents were given little opportunity for participation in the vision, resulting in no acceptance by the community and its stakeholders.

In recognition of the need to have “buy in” from the stakeholders, the Lincoln Charter Township Planning Commission held a series of visioning meetings to gather a consensus on issues and opportunities in the Township. In addition, a community development survey was sent to each household in the Township, asking for opinions on a variety of land use issues. Combined, these measures gave the Planning Commission valuable information upon which to build the Plan. While this input has been formulated into a series of goal statements, some clear consensus components are obvious. These are:

Top 10 “likes”:

1. Good public and private schools
2. Location-proximity to metro areas \*
3. Lack of traffic \*

4. Family farms \*
5. Lake Michigan
6. Open space \*
7. Safe community \*
8. Well-maintained homes \*
9. Preservation of dunes and shoreline \*
10. Plenty of parks \*

Top 10 “dislikes”:

1. Insufficient trail system \*
2. Lack of sidewalks \*
3. Improve park maintenance
4. Need more light industry for jobs
5. Open space needs preservation \*
6. Calm traffic by schools \*
7. Have all current residential areas served by water and sewer \*
8. Improve public transportation
9. Need more affordable housing
10. Administration of Township government

A full copy of the survey and visioning results are included in Appendix A. It is important to note that some of the survey and visioning issues are beyond the scope of a Master Plan. The Plan will address the land use issues, which we have identified with an asterisk \*. The other visioning issues need to be reviewed by the Township Board and action plans implemented accordingly.

### ***Sub Area Plan Participation (2006)***

The 2006 Sub Area Plan planning process was structured as an amendment to the 2002 Development Plan due to the increase in commercial development along the corridor and the pressures associated with growing demand for residential development along the lakeshore. The planning process included a community-visioning meeting, where each property owner within the Sub Area was mailed a postcard invitation to participate in the meeting. Over 45 people participated in the Visioning meeting, which included an image preference survey where participants were asked to “vote” on the look and type of development they prefer for the Red Arrow Highway corridor. After the visioning meeting, three focus groups were held to gather more in-depth input and identify solutions to land use conflicts. All meetings were publicly noticed, and advertised in the local newspaper. The following provides a brief summary of the outcomes of the meetings:

### ***Visioning Meeting***

1. Density: Several comments related to density within the Sub Area. The image preference survey showed a strong support for a continuation of low-density residential development patterns. However, participants also want to see a transition in land uses and more open space. The trade offs between property rights and greater community benefit should be explored.
2. Single-family Housing Types: Single-family development can mean many things. To some, it is

one detached single-family home on a lot. To others, it can mean an attached single-family dwelling or a town home. In the image preference survey, some participants found town homes development and two-unit attached dwellings as appealing. Others want to see detached single-family. The statements made during the break out group process in regards to “changes” pointed to a continued desire for maintaining density, but creating a buffer between the commercial character of the Red Arrow Highway and the residential character near Ridge Road. An opportunity exists to explore different single-family housing types, which may provide a transition and continue the tradition of residential land uses at the interior.

3. **Buffers:** There was a strong interest in a buffer between residential and commercial development. Some want to see a natural buffer, while others want to see something of more permanence. Others want to see better access to the interior residential property. An opportunity may exist for a buffer that both provides access and creates a permanent separation between commercial and residential uses.
4. **Aesthetics:** Many participants acknowledged a desire for more character along the Red Arrow corridor. Some people desire a level of architectural control, while others are conscious of the economic costs of requiring buildings built of certain materials. Signage was another topic relating to character. Many feel that a low profile sign type is appropriate in the corridor while maintaining visibility at corners and intersections. Finally, many participants spoke of a desire for more green space along the corridor, while others continued to express a concern for visibility.
5. **Pedestrian Accessibility:** With posted speeds of forty miles per hour, four lanes of travel, a center turning lane, and an average of 30 driveways on each side of the street from Glenlord to I-94, the Red Arrow Highway Corridor may not be a location to foster pedestrian accessibility, according to some participants. A sidewalk on the west side of the highway may be the only encouragement the residents want to brave the busy thoroughfare. However, some participants feel that through greenbelts, additional landscaping, bike lanes, crosswalks, and reducing the speed limit, the corridor may become a more attractive place to walk.
6. **Planned Unit Development:** While many participants spoke about dissatisfaction with some of the high density planned development approved in the Sub Area, other participants seem to want more control over the type, scale, and appearance of new development. A Planned Unit Development process is one useful planning tool, which offers more community involvement, and input than allowed in a “by-right” development review process. In an area where lot configuration poses development challenges, some property owners are looking to consolidate lots and create a planned development. If written properly, a Planned Unit Development ordinance can require the provision of open space in exchange for smaller lots. And, since a Planned Unit Development is a rezoning, neighbors are notified and the process becomes more collaborative and sensitive to neighborhood desires.

### ***Focus Groups***

During the community-visioning meeting for the Sub Area Plan, the consultant team became aware of certain planning and zoning issues, which warranted special study and analysis. These issues became the topic of the focus group sessions. Three focus groups were held and participants included residents of the community, individuals with expertise in particular areas of consideration, and business-owners.

The three areas of concern that were addressed in the focus groups were:

- ◆ Access Management, June 6, 2006 (12 participants)
- ◆ Commercial and Residential Interface, June 16, 2006 (14 participants)
- ◆ Aesthetics, June 16, 2006 (10 participants)

There were many common themes expressed during the focus groups that transcended the specific focus group topics. These common themes included:

- ◆ A desire for an attractive streetscape along the Red Arrow Corridor, with low profile signage, landscaping, and diversity in business type.
- ◆ A desire for the Township to adhere to the plan.
- ◆ An acknowledgement that development requirements should not be cost prohibitive to the business community, but should be looked at as investments, not expenses.
- ◆ A preference for residential zoning, and some demarcation between the residential and commercial uses through access roads and landscape buffers.
- ◆ An acknowledgement that compromises need to be reached, and some increase in density matched with open space preservation provides a balance.

#### ***Access Management Focus Group Summary of Conclusions***

The focus group agreed that access management is a priority, and that helping to make the Red Arrow Corridor and Ridge Road safer for pedestrians and drivers is essential. The group felt that access to the interior of the corridor is needed to solve problems related to dual zoned parcels. However, any new roadway or access way must be designed so it is aesthetically pleasing.

Access management strategies that were suggested by the participants included installing a boulevard system, reducing the number of drives on Red Arrow Highway, improving pavement markings, and providing alternative north/south access routes east and west of Red Arrow Highway. There is also an interest in seeing the traffic lights near Marquette Woods and the Interstate improved by timing the lights, and installing more street signage. Also, the group stated that the lack of development south of the Interstate was an asset and an opportunity to fix some access issues.

The concept of a north/south access route parallel to Red Arrow Highway was discussed. Participants felt that it is generally a good idea to have a line of demarcation between the commercial and residential zoned property. A consensus was reached that the access route should be a connection from Locus Lane. A second access from Red Arrow Highway to the interior parcels located south of Glenlord and north of the car wash was recommended. Any interior access road should be designed compatible with the nearby residential development with low-level lighting, sidewalks, and landscaping.

Finally, the participants had some strong feelings about pedestrian accessibility. They agree that the Township should continue to require the installation of sidewalks along the east side of Red Arrow Highway at the time of redevelopment. Sidewalks on Ridge Road are more of a challenge because of

the desire to maintain the tree canopy. Residents on Ridge Road are split on their interest in sidewalks, fearing an assessment for the cost of installation and maintenance, but desiring safe routes to school and the beach. Requiring pedestrian connections at cul-de-sacs, and within any new residential development was suggested to ensure future connectivity from Ridge Road to Red Arrow Highway.

***Commercial and Residential Interface Focus Group Summary of Conclusions***

The focus group included many outspoken individuals and some with differing opinions. One member of the focus group challenged the rest of the group to raise the bar and set higher standards. This comment was made in regards to Planned Unit Developments and the often-immediate reaction of many to resent a Planned Unit Development because of a difference in personal preference for large lots versus the opportunity they offer for open space preservation and a public review process.

The concept of transitions in zoning intensity was not well liked by the participants in the focus groups. However, one business owner in the corridor did appreciate the concept of transitions, and feels that some high density residential is appropriate, especially along the eastern side of Red Arrow Highway. Residents feel that the commercial development has thus far been a good neighbor; however, a participant raised the point that at any time new ownership or redevelopment could negatively impact the residential uses if permanent transitions are not in place. Some residents, however, favored natural buffers between the commercial and single-family residential development.

Duplex or two-unit residential would be acceptable to residents if building height was limited to 35 feet and berms and landscaping were required and the architectural style of the building was in character with the adjacent development. Transition strips should continue to be required, and buildings should be oriented to mitigate any negative impact on views. Overall, the members of the group felt that the property west of Red Arrow Highway should be thought of as lakefront property and developing it for multi-unit development is not as marketable.

***Aesthetics Focus Group Summary of Conclusions:***

There is an overwhelming desire to improve the look of the Red Arrow Corridor through stronger standards for new development. However, the participants do not want to cause an undo burden to existing business owners. Participants felt that any building or development standard should be looked at as an investment and not an expense. Design standards for new construction were favored by participants in the focus group, who want to see more unification of design, which may result in a more attractive and desirable location for business.

Signage was a main concern of residents. Signage is often the first impression of a place, since it is closest to the road. There is an overall desire for signage to be smaller, lower, and more unique in construction. Sign lighting should be downward facing. Many participants agreed that electronic message boards are distracting and should not be permitted in the future.

Landscaping received many comments from residents. Large diameter trees should be preserved, and site design should incorporate as much tree preservation as possible. Common landscaping, planters, or identification banners could be used to create more unification of the streetscape in corridor. There is an interest in making the corridor a destination, with continuity and a high standard of construction.

Business owners along Red Arrow Highway have a “business watch” program. This program is an asset to the Township because it means that the business owners are organized. The focus group participants felt that the Business Watch group should have a voice in any proposed beautification initiatives and standards, which may be incorporated into the zoning ordinance. Financing beautification projects should be further analyzed, as the Township may consider forming a Downtown Development Authority as a tool for capturing tax increments for improving the look of the corridor.

Appendix B includes the reports created in association with the public participation activities related to the Red Arrow Highway Corridor Sub Area Plan, which occurred in from March-July of 2006. The reports were adopted as part of the 2007 Development Plan amendment, and remain an important component of this 2013 Master Plan.

### ***2013 Master Plan Update***

On Tuesday, October 2<sup>nd</sup>, 2012, Lincoln Charter Township held an all-day open house to invite residents and other stakeholders to provide input into planning matters such as land use and zoning, housing, infrastructure, trails and recreation, economic development, and transportation. Several activities allowed participants an opportunity to provide meaningful input. The input will help the Planning Commission determine the extent of an update to the Township’s 2007 Development Plan. Approximately 36 people attended the open house, which was advertised and promoted using several different media sources and through personal invitation by Planning Commissioners and elected officials.

## **1. The Location Station**

Where you live (yellow pin): Participants represented the four quadrants of the Township.

Where you work (white pin): The majority of white pins were located along John Beers representing the Township Hall and Nature’s Way.

Where is the heart of the Township (blue pin): For the majority of participants, the heart of the Township is the John Beers/Cleveland Avenue corridor. This area includes Lakeshore High School, Martin’s, Walgreens, and the new baseball/soccer/sports complex. Other “hearts” of the Township include the city of Stevensville, and the intersection of I-94 and Red Arrow Highway.



## 2. What Challenges?

Participants were asked to place a sticker on the map representing any perceived challenges facing the Township.

**Traffic congestion** (red dot): Congestion around Marquette Woods and I-94, Glenlord over I-94, and along Cleveland, south of John Beers.

**No sidewalks** (blue dots): Along Marquette Woods and south along Washington, Ridge Road, Cleveland south of John Beers, and along John Beers near Cleveland.

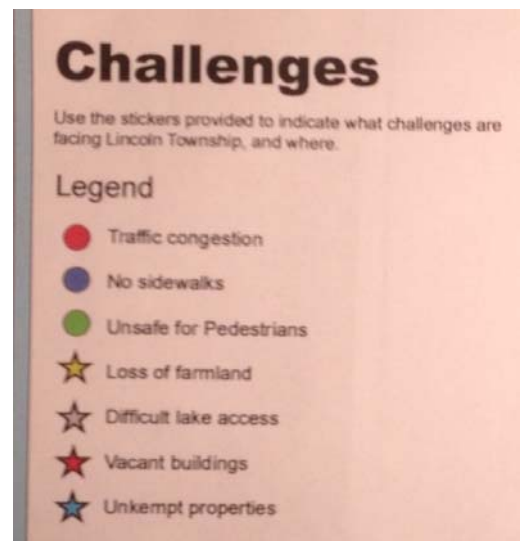
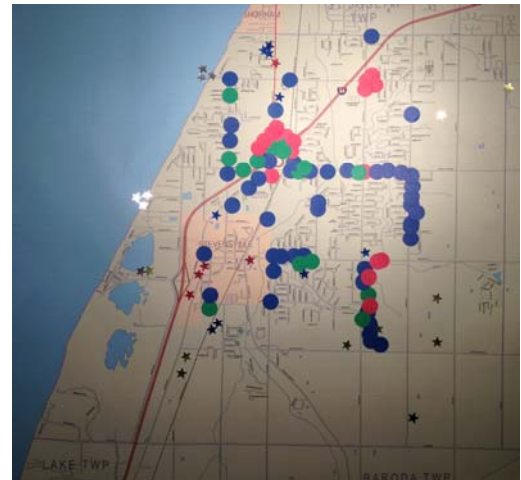
**Unsafe for pedestrians** (green dots): The areas identified loosely follow the *no-sidewalks* corridors, including Marquette Woods, Cleveland, Ridge Road, and John Beers.

**Loss of farmland** (gold star): Areas where farmland has been lost are east of Washington and south of John Beers. This area is planned and zoned for agricultural preservation.

**Difficult lake access** (silver stars): Participants identified Glenlord Beach, Pine Lake Path and Grand Mere as having difficult lake access.

**Vacant buildings** (red stars): Five red stars identified vacant buildings; however, only one was located in the Township.

**Unkempt properties** (blue stars): The old Snowflake motel site received the most stars indicating it as an eyesore in the community. The motel has been demolished.



## 3. Zoning Zone

Participants identified areas of the Township where land use or zoning matters need review.

The input revealed strong support for the current future land use and zoning categories designating the south and eastern portions of the Township agricultural. Additionally, participants commented that the future land use plan/zoning map need a category called “open space” and that the areas south of Defay and east of Jerico, which is planned for industrial and low density residential, be classified as agricultural.

#### **4. Opportunity Listing**

Participants placed dots in the columns they believed are opportunities the Township can use to improve quality of life.

- Sidewalks: 18
- Bike Lanes: 15
- New Businesses: 15
- Trails: 11
- Beaches: 8
- Beautification: 8
- Arts/Culture: 4
- New Housing: 2

#### **5. Our Inspiration**

Participants were asked to describe the qualities they admire in other communities and to name the community.

- Parks and recreation facilities (Windfield and Carol Stream, IL), dog park (St. Joe), Grand Rapids Sports Complex, public transit (Grand Rapids, Kalamazoo, St. Joe County, St. Joe.\Benton Harbor), water park (small), great soccer fields, bike trails, St. Joe beaches, sidewalks in St. Joe, a walking community (wherever it is)
- Bike trails along the river (Portage), trails (Grand Rapids), community wi-fi (Grand Haven), trails (Rockford, IL), rehab-properties and more open space (Traverse City)

#### **6. Penny Priorities**

Participants were asked to invest in Lincoln Township using ten pennies. Eight jars were provided, each with a different priority listed. The follow provides a count of the total number of pennies:

- Trails/Sidewalks: 101
- Parks/Recreation: 68
- Public Safety: 47
- Beautification: 30
- Open Space/Agricultural Preservation: 23
- Community Events: 23
- Utility Extensions: 18
- Village/Township coordination: 15



**7. Final Comments from Participants**

- a. Non-motorized paths and sidewalks on Cleveland to the new complex, including baseball, football and soccer fields.
- b. What about public transit to shopping, working and community events, etc.
- c. Non-motorized paths and sidewalks on South Roosevelt.
- d. Improve the soccer fields.
- e. Soccer complex improvements.
- f. Township facebook page for communications.
- g. Study the County's non-motorized transportation plan as related to Lincoln Township.
- h. Do a Walking Plan.
- i. Provide a paved connection from north Red Arrow Highway to south Red Arrow Highway, under I-94.



## CHAPTER VII

### Development Goals

#### *Agriculture*

The 2013 Master Plan recognizes that agriculture and its ancillary activities have been and continue to be an integral part of the Township's history, character, and economy. The Plan takes preservation seriously by discouraging non-farm uses from being integrated into areas currently under active production.

In order for farming to remain viable, particularly at the scale of the family farm, the agricultural community needs areas that will accommodate expansion of farming operations. In other words, farmers need room to grow! It is therefore important to provide for contiguous parcels that are planned for farming activities.



The nature of agriculture is becoming increasingly industrialized. This Plan attempts to provide sufficient land area that is not planned for public water and sewer facilities, recreation area, schools, or any uses that would produce conflicts with the impact of farming operations.

Goal statements include:

- Goal 1: To preserve a portion of the Township which is clearly of a rural character and encourage active farming in that area.
- Goal 2: To discourage the extension of public water and sewer into areas of active farming.
- Goal 3: To adopt zoning regulations which protect farming, while allowing for limited development in areas least suited to agricultural activities.
- Goal 4: To direct subdivisions and housing developments away from prime agricultural areas and active farm operations.



#### *Residential*

Every plan ever written contains at least one goal statement that says "a community should provide housing opportunities for all ages and income groups". Often this is a goal that is "winked at", as the community, through its zoning policy, discourages all other housing types, except single family detached dwellings. This Master Plan for Lincoln Charter Township takes this goal seriously and legitimately promotes a housing mix for a "cradle to grave" community.

While much of the current housing stock can be considered suburban in nature, this Plan recognizes that a number of current households may prefer something different. For them, house painting and

lawn mowing no longer hold the appeal they once had. These are typically empty nesters that have formed deep connections to their community and want to remain vital and active residents, yet find choices of alternative housing styles very limited, and for whom retirement communities are not an option.

On the other end of the spectrum are those seeking to enter the housing market and for whom affordability is an issue. The older housing stock provides the most reasonable form of affordable housing. Just as this Plan promotes the family farm, the Plan also promotes living in the Township at all stages of the life cycle.

Goal statements include:

- Goal 1: To encourage a general pattern of low density residential development found in most areas of the Township and direct higher densities in areas where there is a mixed land use pattern and accessibility to community services such as schools, parks, and transportation networks.
- Goal 2: To encourage mixed use development in those areas planned for commercial mixed use and neighborhood residential development.
- Goal 3: To promote “walkability” and connectedness in and among residential developments.
- Goal 4: Review sign regulations to insure that they do not dominate the landscape.
- Goal 5: To maintain existing housing stock through a code and ordinance enforcement program.

### ***Commercial***

Commercial land use typically caters to the customer in the automobile. In certain areas of the Township, this makes a lot of sense. The I-94 freeway connection with Red Arrow Highway demands that accommodations be made for a variety of commercial uses that are automobile oriented.



However, for a limited amount of convenience goods, some residents prefer a more pedestrian friendly environment in which to shop. This may be in a “traffic calmed” area with slower moving vehicles, and, perhaps, in an area that is more walkable. This Plan will, therefore, encourage a broader dimension of commercial activity, including not only ranges of markets served, but also how that commercial activity is made accessible, particularly to the pedestrian. It will try to balance the needs of the regional consumer with those of the local consumer.

Goal statements include:

- Goal 1: Encourage mixed commercial development instead of strip development.
- Goal 2: Encourage interconnectedness of residential developments without having to use County primary or secondary roads.
- Goal 3: Develop landscaping standards for implementation through the site plan review process.
- Goal 4: Adopt an access management plan, which encourages the shared use of commercial driveways and limits the number and spacing of driveways.
- Goal 5: Use Planned Unit Development (PUD) to allow limited services as part of residential development.

***Red Arrow Highway Corridor Sub Area***

The Red Arrow Highway Corridor Sub Area is designated as a land use overlay. Future land uses and zoning provisions shall be established which conform to the goals listed below.

- Goal 1. Facilitate the utilization of portions of parcels that are not fully developed.
- Goal 2. Resolve dual zoning through the use of internal access roads that enable new land divisions.
- Goal 3. Accommodate new residential growth of all types including single family detached and attached, as well as high-density apartment-style housing in areas zoned for high-density development.
- Goal 4. Improve traffic and pedestrian safety.
- Goal 5. The aesthetics of the Red Arrow Corridor will improve in terms of intensity of signage, quantity of landscaping, and building form.
- Goal 6. An equitable mechanism will be established for financing for corridor improvements, such as new roadways, and aesthetic enhancements.

***Industrial***

Industrial land use is a function of four primary factors: available land, available infrastructure, access to markets, and access to labor. There are subsets of each of these such as access to markets which include rail as well as trucks and access to labor which includes quality schools and a quality of living environment. Nevertheless, these four are the major ones.

Industry also means employment opportunities for residents. To the extent it is feasible, this Plan supports the expansion of industry within current location(s) and provides for such opportunities. It

also recognizes that most types of industry have merit, not only those of a technical or research and development nature, but also those that are more production oriented. Most employees prefer to live near where they work.

Goal statements include:

- Goal 1: Extend public utilities in the south end of the Township to increase the viability of industrially zoned land.
- Goal 2: Participate with county or regional agencies to formulate a comprehensive economic development strategy.
- Goal 3: Promote dialogue with local industry and schools to insure proper employable skills for graduating students.
- Goal 4: Maintain an inventory of “ready” sites for immediate occupancy by industry.
- Goal 5: Allow commercial and service establishments to be included in industrial areas to better service employees.

### *Open Space*

This is a land issue that was highlighted during the community visioning sessions and on the mail-back surveys. Open space preservation is important to members of the Lincoln Charter Township community. Perhaps it’s the recognition that housing is taking land at a rate that some residents feel is disturbing. Perhaps it’s an experience issue of “feeling” how important open space is to one’s quality of life. Then again, it may be aesthetic ~ or a combination of all three. Whatever it is, the message sent by the community is to preserve it!

To say that the Township is fortunate to have Lake Michigan as its western boundary is an understatement. This is one of the premier natural resources in North America. However, open space can be more meaningful in smaller packages, too. Playing softball, watching your kid in Little League, playing frisbee with your dog, or just a meditative walk along Hickory Creek can be very positive and restorative. One reason is that these activities are closer, more accessible, and in some cases more social than a shoreline experience.

This Plan will provide for a wide range of recreational opportunities for residents in various stages of their lives. It will provide areas ranging from active to passive recreation and open space.

Goal statements include:

- Goal 1: Preserve open space.
- Goal 2: Recognize the value of active and passive recreation in new residential developments through the site plan review process.

Goal 3: Identify methods and programs through which residents are made aware of how to advance the development of a linear park along Hickory Creek.

Goal 4: Look for ways to connect existing parks via a trail system, e.g., Lakeshore Youth Soccer Park to a possible Hickory Creek linear park to the west.

### ***Natural Features Protection***

Among the Township's greatest natural assets are the Lake Michigan and Grand Mere waterfront areas because of the unique sensitive physical, biological, economic, and social attributes of each. The Township recognizes the splendor of these areas and desires to regulate development in these areas. Future land development and redevelopment should not be conducted at the expense of these rare and unique attributes. While some of these areas are within Critical Dune Areas and High Risk Erosion Areas as designated and regulated by the Department of Environmental Quality, there remains a desire for and a strong commitment of oversight by the Township to ensure these areas maintain their natural character. The common pattern of single-family residential development, with one dwelling unit per lot, should be encouraged. Only Planned Unit Developments, which place priority on protecting natural areas should be considered. Keyholing, development of steep slopes, excessive lot coverage, or other means of over developing or over-using the waterfront, should not be encouraged.

Goal statements include:

Goal 1: Protect coastal property values by maintaining the attractive natural character.

Goal 2: Prevent water pollution and damage to buildings by controlling erosion associated with dense development, excessive lot coverage, and use of the land.

Goal 3: Maintain the high quality of life on the shoreline by maintaining native vegetation and wildlife habitat.

Goal 4: Regulate keyholing or access to the lakeshore by many through the establishment of minimum linear foot requirements along the waterfront necessary to provide access.

Goal 5: Reject development projects which propose keyholing.

### ***Non-motorized Transportation and Walkability***

As Lincoln Township's continues to grow, demand will likely continue to increase for sidewalks, bike lanes, trails and other infrastructure for non-motorized transportation opportunities. The Township has constructed a number of new sidewalks in recent years, and this plan anticipates and encourages the placement of additional non-motorized transportation facilities in strategic locations to serve and growing and aging population.

Goal Statements include:

- Goal 1: Continue to develop non-motorized trails and pathways to connect residents to businesses, schools and recreation. Priority segments should be those that connect to regional non-motorized facilities identified by TwinCATS and connect to Township attractions, commercial areas, and concentrations of residential development.
- Goal 2: Advocate before the Road Commission for adding bike lanes to existing roadways where high concentrations of residential development are located within a quarter mile radius.
- Goal 3: Require new developments to provide sidewalks both within the development and along major adjacent access roads. Sidewalks shall be at least 5 feet in width, on both sides of roadways.
- Goal 4: Require, through site plan review, the provision of pedestrian connections to natural areas, open spaces, and other community amenities that may be provided by a developer/applicant. An example is the Lakeland Care Facility that provided public pathways throughout the interior of their site.
- Goal 5: Continue to look for grant and corporate sponsorship opportunities to minimize the financial impact of building new non-motorized facilities on the Township.
- Goal 6: Support the SWMRPC and TwinCATS 2012 Complete Streets policy in the implementation of complete streets concepts in Lincoln Township and the region.
- Goal 7: Work with the County Drain Commissioner to pursue the use of public easements along Hickory Creek for community use. Hickory Creek includes a level access-way that traverse natural areas and bisects the Township. This greenway can be an important asset in the Township's desire for added greenspace, accessibility, and recreation.

### ***Intergovernmental Cooperation***

#### ***Adjacent Townships***

This Plan has recognized the importance of compatibility with its bordering communities, Baroda, Lake Charter Township, Royalton and St. Joseph Charter Township. During an analysis of existing land use patterns, land within one quarter mile in these communities was examined so that land use recommendations in the Lincoln Charter Township Plan could be reviewed for potential impact on bordering land uses. In addition, representatives from adjacent communities were invited to participated in the community visioning sessions. These efforts were made to "set-the-tone" for communication in future land use planning activities which have the potential to affect neighboring communities.

#### ***Village of Stevensville***

There is no other municipality in the region to which Lincoln Charter Township is linked more than the Village of Stevensville. The Village of Stevensville lies within the borders of Lincoln Charter Township. The Village's future will have an absolute impact on the future of



the Township. The quality of the Village's housing stock, the vitality of its Downtown, the sustainability of its industrial base will directly impact the Township. Also, the Village is a gateway into the Township. First impressions of the Township will be made by the appearance of the Village. A vital Village is in the Township's best interest. Therefore land use compatibility is incorporated into this Plan, one of the bases for fostering inter-governmental cooperation.

The Plan recognizes the necessity of a positive relationship with the Village by planning for compatible uses on the edges of the Village's corporate limits. For example, if there is an area of the Village that is used and planned for industry, the Township's 2013 Master Plan seeks to extend the nature of that use into the Township. This enables the Village's industrial base to be more viable by providing an area for potential supporting uses for existing industry. It also provides for more of a "critical mass" of industrial uses which would be serviced better by each community. Overall, this Plan will seek to support Village development by planning for compatible land uses wherever the Township abuts the Village. In addition it will seek to plan for "density" within a reasonable distance of the Village to build a residential base which could keep the Village's downtown more vital. Furthermore, this Plan will not attempt to compete with the core commercial area of the Village.

Goal statements include:

- Goal 1: Assess the impact of future development and zoning decisions on the Village of Stevensville.
- Goal 2: Initiate forums at which common development goals can be established.
- Goal 3: Address the improvement and expansion of public utility systems on an intergovernmental cooperation basis.
- Goal 4: Recognize that economic development is a necessary regional issue.
- Goal 5: Continue to work with the County and Southwest Michigan Planning Commission to identify and procure funding for non-motorized trails and complete streets projects in the Township.



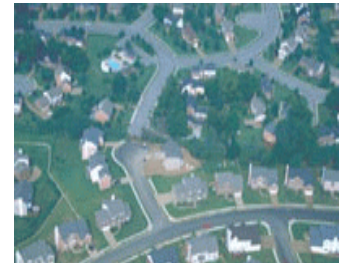
## CHAPTER VIII

### Land Use Plan Narrative<sup>1</sup>

#### *Agriculture*

The Land Use Plan calls for the eastern edge of the Township to continue its agriculture base. Approximately one mile south of the northeast corner of the Township, agriculture is planned for the entire east side, going west about 1/4 mile beyond Lincoln Avenue. The western edge proceeds south to John Beers Road and follows quarter section lines until it reaches Holden Road. This area covers about 2,200 acres and is of sufficient size to maintain agriculture as part of the local economy for the life of this Plan, shown on Map 5.

Since the Michigan Department of Agriculture has pre-empted the Township's oversight of some agriculture activities which fall into the Right to Farm Act, the Township has no standing in addressing conflicts between residential and agricultural uses. Therefore, this Plan strongly recommends that residential and non-farm land uses be discouraged from locating in the Agriculture land use designation. The existing manufactured housing park on John Beers Road at the east Township limits, remains in the Plan.



#### *Low Density Residential*

Low Density Residential is the primary land use in the Township and is recognized as such in this Land Use Plan. Low density or detached single unit residential, the overwhelming housing choice of residents, is planned for the northern two thirds of the Township. Low density residential is recommended for significant portions of Sections 11, -, 14, 15, 17, 20, , 22, 23, 27, 28, and 33 and the western half of section 16. Of course, detached single-unit houses in very stable neighborhoods already occupy most of these areas. There is no compelling reason to change this pattern and the Land Use Plan strongly recommends preserving the integrity of these neighborhoods. Low density is generally defined as up to 3.6 dwelling units to the acre.

Low density residential development is also recommended for infill and redevelopment. However, development into agriculture areas is not recommended since there is ample area to accommodate future population growth for the life of this Plan, outside of those areas planned for agriculture.

Of course the Plan does recognize that clustered housing may be an option in agriculture areas because of the Open Space Preservation Act (PA 177 of 2001). However, it makes no policy statement on recommending the pattern or form of that growth. If such development occurs, this Plan recommends that the residential development offer the least amount of "intrusion" into agriculture as possible. Additionally, new developments should contain sidewalks and connect to the Township's larger network of non-motorized transportation, where feasible.

#### *Community Residential Land Use*

The Community Residential land use designation helps to solidify the residential character of the interior of the corridor (approximately 600' from Red Arrow Highway right-of-way west to Ridge Road) as these areas relate to Lake Michigan. The uses permitted in Community Residential are proposed to include primarily single-unit development, as well as places of public assembly, educational facilities,

and family day care homes. State law requires that some of these uses be permitted in any residential district. The residential development that would be permitted would include both detached and attached single-unit development.

Design standards for attached single-unit could provide that each building elevation would look like a single-family home, and/or stipulate the types of building material such as brick, stone, or wood siding, similar to the architectural styles exhibited along Ridge Road. Density would be up to 5 dwelling units per acre for single-unit detached, and up to 6 dwelling units per acre for single-unit attached. Townhomes would be permitted in the Community Residential district so long as each elevation was limited to one garage and one ground-level entry, similar to a single-unit dwelling. Multi-unit dwellings, such as apartments, where lots or units are not individually owned, would not be permitted in this land use category.

Finally, any use other than detached single-unit residential would be required to place a buffer in the form of a transition strip adjacent to any property in the Low Density Residential district. This buffer would include berms and landscaping capable of a semi-opaque screening, such as coniferous and deciduous trees. Sidewalks should be required in all new development. Building height in the Community Residential area would be 40 feet, measured to the peak of the roofline.

### ***High Density Residential.***

The High Density Residential land use designation accommodates multi-unit residential development at densities up to 10 dwelling units per acre. Single-unit and two-unit residential development is also permitted in this district. High Density Residential is located east of Red Arrow Highway where the majority of this use exists today. South of Interstate 94, High Density Residential is proposed to transition from Highway Commercial development to Light Industrial at Mobile Village. Apartments, historically and correctly viewed as high-density housing, are recommended to locate in areas of higher intensity, such as along major thoroughfares. The Land Use Plan recognizes the need to provide for multi-unit development, which is appropriate in areas designated for High Density Land Use.

### ***Neighborhood Residential Land Use***



The suburban style single-family detached house has been the workhorse of the housing industry for decades. In fact, up until the last five years, it has been the only style of dwelling available for those looking for new homes. This type of house typically offers a large back yard for play equipment and relaxation, as well as opportunities to live near families of similar “means”. This affords some families more of a sense of security and is their preferred living environment.

However, in some circles, residential development of this nature is equated with the negative term “sprawl”. When one reads that between 1982 and 1992 residential land use in the United States increased 1.8 times faster than the population, and 2.5 times faster between 1992 and 1997, it’s easy to see how we as a nation are getting lower and lower in density. Assuming building densities stabilize, development at this rate will consume 68 million acres by 2025. By comparison, the State of Wyoming is 62 million acres. To the farming community and the environmental community, this is alarming. This trend is also not beginning to sit well with a

segment of the population that is looking for living environments which integrate residential and commercial development in a walkable community, one that serves people's needs for public gathering and socializing. Land use plans often preclude neighborhood residential development, and, by extension, there are seldom any zoning regulations to permit this development. Another feature of neighborhood residential development is a balanced transportation system, which provides equal access to pedestrian and cyclist mobility. Streets are also laid out as an interconnected network, forming coherent blocks where building entrances front the street rather than the parking lot.

Neighborhood residential development also celebrates public space. Civic buildings such as community buildings or neighborhood centers, government buildings, and libraries are sited in prominent locations, which are accessible to the pedestrian. Open spaces, such as parks, playgrounds, squares, and greenbelts are located at accessible locations throughout the neighborhood. Low impact office and retail uses are also encouraged, as well as attached single unit housing types to a density of 5 dwelling units to the acre.



Neighborhood residential development is designated in areas of the Township where community facilities exist, and where established transportation networks provide accessibility for motorists and pedestrians. This is an area along the south side of John Beers Road, across from the Township Hall and Library. There are four or five contiguous parcels in this area that could be assembled to develop a "traditional neighborhood". What gives this area the potential for a Town Center is its proximity to the Township's "crown jewels", namely the Library and Township Hall. This offers opportunity for substantial civic space to be part of residential life styles. This area, of Neighborhood residential development has a number of advantages which warrant consideration.

- ◆ It contains roughly 100 acres which allows a development to be completely walkable; using the standard of the 5-minute walk is the typical tolerance limit for Americans.
- ◆ While not on the same site, the development can be functionally connected to the Township Hall and Library, two superior public facilities. This could also promote the walkability of the entire area with careful management of pedestrian crossings.
- ◆ Since the development would permit a higher density than permitted in the Low Density land use area, more potential disposable income could be available for capture by the businesses.
- ◆ Because of its density, it can accommodate about 50% of the Township's growth projections for 2020 (940 dwellings by 2020). This would take the development pressure off farmland, enabling agriculture to remain a part of the Township's economy.
- ◆ Perhaps more than anything else, it would provide residents with a choice of living styles within a neighborhood setting. Single-unit dwellings, both attached and detached, granny flats, townhomes, rowhouses, live-work units would be components of this neighborhood.

Other areas where Neighborhood residential development is encouraged is along Red Arrow Highway south of Defay Road and along Glenlord Road near Royalton Township and the regional hospital facilities.

### ***Commercial Mixed Use***

The Commercial Mixed Use designation acknowledges the existing land use mix, thereby minimizing the likelihood of creating non-conforming uses once rezoning occurs. Commercial Mixed Use is an appropriate land use mix for parcels taking access from Red Arrow Highway and other major thoroughfares in the Township. Both residential and service commercial uses can use Red Arrow Highway and other primary arterials as the primary access, with a rear access road providing a secondary access to minimize the number of driveways and create a safer pedestrian-oriented environment. Building height in the Commercial Mixed Use area would be the lesser of 35 feet or two and one-half stories, measured to the peak of the roofline. Additionally, new developments should contain sidewalks and connect to the Township's larger network of non-motorized transportation, where feasible.

### ***Highway Commercial***

The Highway Commercial land use category calls for more intense land uses in terms of traffic generation and building size. This use provides the transient lodging services, restaurants, and convenience shopping capturing consumers from the region. Maximum building footprint is restricted in hopes of fostering multi-story development, up to 4-stories. Building height in the Highway Commercial area would be 50 feet measured to the peak of the roofline. Careful planning and design should occur with any new mixed use or large-scale commercial projects to ensure that traffic safety is considered, and appropriate access management techniques have been incorporated into site planning.

### ***Light Industrial***

Light industrial development is characterized by small-scale industrial activities, such as fabrication, assembly and research and development provided that such uses conform to any performance standards established by the Township. Other uses appropriate for light industrial areas include office buildings, warehouse and showroom facilities, and master planned business parks. Any light industrial uses next to residential uses should include transition areas to buffer the use and any potential adverse effects.

### ***General Industrial***

The preferred land use plan includes the heavy industrial area in the northern portion of the Township near Maiden Lane and Glenlord Road. Due to the intense manufacturing that has occurred on the site for many years, future land use is proposed to remain Heavy Industrial. This use also provides a solid tax and employment base for the Township.

### ***Open Space***

The Grand Mere State Park and the shoreline of Lake Michigan represent outstanding natural features and recreation assets for the Township. However, this Plan



also recognizes the Hickory Creek corridor as a very valuable recreational feature. The Creek has the potential for affecting the quality of more lives than the two previously mentioned giants. Its potential stems from its proximity to so much existing residential development in the Township.

The visioning sessions and the mail back surveys, in which the residents participated, showed a very high degree of support for a trail system in the Township. Trails could accommodate walkers, hikers, and cyclists. Trail systems along the Creek would meet that need.

Hickory Creek and its tributaries meander throughout the central portion of the Township. A trail head exists on John Beers Road in the Village. The Plan recommends preservation of the Creek corridor, a trail system along the corridor, as well as connection points to some of the nearby residential development and existing parks, such as Rudnick Park.

### ***Pedestrian Access***

Along the east and west sides of Red Arrow Highway, pedestrian access is shown. Proposed access roads servicing the interior portions of the corridor also include pedestrian access. There is a pedestrian connection from Ridge Road to Red Arrow Highway that creates a network of pathways linking residential areas with the commercial and mixed-use development along Red Arrow Highway. Pedestrian pathways along internal access roads will be especially useful because these roadways will be designed for slower speeds to carry residential traffic.



The public input activities held in support of the 2013 plan update revealed a strong desire for additional sidewalks and trails for pedestrian access. Funding for these projects may come from state grants, local funds, special assessments or some combination of these sources. Additional pedestrian priorities are shown in Map 7 and are listed below:

- Roosevelt Rd Non-motorized Trail Extension Phase 2 – Connect to Safe Routes Trail and continue to Hidden Pines
- Cleveland Ave Non-motorized connection – connect sidewalks on Cleveland and John Beers to Sports Park and Wyndstone
- Washington Ave Sidewalks – John Beers to Marquette Woods
- Washington Ave Sidewalks – Marquette Woods to Glenlord
- Roosevelt Non-motorized Trail Extension Phase 3 – Hidden Pines to Marquette Woods
- Marquette Woods - Widen Shoulders & Sidewalks – Marquette Woods from St. Joseph to Roosevelt
- Marquette Woods Widened Shoulders – Roosevelt to Cleveland
- Marquette Woods Widened Shoulders – Cleveland to Washington
- Ridge Road Non-motorized pathway - Marquette Woods to Glenlord
- Glenlord Road Non- motorized pathway – Ridge Road to Red Arrow Highway



- Red Arrow Highway under I-94 and connect park 'n' ride to nearby existing trails or sidewalks.
- John Beers Sidewalk Extension – Roosevelt west to Village of Stevensville

### ***Vehicular Access Roads***

Access is necessary to provide viable mixed-use corridors, where property owners can utilize the full extent of their property. Access roads are also necessary to help relieve congestion along Red Arrow Highway and begin access management techniques such as minimizing curb cuts and sharing drives. Access roads are proposed to connect to existing public roads, such as Locust Lane and Orchard Lane. There is also a connection planned on the east side of Red Arrow Highway between Glenlord Road and Arrow Path. By connecting to existing right-of-way, new curb cuts are minimized. Also, these existing rights-of-way serve residential neighborhoods, and would provide new and secondary access to Community Residential areas. The precise location and configuration of internal access roads will be determined by analyzing existing topography, land use and connections to the existing road network. This plan assumes that any roadway would need to be reviewed by the Township Engineer and Road Commission, when applicable. Public roads are preferred, however, private roads may be considered on a case-by-case basis especially when available to the public for circulation. In all cases, roads should be designed with the minimum right-of-way necessary for public safety and accessibility. Landscaping greenbelts, including landscaping within the right-of-way, utilizing boulevards, and other traffic-calming measures are priorities for any internal access route serving both commercial and residential uses.

### ***Gateways***

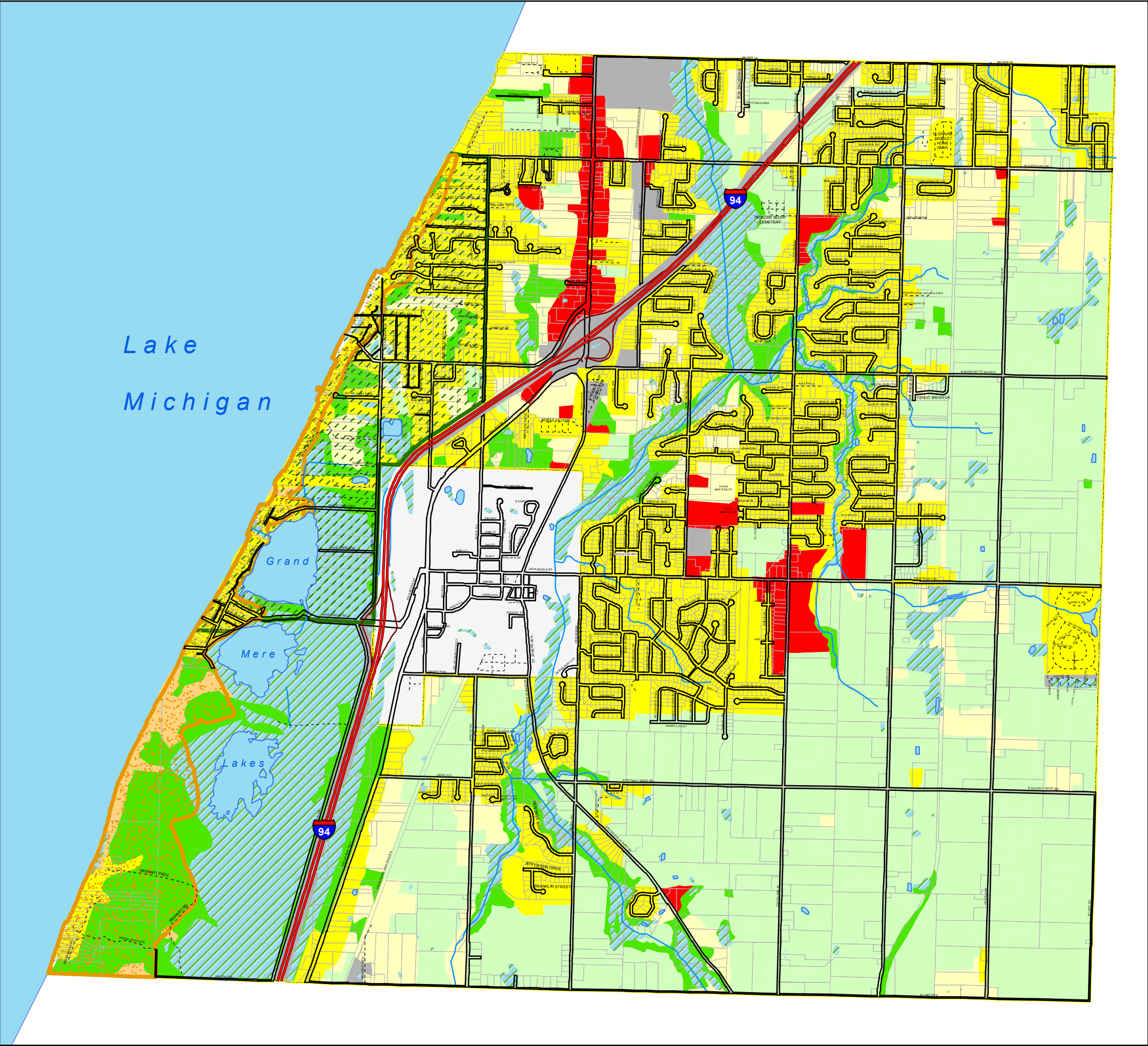
Community gateways have been identified to help promote Lincoln Charter Township as a destination, as well as to develop the identity of the Red Arrow Highway corridor as a mixed-use corridor where residents and businesses interact and relate. These gateways could include signage, monuments, landscaping or a combination of all, and may be used to announce community events, to promote local businesses, and to beautify and to unify the corridor. Local business may sponsor a gateway. Passersby will know they have arrived at a community different and unique from St. Joseph and Stevensville.



# Lincoln Charter Township

Berrien County, Michigan

Map 5  
Generalized  
Land Use



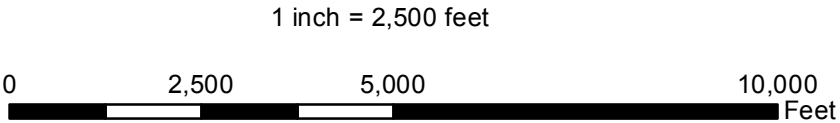
**Legend**

- Township Boundary
- Village of Stevensville
- Interstates
- Unnamed Roads
- Parcels
- Lakes
- Rivers
- Critical Dune Area
- Environmentally Sensitive Area

**Land Use**

- Residential
- Commercial
- Industrial/Transportation/Extractive
- Agriculture
- Rangeland/Vacant
- Forest
- Open Water
- Wetlands
- Beaches/Sand

Source: Michigan CGI. Land Use information based on 1978 data, updated in 2006.

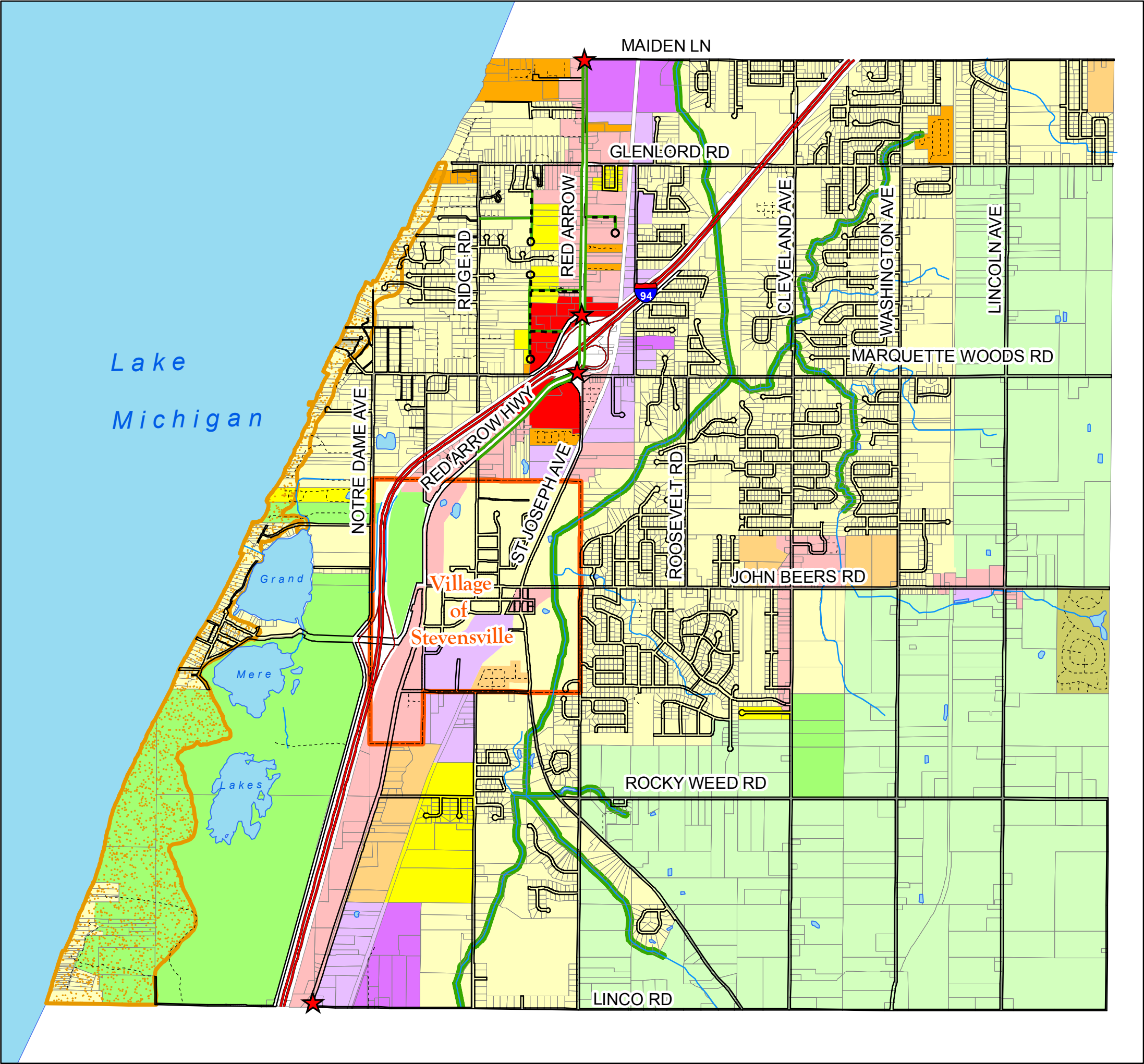


# Lincoln Charter Township

Berrien County, Michigan

## Map 6 Future Land Use

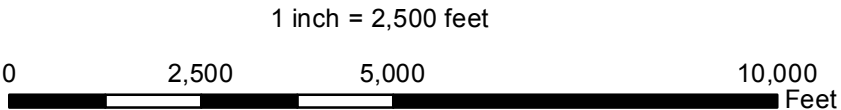
Updated: October 7, 2013



### Legend

- ★ Gateway
  - - - Proposed Access Roads
  - Proposed Pedestrian Access
  - Interstates
  - SubArea
  - ⊞ Critical Dune Area
  - ⊞ Lakes
  - ⊞ Rivers
  - ⊞ Village of Stevensville
  - ⊞ Parcels
- ### Future Land Use
- Agriculture
  - Low Density Residential
  - Community Residential
  - High Density Residential
  - Manufactured Housing
  - Neighborhood Residential
  - Commercial Mixed Use
  - Highway Commercial
  - Light Industrial
  - General Industrial
  - Open Space
  - Natural Feature Buffer\*

\*Natural Feature Buffer: Approximately 100 feet on each side of water feature.  
\*\* Land uses in the Village of Stevensville are for illustrative purposes only.



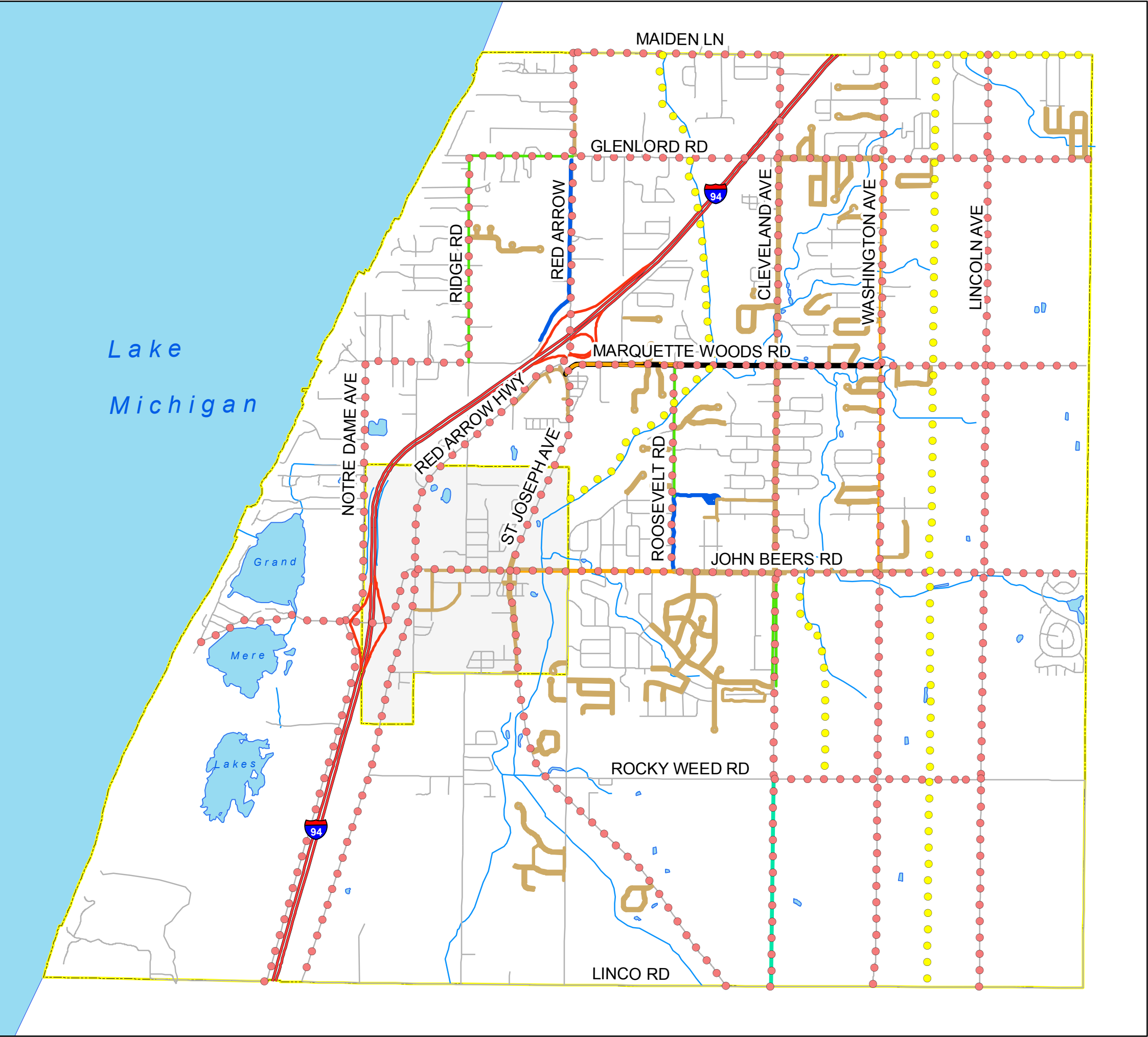


# Lincoln Charter Township

Berrien County, Michigan

## Map 7 Sidewalk & Non-Motorized Trail Plan

Updated: October 7, 2013



### Legend

#### TwinCATS Non-motorized Plan

- Proposed Off-road Projects
- Proposed On-Road Projects

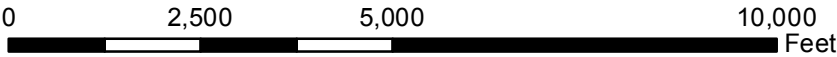
#### Sidewalk and Non-Motorized Pathway Plan

- Proposed non-motorized trail
- Proposed sidewalks
- Proposed widened shoulders

#### Existing Sidewalks/Non-motorized trails

- Existing non-motorized paths
- Existing sidewalks
- Existing Widened Shoulder

1 inch = 2,500 feet





## CHAPTER IX Implementation

### *Implementation*

This section deals with the most difficult part of the planning process, funding and ways to “make it happen.” Typically these tools involve legislative decisions, decisions which fall into the court of the Township Board of Trustees. Therefore, it’s important for both the Planning Commission and the Township Board of Trustees to share a common vision on the future development of Lincoln Charter Township. The Township Board of Trustees should have a high degree of confidence in the policies set forth in the 2007 Development Plan because it reflects so many priorities of Township stakeholders and residents.



The “workhorse” tool of planning implementation is the Zoning Ordinance since it addresses the same issues that the Plan does, namely land use. Within the big tool box of the zoning ordinance are a number of smaller more specialized and delicate tools, designed for particular situations. There are provisions for a variety of residential densities, provisions for preservation of open space, mixed use and clustering provisions to meet the life style changes of the population, and perhaps, density bonuses for quality development. The Township should have all of these provisions at its disposal when dealing with the development community. That is how much of this Plan will be realized. Periodic, perhaps annual review of the Zoning Ordinance would make sure that all the tools are in place.

Another major factor in implementation is the extension of utilities and plant capacities of both water and sewer facilities. The extension of utilities has a direct impact on growth and development. Whenever a gravity sewer line is extended, development will follow. This Plan makes a strong statement on preserving agriculture on the east side of the Township. Extending sewer lines to this area would seriously impact the ability of the area to remain rural. This is another reason why the Township Board of Trustees needs to have a vision for the Township similar to the one of the Planning Commission.

Finally, there is education. When looking at this Plan, the average person does not grasp the implication of the 2013 Master Plan. It is unlikely that the average person will read the text of this Plan. Yet development policies will affect this person’s life, perhaps on a daily basis.

Looking at the Land Use Plan Map and understanding its full implications is like ordering food from a menu and being given the recipe for the dish you ordered - no food just the recipe. Unless you are familiar with cooking and ingredients, the recipe would not mean much. Somehow, the value of planning and good design must translate into people experiences.

This Plan recommends an outreach program to educate people on the value of good planning and good design. Programs, publications, and Rotary lunches can feature examples, hopefully close to home. A walk through a traditional neighborhood development or a town center development will allow people to experience this Plan. Once they know what it is, they will demand it from their elected official, thus giving these officials the mandate to carry through on this Plan.

There are some specific strategies that are recommended by land use category.

*Agriculture*

- ◆ Adopt an open space preservation provision in the Zoning Ordinance, which calls for the clustering of housing on the least productive component of the farm and recognizes the value of adjacent land in agricultural production.
- ◆ Establish a policy that does not permit the installation of some sanitary sewer facilities beyond certain geographical boundaries.
- ◆ Modify site plan review standards and requirements that recognize the value of agriculture.
- ◆ Find ways to fund Purchase of Development Rights (PDR).
- ◆ Encourage Berrien County to develop a Farmland Preservation Ordinance.

*Low Density Residential and Community Residential*

- ◆ Insist that new residential development meets the standard of walkability.
- ◆ Develop a residential zoning district that permits single-family detached at greater densities than currently permitted.
- ◆ Allow bonus incentives for developments of exceptional design quality as part of a Planned Unit Development rezoning.
- ◆ Partner with the private sector (provision of parks) in new development that adds quality to the development.
- ◆ Extend the network of non-motorized trails sidewalks to increase connectivity between neighborhoods and to connect residential neighborhoods to shopping, schools and recreation.

*Red Arrow Highway Corridor Sub Area Overlay*

- ◆ Develop an access management plan in collaboration with the Michigan Department of Transportation. The access management plan will include:
  - Standards for driveway spacing;
  - Regulations for frontage roads, and rear access roads to minimize curb cuts; and
  - Explore the potential of a boulevard along Red Arrow Highway for beautification and better manage traffic.
- ◆ Provide a density bonus to Planned Unit Development projects within the Sub Area where public roads are built in accordance with the Land Use Plan provided the following are considered:
  - Density bonuses may be appropriate where certain natural features are protected, and
  - When possible, any developer building a public road should get special permission to include landscaping within the right-of-way to slow traffic and help evoke a road system for residential use.
- ◆ Require the dedication of public access easements abutting planned access roads within the Sub Area. Public access easements should also be in place to connect to vacant, developable lands, and should be at least one half the required right-of-way width.
- ◆ Encourage the use of boulevards and curvilinear internal access roads to reduce speeds and enhance walkability. All internal access road should be planned to have sidewalks and landscaping, which will help slow traffic and provide paths for pedestrians.
- ◆ Limit new commercial sign types to ground-mounted signs, and require landscaping around the base of such signs.
- ◆ Require a greenbelt along Red Arrow Highway. Such greenbelt would include a landscaped front yard setback, street trees at certain intervals, and the protection of significantly large deciduous or evergreen trees, when possible. Maintaining significantly large trees may reduce the quantity of any required landscaping.
- ◆ Begin preliminary discussions with the Township and the local “Business Watch” group regarding the formation of a Tax Increment Financing Authority (DDA). The DDA could be established along the Red Arrow Highway corridor and funding used to acquire rights-of-way, install landscaping, community identification signage, and other beautification projects at appropriate locations.
- ◆ Install signage and landscaping at community gateways, and allow local businesses to “adopt-a-gateway” for a period of time in exchange for seasonal maintenance and decoration.

- ◆ Reduce the number of curb-cuts on Red Arrow Highway by enforcing driveway spacing standards, and requiring shared access easements.

### *Open Space*

- ◆ Prepare a detailed Hickory Creek corridor Plan which recognizes the most sensitive areas for preservation, and most suitable areas for active recreation.
- ◆ Prepare a trail system plan that links the Hickory Creek corridor with adjacent and nearby residential development and existing park system.
- ◆ Participate in area-wide watershed management plans with residents who own property in the corridor. The Township is currently participating in the National Pollutant Discharge Elimination System (NPDES) Phase II program.
- ◆ Participate in state funding programs for land acquisition along Hickory Creek.

### *Commercial Mixed Use and Highway Commercial*

- ◆ Advance and promote the development concepts of cluster commercial rather than strip commercial.
- ◆ Allow for more mixed uses in commercial developments.
- ◆ Exercise access management standards when approving site plans.
- ◆ Encourage or require developers to include non-motorized trail or sidewalk connections in new developments

### *Light and General Industrial*

- ◆ Continue to partner with economic development agencies to market vacant, developable industrial lands in the Township.
- ◆ Develop a sewer master plan for the industrial areas south of Defay Road which will help make those areas more marketable for industrial development.
- ◆ Modify the zoning ordinance to include low impact processing and manufacturing as a use in the light industrial district.
- ◆ Exercise access management standards when reviewing site plans.



### ***Neighborhood Residential (Town Center)***

There is also another key element of this Plan that deserves its own set of implementation strategies. That is the goal of creating a gathering place for Township residents, a place to foster a sense of belonging and community. This is the concept of a Town Center, which has been discussed at length.

Since the Town Center will primarily be a residential community, most of the site will be in private ownership. However, it's very important to have a public space or spaces where people can gather. It is the public component of the Town Center, which should be the focus of the following strategies.

1. ***The community is the expert.*** The people who live or work near a place know from experience which areas are comfortable, which are dangerous and why, where children can safely walk, ride bikes or play and where traffic moves so fast that people are discouraged from walking along or crossing a street. Unfortunately, people are rarely asked to contribute this information to the planning and design process. It's hard to imagine how much human knowledge and experience has been lost because we haven't figured out how to use it in a meaningful way, or simply haven't asked.



2. ***You are creating a place - not a design.*** When people describe a place they enjoy, they use words like “safe,” “fun”, “charming” and “welcoming.” These types of adjectives describe the intangible qualities of a true place - the kind of place people talk about, and return to over and over. Intangible qualities can be measured quantitatively in a variety of ways, by using existing statistics or by conducting research, although experience has shown that such measurements have their limitations. In researching more than 1,000 public spaces, planners have found four key qualities of successful public spaces; accessibility, activities, comfort and sociability.

The central question is what the role of design is in creating a place. Place-making requires a much broader approach than most designers use. Creating a place depends more on effective management than it does design and requires the involvement of many different disciplines because of the extremely complex issues that need to be addressed.

For example, good maintenance and effective security are important to the success of a place, and require attentive design at the onset as well as focused, ongoing management. But it is just as important for a place to be accessible by foot and by bicycles.

3. ***You can't do it alone.*** A good public space requires more resources and expertise than any one individual or organization can offer. Partners can contribute innovative ideas, financial support or in-kind goods and services. They can help by collaborating on activities such as joint marketing, fund-raising and security that are difficult to organize at the scale of a single public space. They can broaden the impact of a public space by coordinating with their own schedule for programming or improvement projects. A strong partnership can move a project forward by giving it more political clout.

4. ***They'll always say, "It can't be done."*** Because government is compartmentalized and fragmented, public officials have a limited ability to deal with public spaces effectively. Every community has numerous departments concerned with issues that impact public space, but no community has a single department or person responsible for developing and managing public places. And the professionals responsible for activities that impact public spaces - planning, traffic, recreation and education, to name a few - often have larger mandates that make the creation of effective public spaces a secondary consideration. Therefore, when an idea stretches beyond the reach of an organization and an official says, "It can't be done," what that usually means is: "We've never done things that way before."
5. ***You can see a lot just by observing.*** When you observe a space, you learn about how it is actually used, rather than how you think it is used, whether the place is a small neighborhood park or a place near the Township Library. By watching the ways people use spaces, you can also learn a lot about what they want from a space. People will often go to extraordinary lengths to use a space in the manner that suits them best. People use waste receptacles as places to sit. They also use ledges as seats. Actions like these clearly speak louder than words, yet they frequently confound the designers and managers of public space.
6. ***Develop a vision.*** A vision for a public space essentially concerns the activities that will occur there. It follows, then, that people who will use it, particularly those who live and work around it, rather than professionals or public agencies, should define a vision for a place.

Every community has numerous people whose ideas can contribute to a vision for a place, if they are asked. Professionals can help bring forth these ideas by asking people to think about other places they have been to and enjoyed, and talking with them about the activities that occur in those places and the physical elements that support them. Pictures of successful spaces (and even unsuccessful ones) are a good way of eliciting mere discussion about the activities (or lack thereof) in a space, and they can help illustrate physical elements, character, types of management and so forth.

7. ***Form supports function.*** Although design is a critical ingredient in creating public spaces, the most successful spaces grow out of an understanding of how the community will use the space. Drawing on the talents and vision of the community does not have to mean foregoing a strong design statement. If a designer pays attention to the activities or uses that space should or could support, it will greatly contribute to the strength of the project.

The reality is that in most cases, it is not until after a space is built that much thought is given to how people will use it. In fact, a good deal of retrofitting goes on in failed public spaces simply because the function was never seriously considered at the outset.

8. ***Triangulate.*** Triangulation means locating elements in a way that greatly increases the chances of activity occurring around them, so that the use of each builds off the other. For example, a bench, a trash receptacle, and a telephone placed near each other create synergy because together, they offer more chances for activity than if they were isolated from each other.

9. ***Start with the petunias.*** Place-making requires more than long-term planning and large-scale changes. Many great plans become bogged down because they are too big, cost too much and take too long to happen. Short-term actions, like planting flowers, can be a way of not only testing ideas, but also giving people confidence that change is occurring and that their ideas matter.

Good public spaces don't happen overnight and people don't have all the answers at the outset. The key is to provide for flexibility - to grow the space by experimenting, evaluating and incorporating the lessons into the next steps.

10. ***You are never finished.*** About eighty percent of the success of any public space can be attributed to its management. No matter how good the design of a space is, it will never become a true place unless it is well cared for and perceived as "safe". It is interesting to note that places that are cared for have less vandalism than those places that are not.

Management is critical because good places are not static; they change daily, weekly and seasonably. Given the certainty of change and the fluid nature in the use of a place at different times, the challenge is to develop the ability to respond effectively, and a good management structure will provide that flexibility.



## CHAPTER X

### Summary of Issues

There are six major issues that are stressed in this 2013 Development Plan.

**The first issue relates to agricultural preservation.** There is more land planned for agriculture in this Plan than there was in the 1992 Plan. Given development pressures that have been felt over the last ten years, this is a significant statement on the preservation of the Township's existing agricultural base.

**The second issue addresses the preservation of the Hickory Creek corridor for open space and recreation.** This corridor is a major environmental feature in the Township. Its preservation will enhance the quality of this natural resource and benefit generations of Township residents.

This represents a very long term land use policy since so much of the property along the Creek is held in private ownership. Perhaps focusing on acquisition of specific sections of the corridor would generate momentum to the preservation of the entire corridor.

**The third issue addressed in this Plan is the creation of a few dense, walkable neighborhoods in the Township.** The Plan's demographic analysis showed that the Township has a significant aging population. To many residents in this category, a single family detached house on a large lot no longer meets their needs. If these residents are to continue living in the Township, alternatives to single family large lot detached housing must be provided. Thus, dense, connected and walkable neighborhoods may be appropriate in the Township to meet this growing demand.

Single family attached housing or single family detached housing on smaller lots are some alternatives. Built in a traditional neighborhood, mixed use setting, these houses foster a greater sense of community than conventional subdivision development. Lincoln Charter Township will always be a suburban style housing community. This is how the Township developed and the street patterns now dictate that this pattern will continue. However, the Plan also states that traditional neighborhood development in close proximity to schools and services also needs to be a serious consideration.

**The fourth issue the Plan stresses is the Township's relationship with the Village of Stevensville.** There is no doubt that the health of the Village very much impacts that of the Township. While honoring its development goals, the Township should consider how proposed development in the Township affects the Village. For example, planning for more dense development near the Village would increase the potential capture of more disposable income by Village merchants, thereby increasing the viability of the Village's Central Business District.

**The fifth major issue the Plan addresses is the Red Arrow Highway Corridor Sub Area.** The Plan includes goal statements, land use descriptions, and implementation steps for the Sub Area, developed as a result of public input. Generally, the goals of the Sub Area Overlay relate to providing residential development at a moderate density (greater than Low Density, but less dense than High Density) and ensuring traffic and pedestrian safety along the Corridor. The Plan calls for greater pedestrian access

routes, limiting the number of curb cuts, and connecting existing roads to an internal network of roads enabling greater utilization of land.

**The sixth issue is non-motorized trail and sidewalk connections.** Sidewalks and non-motorized trail connections provide residents with a healthy alternative to driving to destinations. They serve both as a mode of transportation and a type of recreation that many residents have embraced; during public input meetings held in support of this plan, many residents articulated the importance of these connections and a strong desire to see the non-motorized transportation network grow in the Township. The Township has been proactive in developing these connections over the last decade, and this trend should continue over the life of this plan. Trails and sidewalks should connect neighborhoods and residents to shopping, schools, and parks.

This Plan retains many of the land use policies contained in the 2002 and 2007 Plan. Red Arrow Highway will still continue to be for more intense development; the Lake Michigan shoreline continues to be a priority for preservation, and the majority of the residential land use will continue to be single unit detached dwellings on medium to large size lots. It is likely that these policies will continue through many updates.

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<sup>1</sup> Some of the land use descriptions include dimensional standards typically included in a zoning ordinance, which is the result of public comment.