

2018 LaSalle Township Master Plan

LASALLE TOWNSHIP,
MONROE COUNTY, MICHIGAN



2018

LaSalle Township Master Plan

LA SALLE TOWNSHIP, MONROE COUNTY, MICHIGAN

July 15, 2019

Prepared with the assistance of:



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LaSalle Township, Monroe County, Michigan
2018 Master Plan
RESOLUTION of ADOPTION

WHEREAS the Michigan Planning Enabling Act (Public Act 33 of 2008), as amended, provides for a Township planning commission to prepare and adopt a Master Plan for physical development of the community; and

WHEREAS the LaSalle Township Planning Commission has prepared such a Master Plan for the Township's physical development in compliance with the Michigan Planning Enabling Act, including relevant charts, maps and text; and

WHEREAS the LaSalle Township Planning Commission has provided multiple opportunities for public participation in the planning process; and

WHEREAS the LaSalle Township Board of Trustees approved the draft Plan for distribution, and subsequently the Master Plan was so distributed for review by surrounding communities and other public agencies as required by the Michigan Planning Enabling Act; and

WHEREAS the LaSalle Township Planning Commission held a formal public hearing on the draft Master Plan on July 10, 2018 in order to provide additional opportunity for public comment; and

WHEREAS all comments received during the planning process have been carefully considered and the Planning Commission is satisfied that the Master Plan is ready for adoption.

NOW THEREFORE BE IT RESOLVED that the LaSalle Township Board of Trustees hereby adopts the LaSalle Township 2018 Master Plan, as presented at the public hearing held on July 10, 2018, subject to incorporation of the following revisions (if applicable):

1. _____
2. _____
3. _____
4. _____

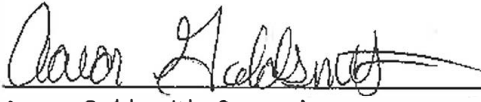
Motion by Trustee Willis **and seconded by** Clerk Morr.

AYES: Trustee Willis, Treasurer Durocher, Supervisor Goldsmith, Clerk Morr.

NAYS: _____

ABSENT: Trustee Anteau

Resolution Declared Adopted.

Handwritten signature of Aaron Goldsmith in black ink, written over a horizontal line.

Aaron Goldsmith, Supervisor
LaSalle Township Board of Trustees

Handwritten signature of LaDeana Morr in blue ink, written over a horizontal line.

LaDeana Morr, Clerk
LaSalle Township Board of Trustees

ACKNOWLEDGEMENTS

The following individuals played an important role in the development of this document. Thanks is also extended to the citizens who participated in the community workshop and public hearings.

Planning Commission

Tony Morr- Chair
Andrew Wickenheiser- Vice Chair
Bob Willis- Trustee
Johnnie Jenkins
Kim Howe
Lorey Roop
Juanita Hatcher

Township Board

Aaron Goldsmith, Supervisor
Julie Durocher, Treasurer
LaDeana Morr, Clerk
Dave Anteau, Trustee
Bob Willis, Trustee

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WELCOME

In January 2001, LaSalle Township initiated preparation of a Master Plan to guide decisions affecting future development and redevelopment in the community. The new Master Plan, contained in this document, is the result of data collection, field surveys, many meetings and discussions with community residents and leaders. This document's primary objective is to set forth the goals that are conceived by the community. In addition, this plan responds in a comprehensive manner to current and future development concerns of the Township and to additional issues which have arisen over the past years.

LaSalle has over a 200-year history of rural living, and, while some characteristics have changed over time, certain rural characteristics exist today which have become defining aspects of the community. Located in the center of Monroe County, LaSalle Township is situated beyond the southern periphery of Metropolitan Detroit and the northern extents of suburban Toledo, Ohio. The distance of LaSalle Township between two regions of increasing economic growth has acted as an impediment to the type of development which would have an adverse impact on the existing agricultural characteristics of the Township. However, as these regions grow, the distance between LaSalle and the development periphery is decreasing.

The result of this growth process is the need for planning and implementation strategies which not only provide guidance for growth but also address strategies for preservation, rehabilitation, and redevelopment of the built and natural environments. That guidance is provided in the form of goals and objectives, policies and guidelines, and the maps included in this plan.

Environmental, social, political and economic conditions which affect the natural and built environments are continuously changing. Therefore, the planning process, which seeks to anticipate the impacts of those changes, must remain a useful guide for community change and effectively respond to important issues. The projections, guidelines and recommendations included in the Master Plan extend to the year 2020. A comprehensive review and revision should be conducted periodically.

Basis for the Master Plan and Purpose

The Michigan Planning Enabling Act (P.A. 33 of 2008, as amended) allows Cities to plan and zone. The Act allows the Planning Commission to develop and adopt a master plan that, at a minimum, addresses certain specific issues. This document is the Master Plan that has been developed and adopted by the LaSalle Township's Planning Commission pursuant to the Michigan Planning Enabling Act. In addition to the Michigan Planning Enabling Act, this plan has been developed in accordance with the Monroe County Hazardous Mitigation Plan and the Michigan Economic Development Corporation's Redevelopment Ready Community principals.

The 2018 LaSalle Township Master Plan (the Plan) presents the Township's vision for the future. It serves as a policy guide for the community, and informs the decisions of Township officials and administrators, governmental agencies, organizations, and private individuals. It is designed to provide a flexible roadmap for future development and to ensure that new growth is consistent with the Township's goals and objectives.

This 2018 Master Plan is long range in that it examines past trends and makes projections for the next five to 20 years. This allows the Township to plan ahead and anticipate future needs. It should be noted, however, that projections are most accurate in the short term, and many factors that will shape the future cannot be anticipated. For this reason, every three to five years, a joint meeting between the Township Board and Planning Commission should be held to review the Plan and any amendments that may become necessary.

One of the most important functions of the Plan is to provide a solid foundation for future land use decisions. The recommendations presented in the text and shown graphically will provide a legal basis for zoning and other land use controls utilized by the Township.



LASALLE TOWNSHIP YESTERDAY

The following sections correspond to historic natural, topographical and environmental conditions of the Township and should be used to gain an understanding of foundations on which the Township grew. The Township must ensure careful preservation in order to assure a sustainable future for the current and future residents.

Natural Features and Environment

Located on the east side of Monroe County, LaSalle Township is adjacent to Lake Erie, Monroe County's most influential natural feature. There are scattered woodlands of varying sizes both within LaSalle and throughout the County. The topography of the area is relatively flat with little or no change in elevation. These characteristics are also reflected in the fact that the vast majority of land in LaSalle Township continues to be used for farming.

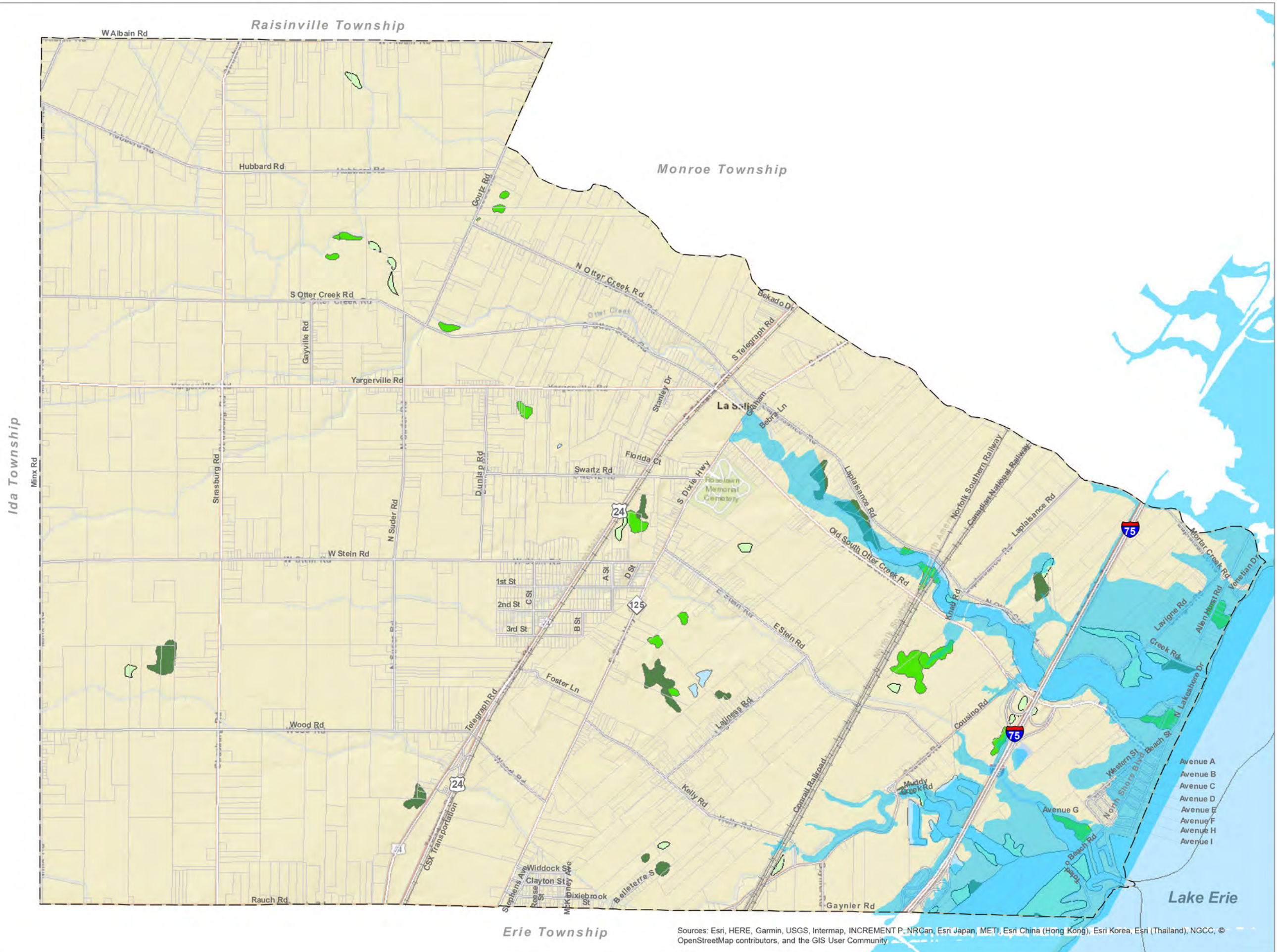
Map 1 Natural Features

LaSalle Township
Monroe County, Michigan

March 18, 2019

Legend

- Emergent
- Forested
- Open Water/Unknown Bottom
- Scrub-Shrub
- 2ft contour



Base Map Source: Monroe County, 2017
Data Source: Michigan Geographic Framework, Michigan Center for Geographic Information, Version 12a.

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community



Topography

LaSalle Township and most of Monroe County is a fairly level area of former lake bottom and glacial outwash plains. Due to its location along the Lake Erie Shoreline, the presence of the lower portion of many rivers and streams, and poorly drained soils, the Township is particularly flood prone. The impact of flooding on life and property makes parts of the Township poorly suited for urban development but creates opportunities for a network of open space, natural habitat and outdoor recreation.

Soils

Soils play an important role in the quality of the Township's natural environment. Some soils are particularly sensitive, either because of their association with an important landform, or because they possess a particularly sensitive characteristic.

The U.S. Department of Agriculture has mapped the location of the various soil types found throughout the county and created the Soil Survey of Monroe County, Michigan. This book is a valuable resource for identifying the general characteristics of the soils found throughout the County. Features of soil types, such as yields per acre of crops, woodland management and productivity, sanitary facilities and physical and chemical properties of the soils are identified.

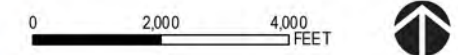
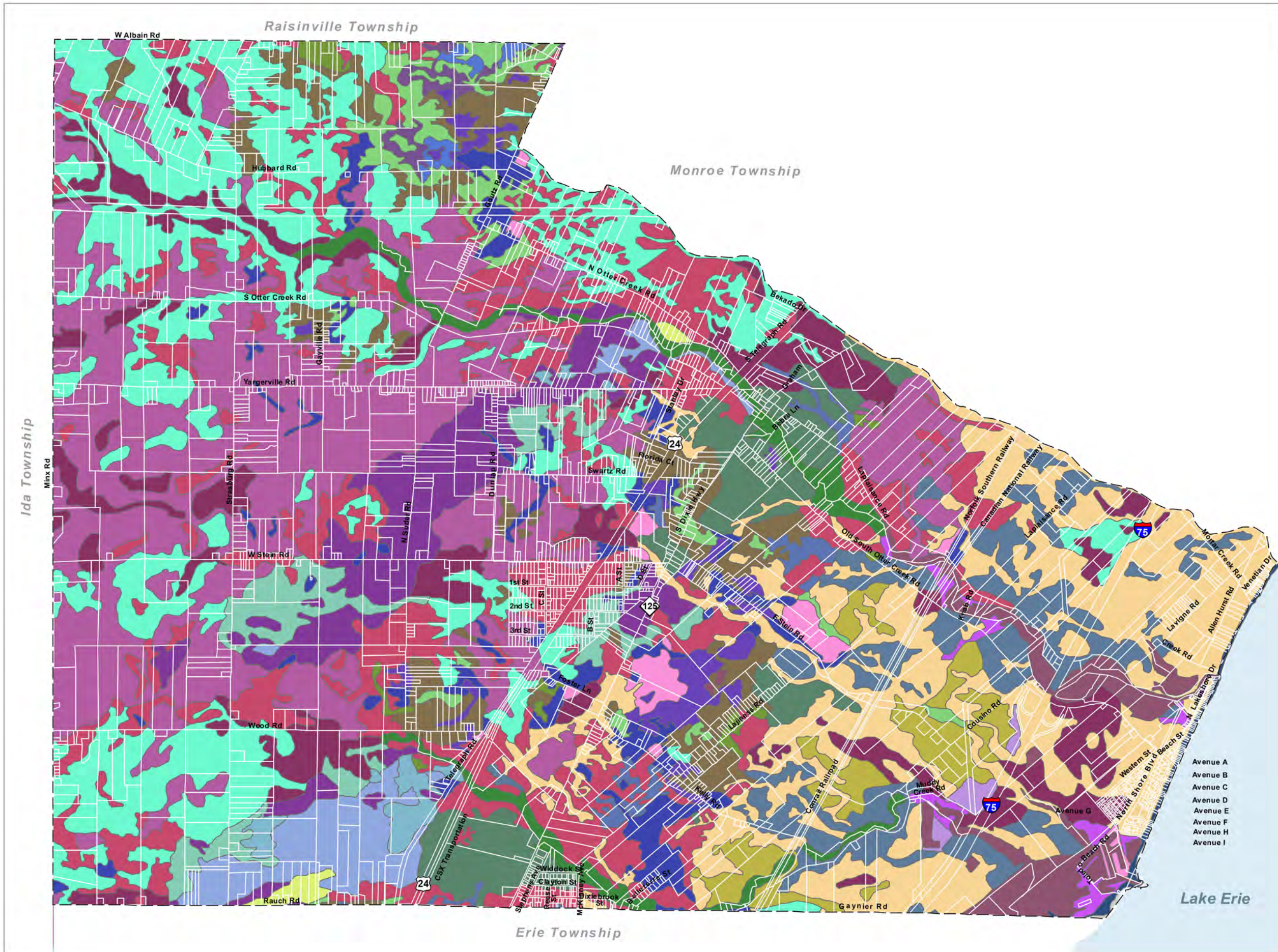
The survey is a general overview of the soil types and are intended for planning purposes. Site specific and construction purposes would require a specific site analysis. The soil survey also has grouped various soils with similar statistics into associations. Map 2 illustrates the three associations located within LaSalle Township.

The predominant soil association in LaSalle Township is the Pewamo-Selfridge-Blount Association. It is comprised of 30% Pewamo soils, 17% Selfridge soils, 10% Blount soils and 43% soils of minor extent. Selfridge and Blount soils are on slight ridges and knolls. Pewamo soils are in natural drainage ways and low, flat areas. Pewamo, Selfridge and Blount soils are nearly level and somewhat poorly drained. These soils are mainly used for cultivated crops, but in some areas, they are used for pasture. In most areas, the soils are artificially drained and ponding occurs in some undrained areas. Wetness is the main limitation to the use of these soils for farming. The soils have a poor suitability for sanitary facilities and building site development according to the soil survey.

The Lenawee-Del Rey Association is located on the east side of the Township and is comprised of 65% Lenawee soils, 33% Del Rey soils and 2% soils of minor extent. Del Rey soils are in most places slightly higher than Lenawee soils. Del Rey soils are nearly level and somewhat poorly drained while Lenawee soils are nearly level and poorly drained. The soils in this association are used for cultivated crops and most of the acreage is cleared and drained. Wetness is the main limitation to the use of these soils for farming and ponding is common in the lowest areas. These soils as well have a poor suitability for sanitary facilities and building site development according to the soil survey.

Located in the center of the Township, generally to the east of South Dixie Highway, is the Oakville-Tedrow-Granby Association. The association is comprised of 25% Oakville soils, 24% Tedrow soils, 20% Granby soils and 31% soils of minor extent. Oakville soils generally are higher in elevation than Tedrow and Granby soils and located on sandy ridges and knolls. Tedrow soils are in slightly lower, broad areas and Granby soils are in low-lying flat areas. All the major soils are nearly level while Oakville soils are well drained or moderately well drained, Tedrow soils are somewhat poorly drained and Granby soils are poorly drained. The moderately well drained soils are generally used for woodland and the rest are used mainly as farmland. Ponding is a limitation on the poorly drained soils. The soils in the association have a fair to poor suitability for cultivated crops and the poorly drained soils have a severe limitation for sanitary facilities and building site development according to the soil survey.

Map 2
Soils
 LaSalle Township
 Monroe County, Michigan
 March 18, 2019



Base Map Source: Monroe County, 2017 Data Source: SEMCOG, 2016



Woodlands and Forests

The majority of trees and vegetation that existed in LaSalle prior to European settlement were cut and cleared to make way for farming. Scattered throughout the Township are small stands of trees both along the roadways and along property lines. Several parcels are still substantially covered with vegetation. These scattered stands add to the rural character of the community and their preservation should be encouraged.

Wetlands

Located along Otter Creek, Muddy Creek, Sulphur Creek and areas close to Lake Erie are wetlands which also add to the natural character of LaSalle. In addition to being a natural habitat for some fish and wildlife, wetlands control flood and storm water, remove pollutants from water, control erosion and can act as ground water recharge areas.

Floodplain

Approximately 75% of the Township east of I-75 is located in the one-hundred-year floodplain, and as mention above, the soils have a poor suitability for building site development. Extra planning and engineering attention must be given to any project proposed in this area of the Township to ensure that all legal and environmental compliance issues are satisfied.

Since this area is environmentally sensitive it should, to the extent possible, remain as open space for recreational uses. The North Shores and Grand View Beach subdivisions, Toledo Beach Marina, and Lighthouse Marina, occupies 15% of the floodplain while approximately 68% of the area is agriculture/vacant and 22% is occupied by the mouths of the Township creeks. While development has begun, any future development should be conducted outside the floodplain area.

Otter Creek and its associated floodplain also represents a physical constraint for future development. While some of the land is still used for agricultural purposes, a number of lots have been developed for residential purposes. The success of future developments depends on the land owner's ability to comply with all state, county and local ordinances regarding floodplain development. While established ordinances attempt to protect land development as much as possible, the best alternative may be to discourage large investment in the Township floodplain areas. Therefore, the land would be best suited for agriculture and other less intense uses such as passive recreation.

Coastal Zone

With the enactment of the Federal Coastal Zone Management Act of 1972 (P.L. 92-583), the Atlantic Pacific, Gulf and Great Lakes states were provided the authority to enact their own set of procedures and requirements for coastal zone planning. At the county level, the Monroe County Planning Department updated their Coastal Zone Management Plan in 2008. Within this plan the identification of the County's coastal boundary is addressed and a number of "Areas of Particular Concern" (APC) have been identified for inclusion into the State of Michigan's Coastal Zone Management Plan.

In LaSalle Township's Lake Erie coastal areas, distinct development strategies for costal management and flood protection should be implemented. Based on the County component, the coastal zone is the area west of I-75. Of 19 APC's addressed by the County, two areas are completely within the Township's boundaries, one is shared with Monroe Township and one is shared with Luna Pier. Issues of relevance to these areas include the protection of existing land uses, retention of prime agricultural lands, and sound regulation of the land along Otter Creek and Lake Erie.



LASALLE TOWNSHIP TODAY

The following sections correspond to existing conditions, trends, and factors that make LaSalle Township what it is today. These sections will seek to establish an understanding of the relationship between LaSalle Township and the surrounding region, existing land use patterns, the local economy, availability of public utilities, transportation, demographics, and housing. Understanding the existing conditions facing the community today will form a starting point for determining where the community wants to be in the future.

Regional Context

LaSalle Township is located in Monroe County, Michigan, approximately 40 miles south of downtown Detroit and 15 miles north of downtown Toledo, Ohio. Within the County, LaSalle is approximately 5 miles south of downtown Monroe. The area of the LaSalle Township is roughly 27.7 square miles (See Map 3).

Located in the eastern half of the Township is Interstate 75, a major interstate highway which runs from southern Florida to northern Michigan. I-75 provides the community with convenient regional access to the Metropolitan Detroit area located to the north and to the Toledo, Ohio, area to the south. Interstate 275 runs from the north of the County and intersects with Interstate 75. The other major highway located in Monroe County is U.S. 23, approximately 10 miles from the center of LaSalle Township. U.S. 23 runs from Flint, Michigan, south to Toledo, Ohio, and also provides access to the Ann Arbor-Ypsilanti area located in Washtenaw County.

MONROE COUNTY

Monroe County is beyond the southern periphery of Detroit suburban communities, while a vast majority of suburban development surrounding Toledo has occurred to the south, east and west. Bedford Township has been the only Monroe County community to see very significant residential development as a result of its close proximity to the western suburbs of Toledo. Such development trends have allowed the majority of communities within Monroe County to retain their own distinct rural character.

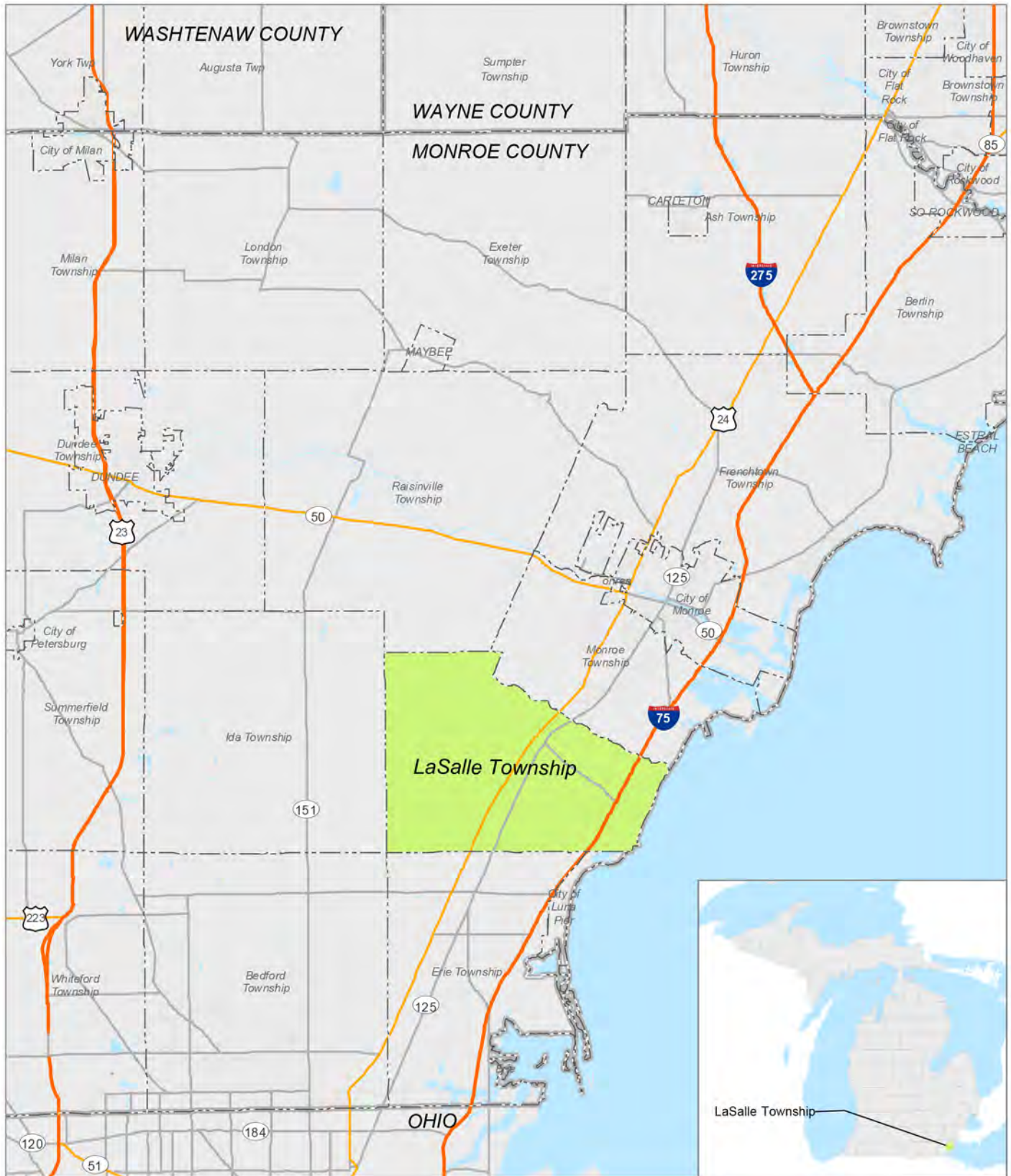
Monroe County provides a variety of services to its municipalities and residents. The County has a Planning Department and Planning Commission which prepares a county-wide master plan, most recently updated in 2010. The County also prepares a Hazard Mitigation Plan and a Coastal Management Plan, which were updated in 2018 and 2008 respectively.

SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS

Monroe County is within the Southeast Michigan Council of Governments (SEMCOG) service area. SEMCOG is one of the 14 regional planning and development agencies in Michigan. These regional commissions were established by executive order in 1968 by the Governor of Michigan. SEMCOG is recognized as Region 1 and it is responsible for communities in Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, and Wayne Counties. The main function of SEMCOG is to assist public and private entities within its geographic area by offering technical assistance for federal, state, and local programs and projects.

REGIONAL PROSPERITY INITIATIVE

Monroe County is also located within Prosperity Region 9 as part of the Michigan Regional Prosperity Initiative (RPI), created by Governor Rick Snyder in 2013. The purpose of the RPI program is to offer communities within a region the opportunity to collaborate on economic development projects and to determine how each community has a role within a prosperous region. The Region 9 partnership includes Hillsdale, Jackson, Lenawee, Livingston, Monroe, and Washtenaw counties.



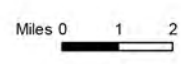
March 18, 2019

Map 3 Regional Location

LaSalle Township, Monroe County, Michigan

LEGEND

- County Boundaries
- Surrounding Municipalities
- LaSalle Township
- Interstates
- Michigan Highways
- State Highways



Base Map Source: Michigan Geographic Framework, Michigan Center for Geographic Information, Version 12a



Existing Land Uses

An existing land use survey was completed in July 2017. This survey utilized field research and the existing Master Plan to establish land uses for all parcels within the Township and provides the basis for an existing land use analysis.

A fundamental procedure prior to the formulation of a community Master Plan is an analysis of existing land uses. This analysis will not only identify what and where particular uses are, but it will also highlight where future development might occur and where land use conflicts may exist or develop.

The land uses analysis performed delineates nine land use categories including: Agricultural/ Vacant, Residential/ Agriculture, Single Family, Multiple Family, Commercial, Institutional, Industrial, Utilities, and Parks and Recreation. Existing land uses are shown below with categories explained on subsequent pages. Land uses are summarized in Table 1 below.

Table 1: Existing Land Uses

Land Use	Acres	Percent
Agricultural / Vacant	6,607.10	39.13%
Residential / Agriculture	7,941.86	47.04%
Single Family	1,677.72	9.94%
Multiple Family	1.08	0.01%
Commercial	30.86	0.18%
Institutional	101.08	0.60%
Industrial	50.13	0.30%
Utilities	163.95	0.97%
Parks and Recreation	309.37	1.83%
TOTAL	16,883.15	100.00%

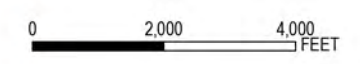
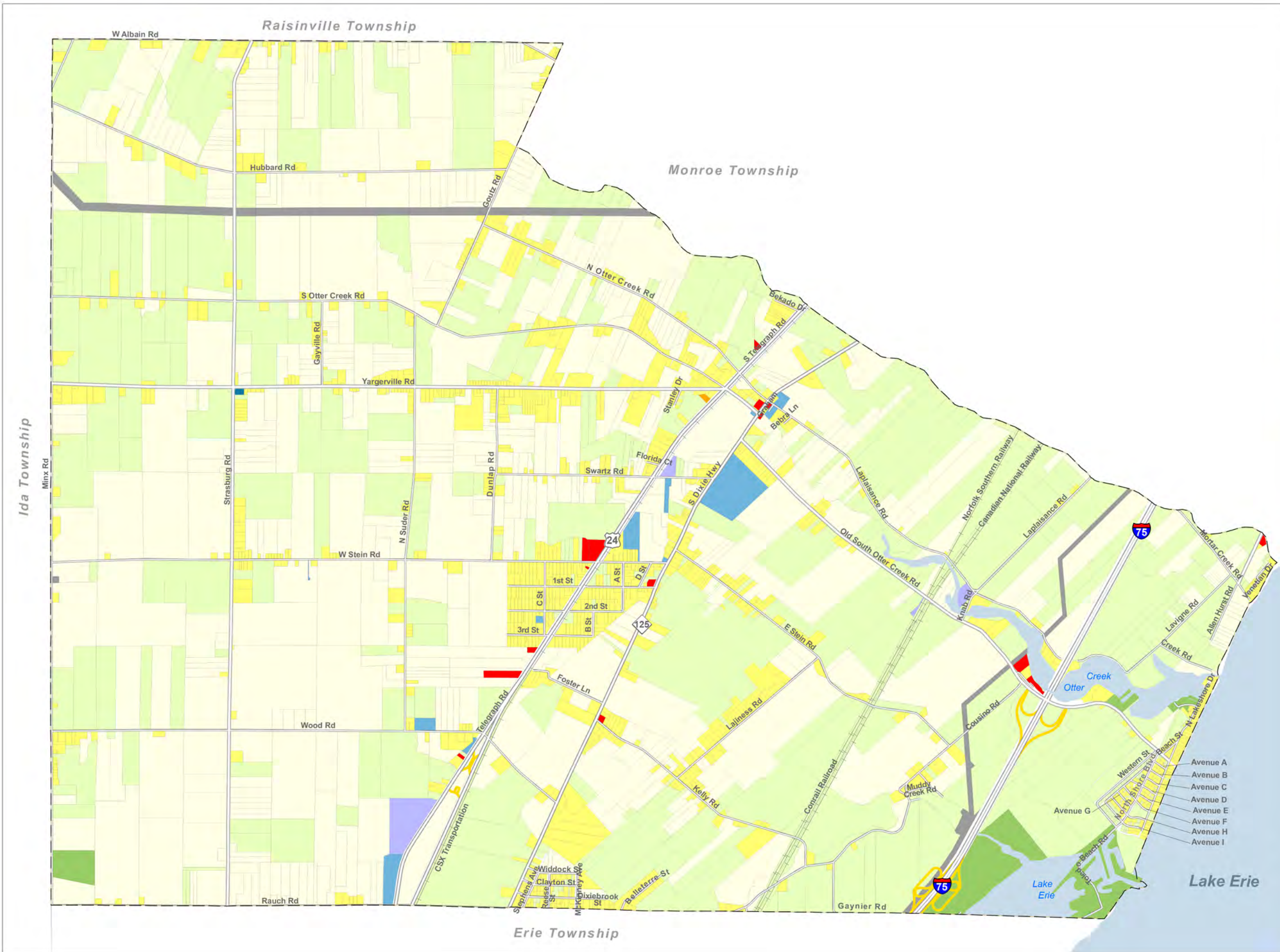
Map 4 Existing Land Use

LaSalle Township
Monroe County, Michigan

March 18, 2019

Legend

- Ag/Vacant
- Residential/ Agricultural
- Single Family Residential
- Multiple Family Residential
- Mobile Home
- Commercial
- Institutional
- Industrial
- Utilities
- Church
- Parks/Recreation



Base Map Source: Monroe County, 2017



Land Use Categories

Agriculture/ Vacant and Residential/Agriculture. The most extensive land use in the Township is agriculture. Over 86% or 14,548.97 acres are used for agriculture. The Agriculture/Vacant classification is used on parcels used for agriculture without a primary dwelling. Residential/Agriculture identifies agricultural parcels with a dwelling unit.

Single-Family Residential. Improved single land parcels or portions of parcels with single detached homes. While the Township has only seen a few new residential developments within the past 10 years it the second largest land use in LaSalle Township. Single family residences are scattered throughout the Township with only three areas of highly concentrated homes:

- The subdivision east and west of Telegraph and south of Stein Road with an average lot size of 35,000 square feet and very few vacant lots.
- East of Dixie Highway and north of Cousino Road with an average lot size of 15,000 square feet. Ditches along the roads are used for stormwater drainage, and there are mature shade trees throughout the neighborhood, similar to the previous subdivision.
- The North Shores subdivision located north and south of South Otter Creek Road along the Lake Erie shoreline. The residences along the shoreline front the lake while the rest of the subdivision have characteristics similar to the others found in the Township.

The remaining single-family residences are located along the major roads of the Township. Some are farmsteads located on large lots, over 20 acres. Other residences range in size from one-half to two acres. These homes, on average, have a lot depth of 250 feet, while the majority of land beyond this depth is used for agricultural or exists as vacant open space. Vacant open space areas and woodlands are some of the key features which add to the rural character in the Township. When visible, open space does add to the character, however, these spaces are becoming hidden from the road rights-of-ways by large lot single family homes. This is most noticeable along North Otter Creek Road, South Otter Creek Road, Yargerville Road, Swartz Road, Stein Road, Laginess Road and Kelly Road.

Multiple Family Residential. Land area that is occupied in whole or in part by attached dwelling units. This form of housing could include apartments, duplexes or attached condominiums.

Multiple family residential uses occupy only 1.08 acres. Located on the west side of Telegraph Road, north of Swartz Road, are several ranch style duplexes. Given the rural character of the community, there does not appear to be a large demand for apartments in LaSalle. These units seem to address the immediate needs of the community.

Commercial. Includes a cross section of retail and service establishments, including professional and medical office buildings.

There are several sites located in the Township that provide retail and commercial services, which total approximately 30 acres. These commercial uses are located along the major roads in the Township and offer goods and services to those traveling along the major roads. These individual sites also tend to serve the immediate needs of the residents in the area. Examples of these uses include the convenience stores located at Kelly Road and Dixie Highway, and Stein Road and Telegraph Road.

This distinction between uses is not large enough to create two unique commercial categories. However, they indicate a trend that is seen in growing communities. Initially, commercial uses serve the immediate residents of the community. As a region grows, certain areas become prime locations to place commercial uses that draw customers from the entire region. Characteristics of these uses include increased traffic, buildings with larger square footage, larger parking requirements and developments requiring larger parcels. While these uses add to the tax base, their characteristics do not interact well with rural characteristics.

Industrial. Improved land parcels devoted to assembling, fabricating, manufacturing, packaging, warehousing or treatment of products.

The largest industrial site in LaSalle is the storage yard located on Telegraph Road north of Rauch Road. While manufacturing industries can add to the tax base of a community, industrial uses have characteristics which can have an adverse impact on adjacent land uses that are not industrial.

Institutional. Land area and facilities that are privately or publicly owned and available to be used by the public. Uses include public schools, government buildings, the post office and churches.

The largest institutional land use in the Township is the Roselawn Memorial Park, a cemetery covering approximately 50 acres. The Erie Elementary School is located on Wood Road east of Suder Road. These institutional uses cover 0.59% of the developed land in LaSalle, roughly 99 acres.

These types of uses are generally seen as an asset to the Community. They offer residents many recreational, cultural, and educational opportunities.

Utilities. Land uses which are used for the conveyance of public utilities have been identified and occupy over 163.95 acres.

Included in this category is the land used by railroads for right-of-way. Two high voltage electricity corridors are located in the Township. These corridors are located south of Hubbard Road running east-west and west of Interstate 75 running north-south.

Public Recreation. Land set aside that is in a natural state or is used for public enjoyment and could include: parks, woodlands, or indoor recreational facilities. This category includes commercial recreation land uses.

The largest recreational land use is the Toledo Beach Marina located on the southern portion of the Lake Erie shoreline. The marina provides its members with winter storage, summer dockage and related uses such as pump-out stations and gas docks. Lighthouse Marina is located on South Otter Creek Road and offers similar services.

An additional commercial recreation site is located on Minx Road north of Rauch Road, which is used by a model airplane club for launching and landing their planes. The Otter Creek Fishing site is located on the north side of Otter Creek on the Lake Erie shoreline and provides the only area for public access to Lake Erie.

Demographic Analysis

The U.S. Census Bureau, within the U.S. Department of Commerce, is the source of the demographic data cited in this section. Every ten years, the U.S. Census Bureau conducts a census of population for the United States, and the thousands of political subdivisions within it. The demographic data in this section is gathered from the 2010 Census and the 2011-2015 American Community Survey 5-Year Estimates (a statistically accurate survey product of the U.S. Census Bureau) and ESRI, a private data provider that summarizes census data.

POPULATION

Between 2010 and 2015 the population of LaSalle decreased 1.3 percent, from 4,894 to 4,832 people. The surrounding communities and Monroe County experienced similar decreases in population, despite the state’s slow population growth.

Table 2: Total Population, 2010-2015

Community	2010 Population (Census)	2015 Population (Estimate)	Percent Change 2010-2015
LaSalle Township	4,894	4,832	-1.3%
Erie Township	4,517	4,448	-1.6%
Bedford Township	31,085	31,004	-0.3%
Ida Township	4,964	4,894	-1.4%
Raisinville Township	5,816	5,806	-0.2%
Monroe Township	14,568	14,387	-1.3%
City of Monroe	20,733	20,335	-2.0%
Monroe County	152,021	150,436	-1.1%
State of Michigan	9,883,640	9,900,571	+0.2%

Source: 2010 Census and the 2011-2015 American Community Survey 5-Year Estimates

LaSalle Township is not the only community experiencing a decrease in population; many communities around the state have seen a decrease in population as an effect of the Great Recession.

Looking forward, the Southeastern Michigan Council of Governments (SEMCOG) has projected that by 2040 the population in LaSalle will increase to 4,851 persons. The minimal increase, though it may not warrant new programs or community policies, indicates that the Township’s population is fairly stable and likely will not face significant population surges or rapid abandonment in the coming decades. The community can also promote this projected stability to create new development opportunities, attract residents, and encourage entrepreneurship and reinvestment.

RACE AND ETHNICITY

The population of LaSalle Township is relatively homogenous in terms of race and ethnicity. In 2010, 96.7% of the total population reported being white, 0.6% black, 0.4% American Indian, 0.3% Asian, and 0.7% some other race and 1.3% identified as two or more races. Of the 4,894 persons living in LaSalle Township, 2.6% reported being Hispanic. Persons identifying as Hispanic may be of any race.

Table 3: Population by Race and Ethnicity, 2010

Population by Race & Ethnicity	Number	Percent
Total	4,894	100.0%
Population Reporting One Race	4,734	98.7%
White	4,794	96.7%
Black	29	0.6%
American Indian	18	0.4%
Asian	13	0.3%
Pacific Islander	1	0.0%
Some Other Race	35	0.7%
Population Reporting Two or More Races	64	1.3%
Total Hispanic Population	128	2.6%

Source: 2010 Census

AGE STRUCTURE

The median age of LaSalle Township is 45 years which is more than three (3) years older than the median age of Monroe County and the average of the surrounding local region, 41.7 years. The higher median age may be attributed to factors such as the presence of long-term residents in older housing and the decreasing family sizes.

The 2011-2015 ACS estimates that 23% of the population in the Township is under the age of 19 which is nearly identical to Monroe County's estimate of 22.9%. LaSalle Township has a smaller percentage of their population in the 20-44-year age bracket, with 27% compared to 31.7% for Monroe County. Furthermore, 50% of LaSalle Township's population is over the age of 45 with nearly 17% of its population 65 years and older compared to only 45% of the county with 15.1% of residents over the age of 65. Nationally, this proportion of the population is expected to increase based on the large size of the Baby Boomer generation, the relatively high average life expectancy, and lower birth rates among younger generations. This indicates that in the coming years, the youth population of the Township will age comparably to the county. However, with demographics that skew towards older age groups, the Township may want to consider planning for services that cater towards aging in place. Such services include senior community programming, public parks, public transportation and medical access.

Table 4: Age Structure, 2010

Age Group	LaSalle Township	Monroe County	LaSalle Township Percentage	Monroe County Percentage
Under 5 Years (Infants)	280	8,274	5.8%	5.5%
5 to 19 Years (School Age)	831	26,176	17.2%	17.4%
20 to 44 Years (College, Career & Family Forming)	1,305	47,688	27.0%	31.7%
45 to 64 Years (Empty Nesters)	1,609	45,582	33.3%	30.3%
65 years and older (Seniors & Retirees)	807	22,716	16.7%	15.1%
Total Population	4,832	150,436	100%	100%
Median Age (Years)	45.0	41.7	—	—

Source: 2010 Census

EDUCATIONAL ATTAINMENT

The educational attainment for people 25 years and older in LaSalle Township is shown in the table below. Within the Township, 89.1% have attained a high school diploma or higher compared with 90.3% of Monroe County. LaSalle Township has had 28.2% of all residents earn an associate's degree, bachelor's degree, or a graduate degree, which is comparable to the 28.9% of Monroe County residents.

The nearest post-secondary educational institutions to the Township is Monroe County Community College and Siena Heights University, both in Monroe. Land uses that promote places where learning occurs (including neighborhood schools and other learning centers) should be encouraged so that the opportunities are abundant for both adults and children.

Table 5: Educational Attainment for Residents 25 Years and Older, 2011-2015

Educational Level	LaSalle Township Percentage	Monroe County Percentage
Less than 9 th Grade	2.5%	2.5%
9 th to 12 th Grade, No Diploma	8.3%	7.4%
High School Graduate (includes equivalency)	34.8%	36.2%
Some College, No Degree	26.1%	25.2%
Associate's Degree	11.2%	10.3%
Bachelor's Degree	9.2%	12.2%
Graduate or Professional Degree	7.8%	6.4%

Source: 2011-2015 American Community Survey 5-Year Estimates

Housing Analysis

The quality, affordability, and availability of a community’s housing stock has a significant impact on overall community vitality. The following analysis of trends relating to the number of housing units, new construction, the amount of owner-occupied, rental, and vacant units, housing values, monthly rent, and the age of housing helps evaluate the health of the Township’s housing stock.

As of 2015, LaSalle Township had approximately 1,962 total dwelling units, while according to the 2010 U.S. Census the Township had 1,971 total dwelling units. Dwelling units indicate all types of residential property including houses, apartments, condominiums, and other types.

HOUSING TENURE

Housing tenure describes how each dwelling unit is occupied whether by owner, renter, or whether it is vacant. Table 6 shows that the dwelling units within the Township are primarily owner-occupied, having fewer renter-occupied units than the county and all but three of the surrounding communities. Also, LaSalle Township percentage of vacant units is on par with the vacancy rate for the County. However, nearby communities such as Ida Township and Bedford Township have lower vacancy rates.

Table 6: Housing Tenure, LaSalle Township and Comparison Communities, 2015

Municipality	Total Occupied Dwellings	Owner-Occupied		Renter-Occupied		Total Vacant		Total Units
		Units	Percent	Units	Percent	Units	Percent	
LaSalle Township	1,818	1,565	86.1%	253	13.9%	143	7.3%	1,962
Erie Township	1,702	1,469	86.3%	233	13.7%	150	8.1%	1,852
Bedford Township	12,509	10,658	85.2%	1,864	14.9%	617	4.7%	13,131
Ida Township	1,866	1,743	93.4%	123	6.6%	92	4.7%	1,957
Raisinville Township	1,962	1,838	93.7%	124	6.3%	161	7.6%	2,123
Monroe Township	5,708	4,412	77.3%	1,296	22.7%	571	9.1%	6,279
City of Monroe	8,175	5,134	62.8%	3,041	37.2%	829	9.2%	9,006
Monroe County	58,566	46,560	79.5%	12,006	20.5%	4,819	7.6%	63,403
Michigan	3,841,148	2,728,815	60.1%	1,112,333	24.5%	698,690	15.4%	4,539,838

Source: 2011-2015 American Community Survey 5-Year Estimates

MEDIAN HOME VALUE

The value of homes in LaSalle Township is one measure of community quality of life and the overall health of the economy. As of 2015, the median home value in LaSalle Township was \$155,100. Table 7 includes the median housing value for owner-occupied units and the median gross rent for rental units.

The median housing value, inversely related to median rent, is above the median housing value for surrounding communities. At approximately \$155,000, \$17,000 above Monroe County, LaSalle Township has the third (3rd) highest median housing value in comparison to the surrounding area. This may be attributable to the types of housing units available since LaSalle Township is a primarily agricultural community with larger lots and farmsteads.

Table 7: Median Value, LaSalle Township and Comparison Communities, 2015

Municipality	Owner-Occupied	Median Gross Rent
LaSalle Township	\$155,100	\$759
Erie Township	\$116,500	\$761
Bedford Township	\$153,600	\$895
Ida Township	\$172,900	\$712
Raisinville Township	\$157,000	\$781
Monroe Township	\$107,200	\$791
City of Monroe	\$105,800	\$716
Monroe County	\$137,200	\$784
Michigan	\$122,400	\$783

Source: 2011-2015 American Community Survey 5-Year Estimates

The monthly rent for all areas is based on the rents seen in rental homes, apartments in homes, and apartment complexes. As of 2015, LaSalle Township has the third (3rd) lowest median gross rent of the surrounding communities and county. This is likely attributable to the amount and type of rental units available in each of these communities. LaSalle Township has few rental units which are likely older and smaller, whereas the more suburban townships may have a greater variety of available rental units including larger rental properties and newer apartments.

AGE OF HOUSING

The age of the housing stock can provide important insights for a community, as the condition of the housing stock may be related to its age. Older housing stock can also provide a sense of character to the community. Traditionally, major repairs or rehabilitation is needed when housing reaches an age of 30 years. Communities where a substantial proportion of the housing stock is more than 30 years old typically initiate programs to encourage reinvestment. Further, since the 1960s, the demand for more energy efficient houses and additional amenities have increased. Older homes also tend to lack features that support barrier free access and may be unsuitable for aging in place without significant retrofits or other reinvestments.

As shown in Table 8, approximately 71% of LaSalle Township's housing stock was constructed prior to 1980 and is considered older than 30 years. The Township should encourage reinvestment in the older housing stock to preserve the historical character of the community. Notably, the data indicate that only 13 new homes have been built in LaSalle Township since 2010. The American Community Survey 5-Year Estimates contain five years of data going back to 2011. This time period encompasses ongoing recovery from the Great Recession, so it is anticipated that as the economy continues to recover more new homes will be constructed.

Table 8: Age of Housing, LaSalle Township, 2011-2015

Year Structure Built	Number	Percent
2014 or later	0	0.0%
Built 2010 to 2013	13	0.6%
Built 2000 to 2009	187	9.5%
Built 1980 to 1999	394	20.1%
Built 1960 to 1979	572	29.2%
Built 1940 to 1959	455	23.2%
Built 1939 or earlier	341	17.4%
Total Housing Units	1,962	100.0%

Source: 2011-2015 American Community Survey 5-Year Estimates

Economic Analysis

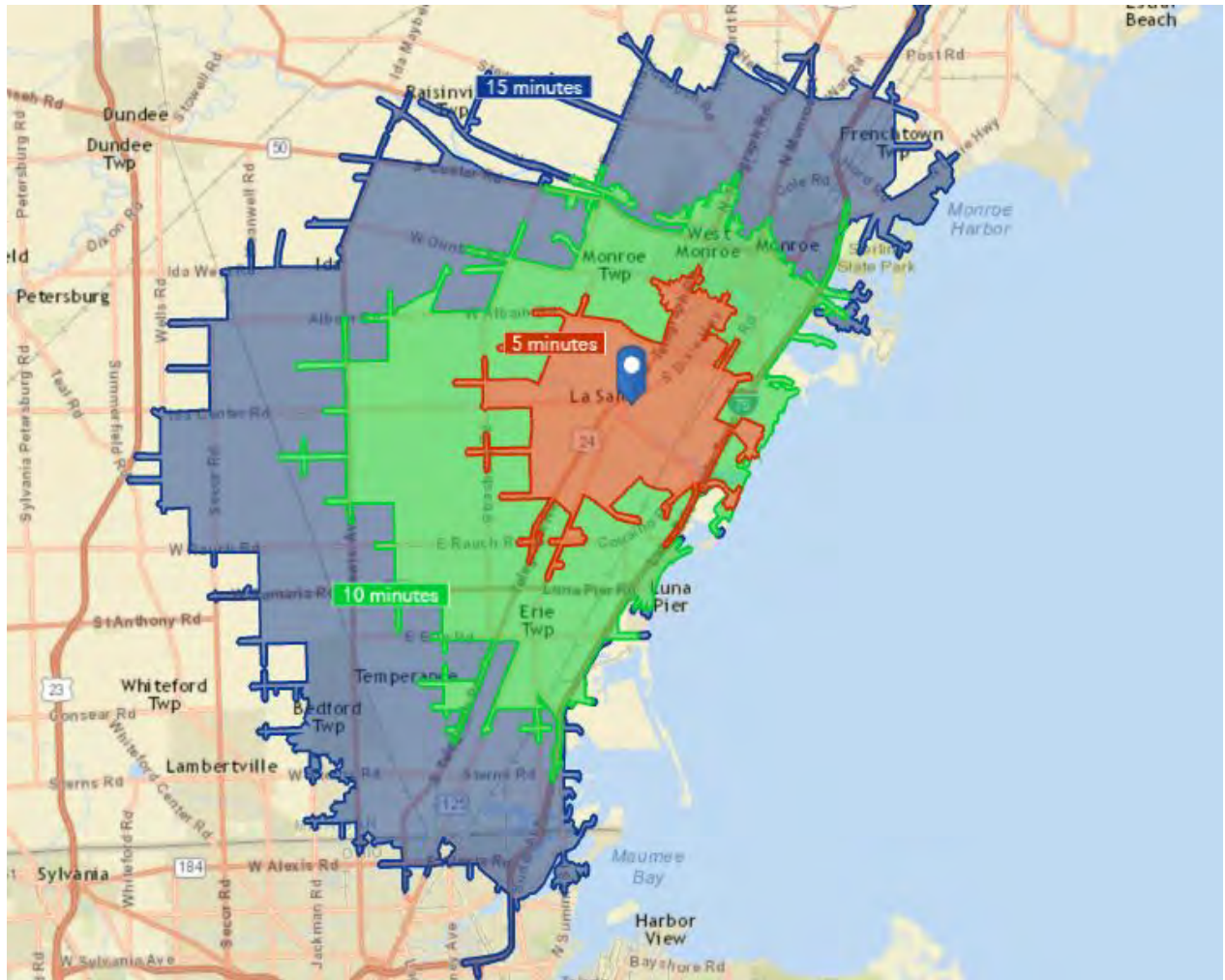
RETAIL MARKET GAP ANALYSIS

A Gap Analysis compares the supply of a good or service within a community to the demand for that good or service, based on the spending power of residents. If the retail gap is positive, an unfulfilled demand for that good or service is perceived within the community; however, if the retail gap is negative, there is an oversupply of a particular good or service.

The “gap” has been converted from a spending power amount (in dollars) to a number of additional square feet of retail space demanded (based on per-square-foot sales for each category of retail). Finally, the number of additional square feet will be compared to the average size of a store in each category to determine the number of new stores demanded within the community.

In considering the results of these retail gap calculations for purposes of the Master Plan, it is important that the figures not be viewed as an absolute determinant of the community’s future. Retail gap is only one aspect to be considered for the future of a community. Local variations in buying preference, buying power, community desires, and other local characteristics and assets will greatly impact the future and outcome. The purpose of this analysis is, therefore, to give some insights which can contribute to a balanced approach in future economic development efforts and to create realistic expectations for the types of new retail development the Township can hope to attract. The designated trade area is shown in Figure 1.

Figure 1: Retail Market Trade Area



Source: ESRI Business Analyst 2017

The trade area is centered in LaSalle at Township Hall offices. As a downtown commercial district does not exist within the Township, a central community location was located. From LaSalle Township offices, the trade area expands at regular intervals of 5, 10, 15 minutes. The 5-minute retail ring encompasses the entire Township and shows the existing retail base for the community. The 10-minute retail ring includes Erie Township and includes most of the City of Monroe. This ring will include people who travel into LaSalle to shop but may also go to surrounding communities. The 15-minute retail ring includes northern Monroe, Frenchtown Township, and some of the smaller communities near the Michigan-Ohio border. This ring will include people who will travel to regional centers for their retail needs and may not think of LaSalle as a retail node.

Table 9 illustrates the retail oversupply or demand for LaSalle Township by area drive time. Table 10 illustrates if the unmet retail demand is sufficient to support new retail stores in the area.

Table 9: Percentage of Retail Supply and Demand

Order	Category	5 Min. Drive	10 Min. Drive	15 Mi. Drive
1	Automobile Dealers	-138.6%	-134.0%	-51.1%
2	Other Motor Vehicle Dealers	100.0%	-191.7%	10.5%
3	Auto Parts Stores	100.0%	30.0%	44.5%
4	Furniture Stores	63.5%	69.2%	56.6%
5	Home Furnishings Stores	67.4%	90.6%	-2246.0%
6	Electronics and Appliance Stores	40.3%	-99.2%	68.2%
7	Building Materials and Supplies Dealers	93.4%	28.9%	-82.2%
8	Lawn and Garden Equipment Stores	-133.7%	61.3%	-47.3%
9	Grocery Stores	7.8%	2.9%	30.5%
10	Specialty Food Stores	100.0%	68.8%	-140.5%
11	Beer, Wine, and Liquor Stores	75.8%	-188.0%	-100.7%
12	Health and Personal Care Stores	100.0%	-7.1%	-9.8%
13	Gas Stations	43.4%	29.7%	-191.1%
14	Clothing Stores	86.3%	89.9%	52.3%
15	Shoe Stores	100.0%	73.2%	-2.6%
16	Jewelry or Luggage Stores	100.0%	44.3%	31.0%
17	Sporting Goods, Hobby, and Music Stores	78.8%	59.9%	-68.9%
18	Book Stores	100.0%	81.5%	4.7%
19	Department Stores	100.0%	94.8%	-31.4%
20	General Merchandise Stores	80.2%	68.0%	64.4%
21	Florists	100.0%	-25.5%	49.5%
22	Office Supplies Stores	84.1%	77.8%	34.4%
22	Used Merchandise Stores	100.0%	-152.1%	71.8%
23	Full Service Restaurants	57.8%	-30.0%	-11.6%
24	Fast Food Restaurants	56.8%	48.9%	93.7%
25	Bars	83.3%	34.4%	27.3%

Source: ESRI Business Analyst, 2017

Table 10: Potential Demand for New Retail in LaSalle Township

Order	Category	5 Min. Drive	10 Min. Drive	15 Min. Drive
1	Automobile Dealers	0	0	0
2	Other Motor Vehicle Dealers	0	0	0
3	Auto Parts Stores	0-1	0-1	2-3
4	Furniture Stores	0	0-1	0-1
5	Home Furnishings Stores	0	0-1	0
6	Electronics and Appliance Stores	0	0	1-2
7	Building Materials and Supplies Dealers	0	0	0
8	Lawn and Garden Equipment Stores	0	0	0
9	Grocery Stores	0	0	1-2
10	Specialty Food Stores	0	0-1	0
11	Beer, Wine, and Liquor Stores	0	0	0
12	Health and Personal Care Stores	0-1	0	0
13	Gas Stations	0-1	1-2	0
14	Clothing Stores	0-1	2-3	2-3
15	Shoe Stores	0	0	0
16	Jewelry or Luggage Stores	0	0	0
17	Sporting Goods, Hobby, and Music Stores	0-1	0-1	0
18	Book Stores	0	0-1	0
19	Department Stores	0-1	2-3	0
20	General Merchandise Stores	0-1	2-3	3-4
21	Florists	0	0	0
22	Office Supplies Stores	0	0-1	0
22	Used Merchandise Stores	0	0	0-1
23	Full-Service Restaurants	0-1	0	0
24	Fast Food Restaurants	0	0	0
25	Bars	0	0	0

Source: ESRI Business Analyst, 2017

The data for the 5-minute drive retail area suggests that there is significant retail demand; some retail types have 100 percent demand, such as specialty food stores, apparel, florists, etc. However, the level of demand calculated by existing conditions does not ensure success of future retail developments in the community. There is a possibility for LaSalle Township to expand its retail base in selected retail areas. These categories include automotive, health and personal care, apparel, sporting goods and hobbies, and full-service restaurants. Business owners should consider combining more than one retail type or service in order to capture as much of the retail base as possible.

The data for the 10-minute drive retail area suggests that there are more possibilities for retail development of new stores. These categories include auto parts, home furniture and design, apparel, general merchandise, department store, and office supplies. The data suggests that LaSalle would be able to support these retail businesses, however, it is important to consider how the larger retail stores would compete with the surrounding businesses. Monroe Mall, is located within the 10-minute drive radius and has an established retail base in the area. New retail stores should focus on providing unique goods or services that would fill a retail void.

The data for the 15-minute drive retail area suggests that there are categories that may be able to support new retail development. These categories include auto parts, home furnishings, groceries, and apparel, general and used merchandise. The 15-minute drive area does not include as much opportunity for retail development, as that retail ring includes larger communities with established commercial corridors and suburban big box shopping districts. New businesses in LaSalle Township would need to be unique and specialized to distinguish from similar businesses in surrounding communities.

Public Facilities and Utilities

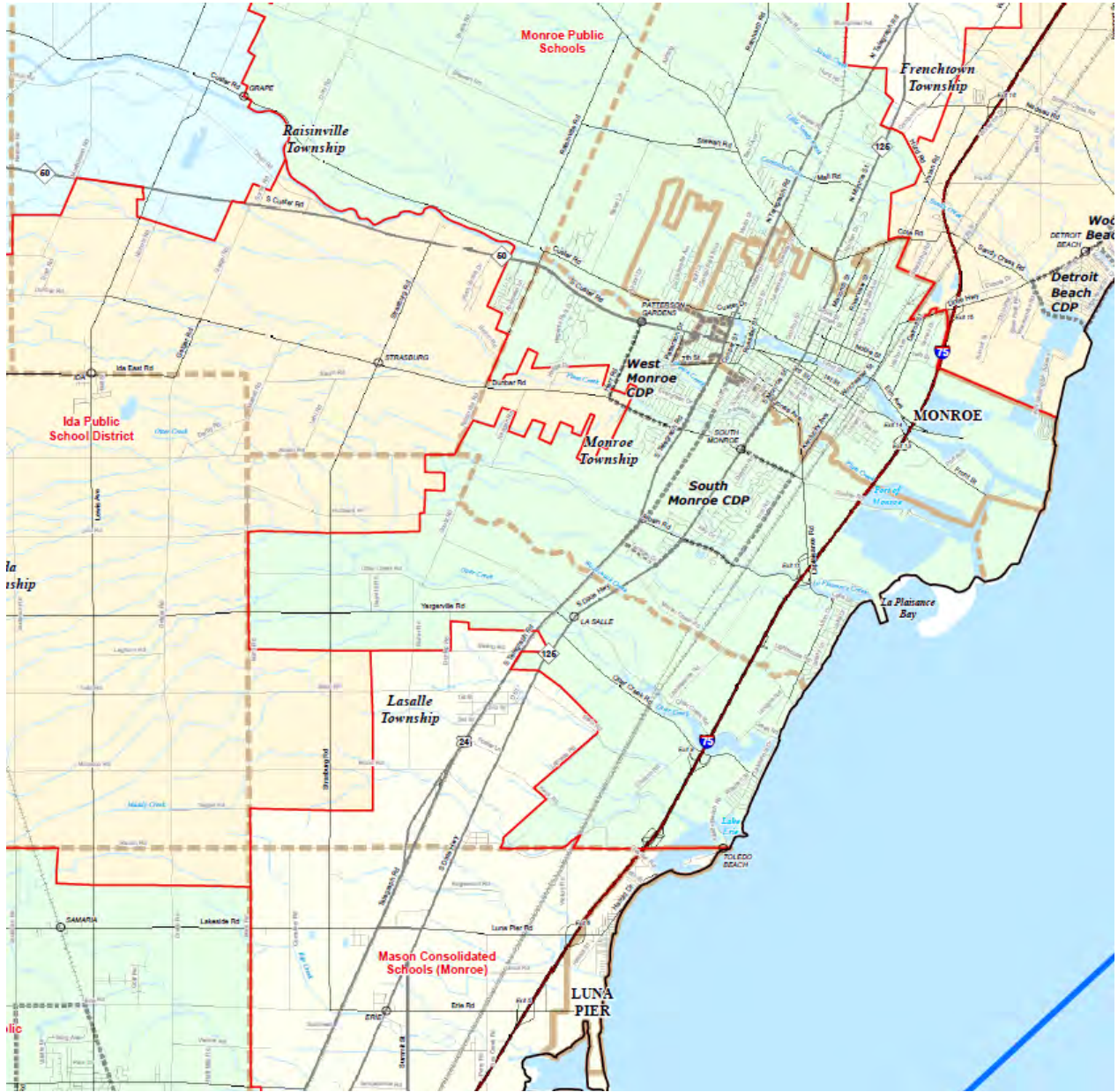
Due to the Township's small size and rural character many publicly available facilities and utilities are limited. However, the Township access to private electrical and natural gas service and operates its own public water system and volunteer fire department. As the Township looks to grow in the next decade, the Township will need to begin to plan for the expansion of public services such as schools and sanitary sewer service.

SCHOOL FACILITIES

LaSalle Township is serviced by three separate school districts. Monroe Public Schools serves the northern and eastern portions of LaSalle. Ida Public Schools serves the western portion of the Township. While the Mason Consolidated School District serves the central portion of LaSalle. The facilities for all of these districts are located outside the Township and requires the children to travel to other communities. None of the three districts serving LaSalle currently have any plans to construct facilities within the Township.

The three school districts serving LaSalle and the other six districts based in Monroe County are part of the Monroe County Intermediate School District (MCISD). The MCISD connects the local schools with the State Department of Education. The MCISD provides services to children that may be too specialized for the individual school districts to provide. These services include programs for gifted or disabled children, social workers and general instructional services.

Figure 2: School District's Servicing LaSalle Township



Source: Michigan Center for Geographic Information

ELECTRICAL SERVICE AREA

All areas of the Township are serviced by Consumers Energy Company for electricity. A high voltage major transmission line runs north-south from the J.R. Whiting Plant, located in Luna Pier, along the west side of I-75 to transmission stations north of the Township. A high voltage major transmission line located south of Hubbard Road runs east-west from the Monroe Power Plant in the City of Monroe to the west side of Monroe County. Such service meets the current needs of the Township. Future improvements to the existing infrastructure capacities may be warranted and can be implemented as needed.

PUBLIC WATER SERVICE

Public water is provided by a 0.5-million-gallon storage tank located east of Telegraph Road and north of Stein Road. Those residents who do not have access to public water utilize private wells to supply water. South County Water provides the service and maintenance for the public water system. LaSalle Township should continually evaluate the demand for additional water service areas. Providing adequate utility infrastructure for future development areas is an essential component of attracting such development.

PUBLIC SANITARY SEWER SERVICE

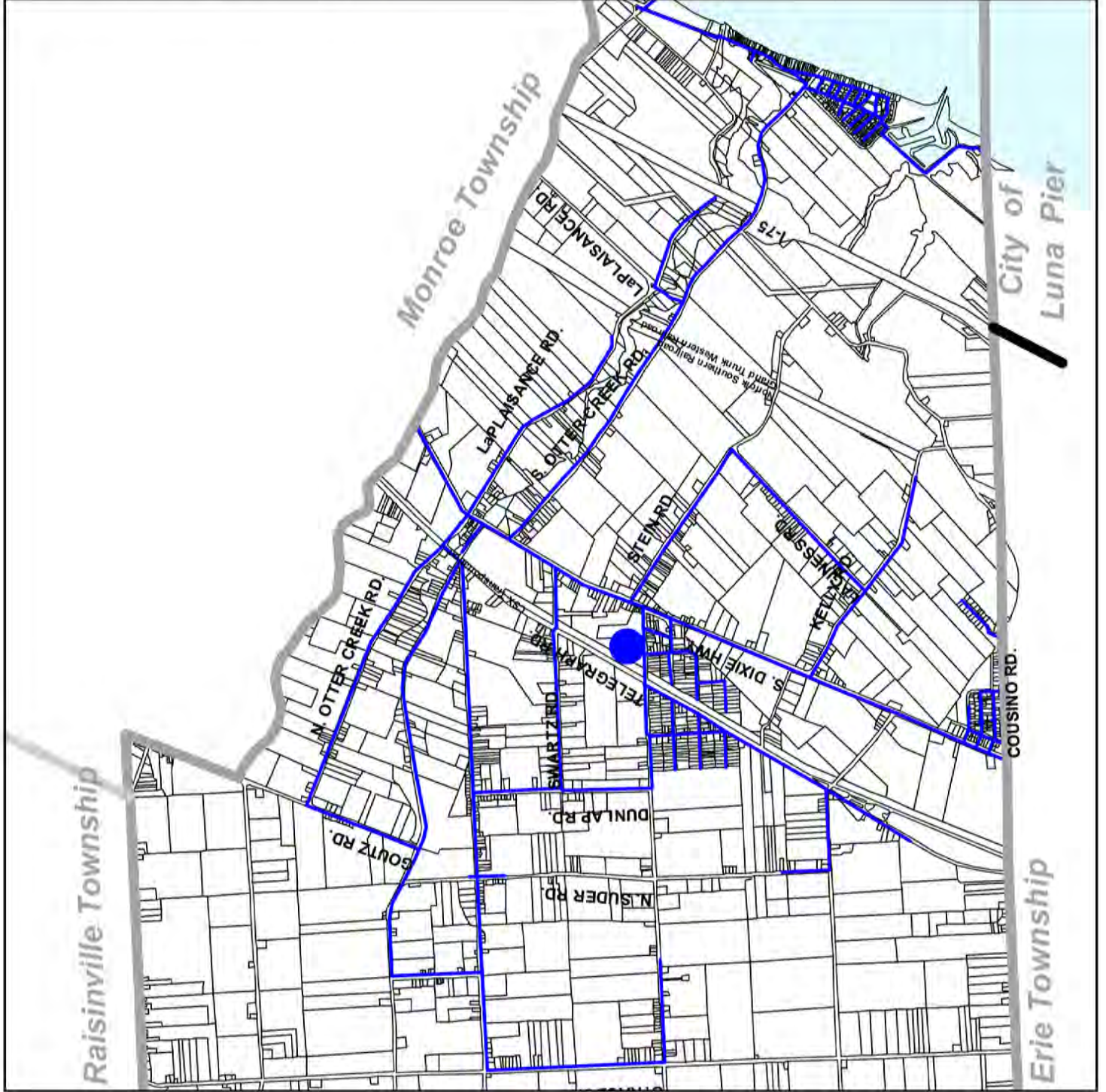
Currently the only area provided with sanitary sewer service are the homes located along the Lake Erie coast. Sanitary sewer service is provided directly to the north of LaSalle in Monroe Township by the Monroe Urbanized Area treatment system. Located south of the Township along Lake Erie, Luna Pier provides sanitary sewer treatment to its residents and the LaSalle residents in the North Shores and Grand View Beach area south of Otter Creek. All other residents must use on-site septic systems to treat waste water. While adequate, septic fields have an average life-span of fifteen years. As the community ages, more fields will fail, requiring residents to reinvest in new fields or begin to ask for sanitary sewer service.

For existing, and future, medium density residential areas not currently serviced by sanitary sewers, it may be necessary for the Township to consider ways to bring that service to the residents. A Monroe County Facilities Plan for the LaSalle, Luna Pier and Erie area can provide a basis for the Township to begin a feasibility study when needed.

Map 5 Public Water Distribution System

LaSalle Township
Monroe County, Michigan
March 18, 2019

Legend
Public Water



Base Map Source: Monroe County, 2017



NATURAL GAS SERVICE

Michigan Gas Utilities provides natural gas service to a portion of the residents in LaSalle. Service is mainly provided to residents near Telegraph Road and South Dixie Highway and to the residents along Lake Erie. Several areas west of Telegraph Road also have access to natural gas service

PUBLIC FACILITIES

Within the Township, the major facility is the Township Hall located at 4111 Laplaisance Road. The Township Hall houses the Township clerk, supervisor, building official, treasurer, assessor and administrative staff. The building also has meeting space where the Planning Commission, Township Board and other boards meet.


Across the street at 4120 Laplaisance Road is the LaSalle Township Volunteer Fire Department. The newly constructed building is headquarters for 24 volunteer firefighters.

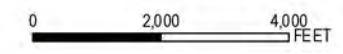
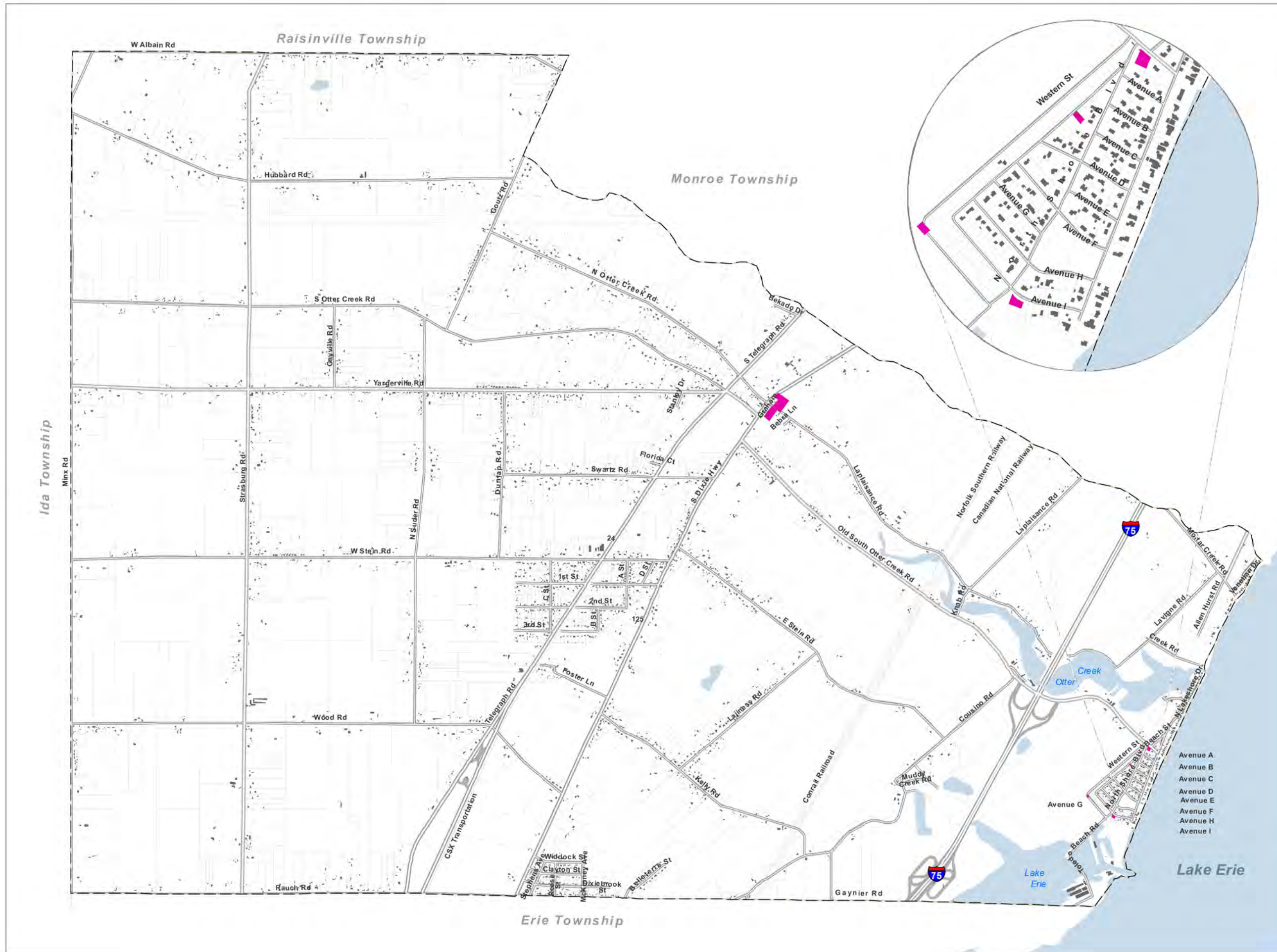
Map 6 Township-Owned Property

LaSalle Township
Monroe County, Michigan

March 18, 2019

Legend

 Township-Owned Property



Base Map Source: Monroe County, 2017



Parks and Recreation Facilities

TOWNSHIP PARK AND FACILITY INVENTORY

For planning and management purposes, recreation professionals classify park and recreation facilities based on the type of facility and expected usage. The National Recreation and Park Association (NRPA) has developed a five-tier classification system typically used is as follows:

Table 11: Parks and Recreation Inventory

Classification	Description	Recommended Standard
Mini - Park	Small, specialized parks, usually less than an acre in size, that serve the surrounding neighborhood	0.25 acres per 1,000 residents
Neighborhood Park	Multi-purpose facilities, usually 15 acres or more in size, which typically contain ballfields and playlots as well as areas for quiet recreation activity.	2.0 acres per 1,000 residents
Community Park	Contains a wide variety of recreation facilities to meet the diverse needs of residents from several neighborhoods, typically 25 acres or more in size	5.0 acres per 1,000 residents
Regional Park	Typically located on sites with unique natural qualities which are particularly suited for outdoor recreation, such as picnicking, boating, fishing, swimming, and trail use; generally exceed 200 acres in size	10.0 acres per 1,000 residents
Private and Special Use Facilities	Typically, single-purpose recreation facilities, such as golf courses, nature areas, canoe launching facilities, etc.	None

Township Parks

The Township does not currently have any parks. With a population of nearly 5,000 people, the Township should look to add a minimum of ten acres of park land over the next five to fifteen years.

County Parks

Monroe County has five county parks under the jurisdiction of the Park Commission consisting of 221 acres of land. The county parks are intended to serve the entire county, and all the parks (except West County Park) have restrooms, parking areas, play equipment, and picnic shelters. The two closets County Park are:

- **Vienna Park** in Bedford Township, approximately nine miles from LaSalle Township, was originally acquired from the state highway department after it was used, in part, as a sand pit for road construction. The park has a small pond and natural area as well as active recreational facilities. A 1999 grant also allowed for the development of trails and new play equipment at this park. In 2001 the disc golf course was improved and expanded to 18 holes. More recent improvements include paved parking areas, greatly improved ball diamonds, and the development of soccer fields. A habitat improvement project has recently (2011) converted a portion of mowed lawn to native prairie vegetation.

- **Waterloo Park** is located on the River Raisin at the end of Mulhollen Drive in Monroe Township and is approximately five miles from LaSalle Township. Although it is the smallest county park, with only 9 acres, it has many facilities, including a fishing pier, canoe landing, paved path, exercise equipment, and playground, all designed to be barrier-free. The park is a popular site for shelter rentals and serves as the site of an annual fishing derby.

Marinas

The Township is home to four marinas that have access to Lake Erie.

Table 12: Township Marinas

Name	Number of Boat Pads
Lighthouse Harbor Marina	177
North Cape Yacht Club	150
Otter Creek Marina	75
Toledo Beach Marina	555

REGIONAL RECREATION PLANS

The Downriver Linked Greenways Initiative is a regional non-motorized pathway vision for the Downriver region. It is envisioned that this regional pathway system will connect the 17 Downriver communities and Wayne County through a network of trails and greenways, and will feed and link into a rapidly forming regional and statewide system of greenways. The effort to produce a coordinated, functioning, non-motorized system is an essential factor in the quality of life for the Downriver communities.

The Southeast Michigan GreenWays Initiative is a comprehensive effort aimed at expanding and enhancing the natural landscape of the region. One result of this five-year concentrated effort which began in 2001 was to develop and refine a regional vision of linked trails and greenways. Greenway plans were developed at the county level for each of the seven southeast Michigan counties and were combined to collaboratively create a seamless vision for non-motorized community connections and linkages.

Transportation and Circulation Analysis

The road system is of vital importance for the overall well-being of the Township and its residents. At its most basic level, the road system provides the means of moving people and goods within and through the Township.

Roads and road rights-of-way provide locations for public utilities, such as water, sewer, gas, electric, and telephone lines. Roads provide the means by which emergency and public services are delivered to residents. Roads provide access to parcels of land, thereby increasing the development potential of vacant and agricultural lands. Most important, the road system establishes the basic form of the Township.

Because of the many functions of the road system, transportation has a significant impact on the economy, environmental quality, energy consumption, land development, and the general character of the Township. Accordingly, it is prudent to identify and understand deficiencies in the road system and to prepare alternatives to address those deficiencies.

LaSalle Township is served by a range of transportation lines and amenities. The Township is serviced by North/South U.S. Route 24 (Telegraph Road), Michigan highway M-125 (Dixie Highway), and Interstate 75. In addition, the Township has two East/West county primary roads, S. Otter Creek and Laplance Roads, and a small network of local roads, many of which play an important role in connecting denser residential developments. This road network serves to link LaSalle Township to nearby townships, its Lakeshore, and other regional destinations.

A more complete, fleshed-out network of local roads should be developed with alternative north-south and east-west routes. Platted roads that are not yet built should be developed, and undeveloped lands should incorporate roads that connect to and allow access through the existing system. Cul-de-sacs and dead-end streets should be discouraged. These local roads should be designed to carry local traffic, no trucks and slow speeds. These roads, along with the sidewalks that will be on either side of them, will also allow people to walk from one neighborhood to the next in a pleasant environment.

ROAD CLASSIFICATIONS

The purpose served by each road or highway in the circulation system is best described through classification of the roads. 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 purposes of transportation planning, a functional classification of roads has been developed. This system includes the following road classes:

Freeways are designed to handle large volumes of traffic moving at high speeds over long distances or between urban areas. Interstate 75 on the east side of the Township is the only freeway within LaSalle 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. Telegraph Road (US-24) is LaSalle Township's only principal arterial.

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 do principal arterials. South Dixie Highway (M-125) from South Otter Creek Road north to the Township border with Monroe Township is classified as a minor arterial.

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. Several of LaSalle's roads are classified as collectors. Yargerville Road, South Otter Creek Road, from I-75 to South Dixie Highway, and South Dixie Highway from Rauch Road to South Otter Creek Road are the major collector roads of LaSalle. While, two roads are designated as minor collectors; Strasburg Road and South Otter Creek Road from Lake Erie to I-75.

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. All roads not previously mentioned or not designated with one of the NFCS classes on Map 7 are classified as local roads.

Another road classification system is used by the County to establish funding priorities in accordance with Michigan Public Act 51 of 1951. The Act requires county road commissions to classify roads as either Primary or Local roads. In comparing the two classification systems, principal and minor arterials are generally classified as County Primary roads, and collector and local roads are generally classified as County Local roads.

The existing road system has sufficient capacity to serve the existing population of the Township without persistent or excessive congestion. As might be expected, the main north-south route is well-developed, providing access to Metropolitan Detroit and Toledo for daily commuters in these employment centers. However, additional capacity could be added to the major east-west connection of Otter Creek Road or additional connections could be made to improve access to Lake Erie from the Township.



COMMUNITY GATEWAYS

Gateway designations generally correspond to the intersection of prominent roads at points of entry into the Township. LaSalle Township has two primary gateway areas. These points of entry are at the intersection of Interstate-75 and S Otter Road and Dixie Highway and Laplainsance Road.

Gateways and the corridors between them are significant because of the influence they have on the character and the appearance of the community. The first and most significant visual image of a community is established upon entering the Township. Visually strong and attractive gateway and image corridors have a positive influence on the character and quality of public and private development along the corridor. The Township should seek ways to improve the existing gateway areas within the Township by means of landscaping, signage, street lights, etc.

ACCESS MANAGEMENT

The capacity of a highway or road and traffic safety can quickly deteriorate if development is allowed to occur without proper attention to access control. Access management is a particular concern along roads where mostly non-residential development will occur. To accurately prepare for increases in commercial development and traffic, attention must be focused on minimum lot widths, spacing between driveways, driveway design, potential for shared access, number of driveways per site, sight lines, and similar considerations.

Access management can benefit properties on all types of roads within the community. Often times too many driveways serving a particular area results in a large number of turning movements and conflict points, increasing the potential for traffic crashes. Encouraging good access management design will reduce potential congestion on streets, reduce vehicle-pedestrian conflict points, and reduce on-site congestion, as well as provide more room on lots for landscaping and parking areas.

PEDESTRIAN NETWORKS AND NON-MOTORIZED TRAFFIC

As more businesses, jobs and families move into the Township there may be more bicyclists and pedestrians. As the number of cars, bicyclists, and pedestrians increases on local roads, the potential for conflict exists. For the purposes of public safety, several alternatives to accommodate non-motorized traffic can be encouraged by the Township: conventional sidewalks, paved shoulders that are dedicated and marked for bicycle use, or separate bicycle pathways adjacent to the road. In any case, any new pedestrian improvements should be connected and planned in accordance with the existing pedestrian network. Pedestrian connections to and from neighborhoods, commercial corridors, and future school sites should be encouraged.

Map 7 Traffic Analysis

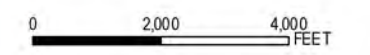
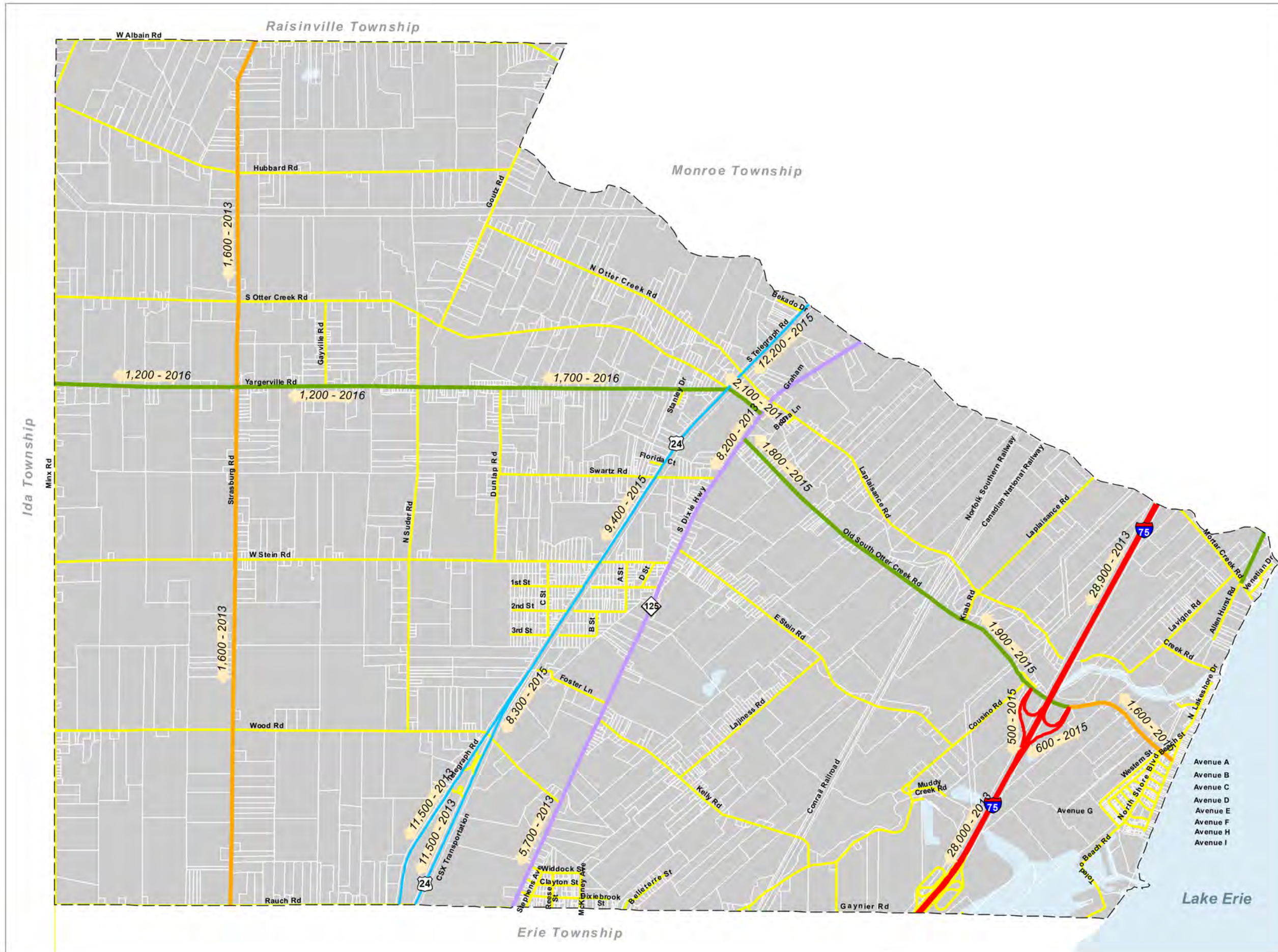
LaSalle Township
Monroe County, Michigan

March 18, 2019

Functional Classification

- Interstate Freeways
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road

1,200 - 2016 AADT with Year



Base Map Source: Monroe County, 2017
Data Source: SEMCOG, 2016





LASALLE TOWNSHIP TOMORROW

The following sections correspond to where the Township is going, its goals and objectives, opportunities for redevelopment and the future land use plan. McKenna worked closely with elected and appointed officials, Township staff and residents and community members. While some of the statements listed in the Public Participation section may represent existing conditions, they are included here because they are assets, facts and observations the community would like to fix, keep and aspire to create “tomorrow.”

Public Participation

Working together with the Township, McKenna coordinated and conducted various outreach throughout the planning process to ensure community input. Participants included residents, stakeholders, and community organization representatives. Meetings were held at the LaSalle Township Hall.

- **Kick-Off Meeting**
Involved the Planning Commission, Township Staff and McKenna
- **Public Workshop + Visioning Session**
Township residents created a vision for the future of LaSalle Township and prioritized their preferences for future investments.
- **Online and Hard Copy Community Survey**
McKenna launched an online and hard copy community survey related to the Township's overall community's needs. Hard copy surveys were located at strategic locations throughout the Township including the Township Hall. Survey responses were collected for 45 days.

KICK-OFF PUBLIC MEETING

On August 17, 2017 at 7:00 p.m. at the regularly scheduled Planning Commission meeting in the Township Hall, McKenna held a work session with the Planning Commission to begin collecting data on existing conditions. The following land use topics and opinions were shared during the discussion:

Farmland

- The agricultural sector is prospering; existing farmland should remain farmland.
- Agricultural commodity prices are rising.
- Farmland preservation should be promoted. It reduces farmers' costs and should be preserved

Park and Recreation

- The Township currently does not have a formal park.
- The survey and public engagement portion of the plan will be critical to determine if Township residents want a park.

Commercial

- Several of the commercial businesses identified in the last plan are no longer in operation.
- Trapperz restaurant serves as a regional destination, attracting boaters and tourists.
- The survey and public engagement portion of the plan will be critical to determine if Township residents would like to see an expansion of commercial services within the Township.

Industrial

- Currently, there is very little land zoned for industrial uses.

Infrastructure

- The lack of a sewage system remains an obstacle.

Educational

- Siena Heights University and Monroe County Community College have campuses nearby in Monroe.

Public Workshop and Visioning Session

On September 21, 2017 at 7:00 p.m. at the regularly scheduled Planning Commission meeting in the Township Hall, McKenna Associates held a Public Workshop and Visioning work session with the Planning Commission to further assess existing conditions and begin to create a vision for the future of LaSalle Township.

FIX, KEEP + ASPIRE

As part of the visioning session, participants identified themes and places they would like to see (1) fixed and improved (2) maintained and kept, and (3) expanded upon in the future. Common themes mentioned are organized into the following three wordclouds:

Fix

Key elements identified by participants to fix include maintaining and fixing the marina, improving the gateway into the Township at Exit 9 on Interstate 75, and improving kayaking and canoeing access at Otter Creek.

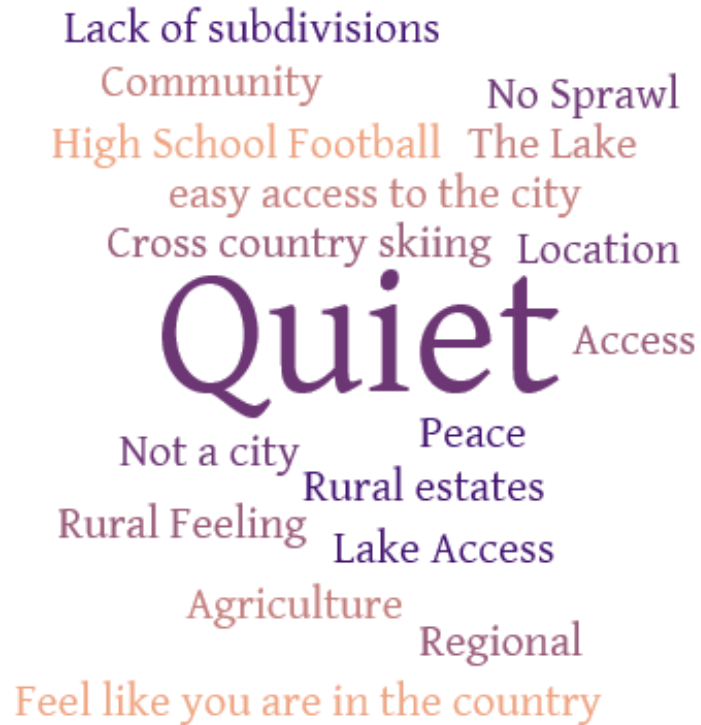
Figure 3: Public Engagement - Common "Fix" Phrases



Keep

Participants wished to keep the character of LaSalle more often than specific physical locations. Participants characterized and wished to keep the same the peaceful, quiet, and rural atmosphere of the Township. They also noted the community assets like High School Football Team, Lake Erie, easy regional access.

Figure 4: Public Engagement – Common "Keep" Phrases



ASPIRE

Moving forward, participants want more recreational and commercial options within the Township. Enhancing water access, developing parks and libraries, and providing options for boating were envisioned. Participants also aspired for commercial destinations that would add convenience to their daily lives like a gas station and more restaurants. Lastly, many participants considered the necessity of adding a sewer system along Dixie Highway. They recognized that many of the commercial and business opportunities they aspired for would not be possible unless the Township switched to a sewer system. However, they were also aware that a sewer system may jeopardize the rural values they hoped to keep.

Figure 5: Public Engagement – Common "Aspire" Phrases



RESOURCE MAPPING

In part two of the public workshop and visioning session, participants were asked to identify resources they felt the community needed and where those resources should be located within the Township. Participants were given a variety of stickers each representing a different need or resource within a community and a blank map of the Township. Residents placed sticker icons on display sized maps at locations they felt the resources were most needed.

A Community Visioning Results Map was created by highlighting areas where specific clusters of resources and uses were placed. Five different “use districts” emerged: 1) Community Uses 2) Commercial Uses 3) Recreational Uses 4) Township Gateway 5) Industrial.

The following describes the locations and the uses identified in each cluster of mapped resources:

- **Community Uses.** Community uses include neighborhood commercial and recreation opportunities that serve a specific neighborhood. These uses add convenience and enjoyment to a resident’s daily life. Participants primarily identified the need for community use resources in two places: 1) between S. Telegraph Road and S. Dixie Highway at S Otter Creek and 2) between S. Telegraph Road and Dixie Highway at W Stein Road. These locations are suited to meet community needs because of their proximity to some of the more densely populated areas of the Township.
- **Commercial Uses.** Participants clustered commercial uses, such as a gas station, hardware store, and convenience store, at the southern edge of S. Telegraph Road. While, intensive strip mall commercial uses were not mapped, residents expressed a desire for a location in the Township where they could occasionally and easily access convenience services and goods.
- **Recreational Uses.** The need for recreational resources was most frequently identified throughout the resource mapping activity. Participants not only identified a need for recreational resources like playgrounds and sports fields near the neighborhoods in the Township, they also expressed desire for recreational activities like boating, kayaking, and fishing near Otter Creek and Lake Erie.
- **Township Gateway.** A variety of resources and uses were mapped near the Interstate-75 off-ramp at S. Otter Creek Road. Participants indicated that this area should welcome residents and visitors to LaSalle Township. Participants expressed a desire for a restaurant, coffee shop, and recreational amenity, like a bicycle path, that could connect the neighborhoods west of the interstate to Lake Erie.
- **Industrial.** Participants identified strategic locations where industrial uses may be successful. One location was identified near I-75 while the other was located on the north edge of the Township on Dixie Highway nearby to existing industrial uses in Monroe Township.
- **Road Improvements.** Two locations were identified for road improvements. Participants noted that Laplaisance Road needs road repair. Similarly, participants expressed a desire for traffic calming on Dixie Highway near Stein Road.

ONLINE AND HARD COPY COMMUNITY SURVEY

McKenna used Survey Monkey to develop a short survey to solicit thoughts on the implementation of the Master Plan. The survey was open from September 15, 2017 to November 10, 2017, with links to the online survey placed on the Township's website, copies handed out during the Board of Trustees meetings, and copies were available of Township Hall.

Twenty-three responses were collected with 100% of the respondents being residents of the Township and approximately 70% of the respondents have lived in the Township for 21 or more years. Questions were asked on a variety of topics from transportation, economic development, and parks and recreation.

66% of the responses identified the Township's lack of parks and recreation facilities as a negative aspect of living in LaSalle Township. When asked what could be improved in LaSalle, 47% said Greater Transportation Options such as bike paths, 47% said the development of Parks and Recreation Facilities, and 28% suggested a Community Center.

Establishing bike and walking trails was a major transportation goal with 66% of the response indicating that this was Important to Very Important and need to be addressed within the next 15 years. When asked what types of recreation programs they would be most interested in, Youth Sports, Senior Programs, Community Events, and Wellness Programs were the top answers. When asked what type of recreation facilities they would like to see in the Township, 76% responded that they would like walking or bike trails and 47% said they would like sports fields. Additionally, 60% said that they would be willing to support a millage to fund parks and recreation facilities in the Township.

When asked what their top priorities were for the Township, 80% view the maintenance of roads as important and Extremely Important. Respondents were split 50/50 as to whether they would support a dedicated millage for road maintenance.

The survey examined what type of uses residents would like to see more of in the Township. Grocery Stores, Gas Stations, and Sit-down Restaurants were the top vote getters. Bars and Taverns were identified as the use that there were too many of.

Goals and Objectives

The goals and objectives of the Master Plan will provide a framework that will guide future land use decisions.

The community outreach, analysis, and research identified several issues which will impact the future development of LaSalle. The following goals, each with their respective list of objectives, provide guidance on how LaSalle Township should direct future development, broken down by planning theme.

Goal statements are general in nature and represent land use related ideals toward which the Township wishes to strive. They represent the ultimate purpose of an effort stated in a way that is broad and immeasurable. Goals express a consensus of community direction to public and private agencies, groups, and individuals.

Following each general goal is a set of objectives. Objectives are more specific and are intended to provide a means to attain the stated goal. Objectives are measurable and identify the way in which the goal can be attained. In some instances, they are specific statements which can be readily translated into detailed design proposals or actions.

Strategies and priorities for implementing the goals and objectives are included in the Action Plan presented in LaSalle Tomorrow: Implementation.

Residential Development

GOAL 1

Create, preserve and enhance a satisfying living environment in existing and future residential areas of the Township.

OBJECTIVES

- 1a Provide opportunities to create a balanced range of residential housing types regardless of age or income with access to community facilities, services, and employment opportunities.
- 1b Base the density and location of residential development on the adequacy of the water supply, the capacity of the soils for septic systems and other necessary infrastructure.
- 1c Provide existing residential developments with opportunities to improve streets and other common elements to enhance the existing neighborhood character.
- 1d Encourage new residential development to be compatible with the underlying natural features of the site. Preserve significant woodlands, wetlands and views whenever possible. Encourage rural open space planning where it would retain the rural character of the land.
- 1e Focus residential development opportunities on the vacant interior areas rather than the parcel frontage along major roads.
- 1f Encourage long range planning of large parcels that will utilize the land to its fullest potential.
- 1g Encourage development of residential structures which will increase the tax base and/or provide a tax base that can support the increased demand of public services caused thereby.

GOAL 2

Develop design criteria to promote smart growth in the Township.

OBJECTIVES

- 2a Design residential development standards to be directly related to the natural capacity of the land.
- 2b Develop and/or enhance zoning standards which encourage innovative development patterns that result in open space buffers or other appropriate transitions between residential and non-residential uses.
- 2c Encourage the development of higher density housing, such as apartments, townhomes, senior housing and mixed-use housing in areas where infrastructure is available or would be provided by the development.

Commercial Development

GOAL 3

Encourage and make provisions for appropriately sized, convenient, attractive and well-located neighborhood commercial areas and service areas to provide services and jobs to area residents.

OBJECTIVES

- 3a Encourage a practical distribution of neighborhood commercial development in the Township to conveniently serve the residents.
- 3b Discourage strip commercial and thoroughfare frontage developments except where it can be substantiated that there is a need for highway-oriented businesses.

GOAL 4

Promote General Business in the Township.

OBJECTIVES

- 4a Encourage the siting of grocery, pharmacy, and personal care facilities in the Township.
- 4b Emphasize redevelopment of vacant commercial buildings for additional commercial instead of favoring new sites.

Parks, Recreation, and Open Space

GOAL 5

The Township is committed to providing a variety of recreational opportunities for its residents as well as others from adjacent communities. A wide range of recreational opportunities will be available from Township-owned facilities.

OBJECTIVES

- 5a Provide public and private sites for year-round recreation together with a variety of facilities to accommodate Township residents.
- 5b Provide for the development, utilization, and conservation of natural resources in the Township including structures and land having historical, archaeological, architectural, scenic or similar significance.
- 5c Create a Parks and Recreation Commission to oversee and make recommendations on the public recreational facilities in the Township.
- 5d Seek, promote and develop partnerships for the development of community parks.
- 5e Encourage citizen involvement within the recreation planning process.
- 5f Encourage the development of public and private campgrounds in the Township.
- 5g Research funding for public parks.
- 5h Explore the possibility of incorporating picnic areas, bicycle trails, and other forms of recreational opportunities with new developments that would serve neighboring residents.
- 5i Require the development of active recreational facilities as part of larger residential developments through subdivision, condominium and other ordinances.

Public Safety

GOAL 6

Preserve and conserve environmental features for present and future residents.

OBJECTIVES

- 6a Establish performance-based regulations that encourage land preservation.
- 6b Use zoning and subdivision regulations to protect the open character of lands unsuitable for development and to encourage residential developers to provide useable open space for property owners or tenants.
- 6c Protect property that provides exceptional habitats for plants, fish and wildlife species or can be reclaimed to provide for biodiversity or other environmental needs.

GOAL 7

Provide a safe community to live and work in by addressing the needs of the community and enhancing the quality of life.

OBJECTIVES

- 7a Provide a safe secure environment with sound community support and quality in Township Public Safety.
- 7b Provide additional fire protection facilities space as new development warrants.

Transportation and Public Space

Encourage an efficient and safe multi-modal transportation network that facilitates economic growth while integrating various modes of transportation to ensure a higher quality of life for LaSalle's residents.

GOAL 8

Increase the length, quality, and accessibility of the non-motorized transportation network within the Township.

OBJECTIVES

- 8a Establish sidewalks and pathways that support multi-modal access throughout the Township.
- 8b Provide gathering areas for people of all age groups and physical abilities, including a diversity of settings to accommodate groups of various sizes. Provide accessible pathways to gathering spaces and public amenities. Where seating is provided, incorporate a variety of seating to accommodate a range of physical abilities. Ensure permanent ADA-compliant and –accessible seating every ¼ mile

GOAL 9

Provide for “Complete Streets” on all LaSalle Township roadways that emphasize safe, attractive, and comfortable access and travel to all users.

OBJECTIVES

- 9a When road construction occurs, include sidewalks, bicycle lanes/path, wider shoulders, street trees, and other low-impact landscaping elements to complement the roadway.
- 9b Provide well-designed crosswalks to increase motorist awareness and pedestrian safety.
- 9c Maintain residential streets to promote safety and aesthetics.
- 9d Accommodate increases in traffic volumes through road maintenance, intersection improvements, signalization improvements and upgrading the road network.

Industrial and Research & Development

GOAL 10

Encourage the development of industrial uses where appropriate which will strengthen the tax base and provide employment for area residents.

OBJECTIVES

- 10a Recognizing the importance of the agricultural industry, promote related industry that adds value within the County to products grown in the County.
- 10b Strive for balance between the economic benefits of industrial development and the type of industry that is compatible with the Township's goals, objectives and overall future development pattern.
- 10c Provide locations for industry which can be readily serviced by adequate public utilities and are easily accessible to the major transportation network serving the Township.
- 10d Make available cost-effective, adequately sized, industrial sites that are compatible with the surrounding area.
- 10e Consistently strive to improve public utilities, roads and transportation facilities to service existing and planned industrial areas.
- 10f Provide adequate buffering of industrial uses from adjacent residential uses and improve development standards for industrial developments
- 10g Locate industrial areas where they have reasonable boundaries and would not impose negative impacts on existing residential land uses.
- 10h Ensure that future industrial development does not emit excessive amounts of noise, fumes, smoke, or other pollutants.
- 10i Strive to create, update, expand and maintain a telecommunications infrastructure, including the update of phone and cable systems, partner with industry and service providers to gain access to regional telecommunications infrastructure.

Infrastructure

GOAL 11

Maintain and improve quality of life in the community by upgrading the aging infrastructure in the Township.

OBJECTIVES

- 11a Utilize Best Management Practices and Low-Impact Development Practices in new construction projects that minimizes/controls/ diverts surface water runoff.
- 11b Create a Capital Improvements Plan to identify necessary capital projects, provide a planning schedule, and identify options for financing projects.

Agriculture

GOAL 12

Retain and promote prime agriculture lands in the Township while encouraging opportunities for innovative programs to support agricultural activities.

OBJECTIVES

- 12a Recognize farming as an essential economic activity to the Township.
- 12b Create a systematic agriculture preservation plan that considers transfer of development rights, purchase of development rights, and PA 116 farmland preservation
- 12c Encourage the establishment of public and private local facilities through which Township grown produce can be sold.
- 12d Encourage the next generation of farmers through education and work co-op programs.
- 12e Provide for agricultural land uses which do not require expensive public services such as sewers, water, multi-lane, paved roads, intensive trash collection, fire protection and police security.
- 12f Avoid rural-urban land use conflicts by encouraging only very low density, dispersed, residential uses, or open-space developments adjacent to existing rural areas
- 12g Study areas to be retained permanently as productive agricultural lands and not necessarily as a holding bank for urbanization.
- 12h Discourage piece-by-piece fragmentation of farmland into smaller, less productive parcels.
- 12i Utilize and promote federal and state programs intended to preserve farmland in such a way that effectively preserves rural areas rather than scattered throughout the Township.

GOAL 13

Encourage opportunities for innovative programs to support agricultural activities.

OBJECTIVES

- 13a Promote agritourism as a way to preserve agriculture properties, educate the public on how agriculture effects their life, and limit the conversion of agricultural land to commercial or residential developments.
- 13b Encourage the use of high tech, sustainable agricultural methods.

Potential Intensity Change Areas

As an extension of the future land use categories, specific development districts have been identified for the Township. LaSalle’s strategic location on I-75 between Toledo and Detroit presents opportunities for development fueled by regional forces. However, uncontrolled overdevelopment may jeopardize the character of the Township. Therefore, the Township’s current lack of infrastructure can be used to constrain development in the short-term and prepare for sustainable growth in the future. The purpose of this Plan is to identify those areas where the Township can realistically affect change. In considering the various development options presented, the Township needs to take into account the relative difficulty of an option and the ability of an option to be supported by the market alone, or whether financial and administrative assistance will be required. It must also be acknowledged that in order for the Township to effectively address the underlying fundamental issues that are associated with development, options must extend beyond traditional, status quo approaches.

Today, LaSalle is at an important “life” stage. It is vital that development occurs in a planned fashion that addresses these factors to meet the needs of both existing residents and also to attract additional populations to support the development of public amenities. The development or reuse of underutilized areas has the potential to increase local economic benefits and allow the Township to provide more amenities to its residents. The main areas targeted for such development are considered “Potential Intensity Change Areas” and are defined below.

DEFINING A POTENTIAL INTENSITY CHANGE AREA

A Potential Intensity Change Area is any spatial area that is a candidate for a “change in intensity” within the planning period of five, 10, or 20 years. PICAs can be large in size, spanning an entire corridor or neighborhood or smaller, such as a collection of a few parcels or even a single parcel.

The change in intensity of an area can be based on one or several of the following:

- Future competitiveness;
- Physical or economic patterns;
- Conditions or the arrangement of land, buildings, lots, or blocks;
- Land use of adjacent parcels; and/or
- Existing inappropriate intensity of use.

PICAs are critical to identify during the master planning process because they suggest places for more or less intensity of use, which impacts factors such as density, the environment, traffic, infrastructure, and so on.

Basic development policies surrounding PICAs are:

1. Increase the Townships’ non-residential tax base by enabling and facilitating the expansion of non-residential uses.
2. Encourage uses that are developed in unison with the Township’s character and aesthetic.
3. Develop new opportunities for recreation in the Township.
4. Attract businesses to meet underserved market demand for Township residents.

IDEAS FOR PICAS IN LASALLE TOWNSHIP

The following is a list of PICAs in LaSalle where changes in intensity are recommended or expected to occur within the next 20 years. Each PICA is characterized by its existing conditions, challenges, opportunities and future land conditions.

1. South Otter Creek Road & Lake Erie;
2. I-75 Interchange Gateway;
3. S. Dixie Highway & Laplaisance Road;
4. Telegraph Road, south of Wood Road

South Otter Creek Road & Lake Erie

GENERAL LOCATION

East edge of South Otter Creek Road where the road dead ends at Lake Erie.

EXISTING CONDITIONS

The area consists of the only public beach access (owned by the Monroe County Road Commission). The open space is adjacent to lake-front single-family residences on both the north and south.



FUTURE LAND USE & DESIGN

Intent

Formally connect residents to one of LaSalle's best assets, Lake Erie.

Provide public space where people of all ages can gather and participate in recreational activities.

Promote the development of public recreational amenities that enhance residents' enjoyment of the Lake and connect residents, through nonmotorized transportation, to other areas of the Township.



Uses

- Public beach space with recreation amenities such as benches and picnic tables
- Nonmotorized trail
- Fishing, boat launch/dock, scenic viewing, and canoeing amenities

Development & Design Standards

- Rezone property as Open Space/Recreation
- Partner with the Monroe County Road Commission to provide inexpensive seasonal amenities at the waterfront; such as seating, tables, bicycle parking.
- Utilize wayfinding to the area from other destinations within the Township.
- Explore opportunities for a permanent boardwalk/pier.

BOTTOM IMAGE: Design Opportunity (Rendering from TWMLA of Onondaga Creek in Syracuse, NY)

I-75 Interchange Gateway

GENERAL LOCATION

The property on each side of the Interstate 75 interchange at S Otter Creek Road.

EXISTING CONDITIONS

The area consists of several vacant or underutilized buildings northeast of S Otter Creek Road adjacent to Otter Creek, notably the firework building, antique mall, and undeveloped land along the creek. This area also includes the undeveloped/rural properties southeast of S Otter Creek Road on either side of I-75.

FUTURE LAND USE & DESIGN

Intent

Create a welcoming and active gateway into the Township from I-75.

Promote development that improves residents' and guests' access to and view of Otter Creek.

Provide public spaces where people of all ages can access the recreational opportunities at Otter Creek. Provide a select number of commercial uses offer convenience to residents and visitors.

Uses

- General commercial northeast of S Otter Creek
- Fishing, boat launch/dock, scenic viewing, and canoeing amenities northeast of S Otter Creek
- Commercial and/or recreational destinations (sports fields) on larger underdeveloped parcels.

Development & Design Standards

The Township should consider developing an Interchange specific plan that details the opportunities for regional park development and recreational access to Otter Creek. The plan should identify the desired intensity of commercial uses southeast of S Otter Creek Road. This would include a phasing plan that controls commercial development through zoning if the Township expands water and sewer infrastructure. The Township should encourage low impact commercial development northeast of S Otter Creek Road that preserves views of the Creek.

Inspiration (right): Patio dining (RiverWorks Restaurant, Buffalo, NY)



S. Dixie Highway & Laplaignance Road

GENERAL LOCATION

Both sides of S Dixie Hwy from north Laplaignance Road to S Otter Creed Road.

EXISTING CONDITIONS

This area, though sparsely developed, serves as a Town Center. The Township Hall, Fire Station, Post Office and popular Trapperz restaurant are located here. Otter Creek bisects the area, running parallel to and between Laplaignance Road and S Otter Creek. There are single family residences within close proximity the area.



FUTURE LAND USE & DESIGN

Intent

Provide residents convenience commercial within walking distance to residences. Provide access points recreational amenities along Otter Creek.

Uses

- Coffee Shops
- Convenience stores
- Biking/walking paths
- Park
- Kayak/canoe launch

Development & Design Standards

Development within this area should match the character of existing buildings. They should also be built close to the road, consistent and pedestrian oriented streetscape, and with parking in the rear or side.

Recreational improvement should focus on clearing brush from Otter Creek and providing spaces for passive recreation. Wayfinding signage should be incorporated to connect recreational amenities to commercial destinations.

Telegraph Road, south of Wood Road

GENERAL LOCATION

Between Telegraph Road/US 24 when it splits south of Wood Road.

EXISTING CONDITIONS

This area consists of one undeveloped parcel that is roughly 56 acres in size.



FUTURE LAND USE & DESIGN

Intent

To provide automobile convenience commercial uses to residents.

Uses

- Gas Station
- Hardware Store
- Convenience Store

Development & Design Standards

- Rezone to commercial use
- Develop landscaping standards
- Maintain safe and efficient automobile circulation

Future Land Use Plan

The Future Land Use Map (see Map 8) is the result of the comprehensive planning process. This map is based on the land use issues facing LaSalle Township, analysis of the existing uses, socio-economic and housing statistics, physical constraints and resources, circulation patterns, and goals and objectives established by the community.

The Future Land Use Map is intended to represent the ultimate build out for LaSalle. In order to protect the rural character of the Township it is necessary to define the extent of the urban area which could have a detrimental effect upon the rural community within LaSalle. While it will take an extended amount of time for the Township to reach ultimate build out, by identifying now the extent of development, tools and techniques can be developed which will insure any area developed will be utilized to its best overall land use.

The Master Plan will act as a guide in evaluating all future development within the Township. The evaluation will determine if any proposed development is in keeping with the plan the Township has established for itself within this document. Any changes to the zoning ordinance text and map should also be evaluated to ensure compliance with the goals, objectives and future land uses of the Master Plan.

CHANGES TO FUTURE LAND USE

The 2018 LaSalle Township Master Plan Future Land Use Plan is found on the following page. Below is a summary of areas in which this plan deviates from the 2002 Master Plan.

1. **New Descriptions of the Future Land Use Categories.** The descriptions of the future land use categories have been rewritten to take into consideration the changes in the Township over the past ten years.
2. **Addition of “Gateway” Future Land Use Category.** The Gateway classification is intended to provide a mixture of uses including public and private recreation facilities, commercial, and research and development that take advantage of the Township’s access to I- 75.
3. **Change to FLU Designations on the Future Land Use Map.** The changes take into consideration discussions with the Planning Commission, public input, recent development trends, and future development projections to propose some changes to the current Future Land Use Map. These changes include the potential development opportunities along I- 75 and Telegraph Road.

Zoning Plan

Per the requirements of Michigan Planning Enabling Act, Public Act 33 of 2008, as amended, below is the LaSalle Township Zoning Plan, which describes the relationship between the Township’s Future Land Use categories and their corresponding zoning districts.

Table 13: Zoning Plan

Future Land Use Category	Corresponding Zoning District
Agriculture	AG-1, Restricted Agricultural AG-2, Agricultural
Rural Residential	RE, Rural Estate
Low Density Residential	R-1, Single Family Residential
Medium Density Residential	R-2, Multiple Family Residential
Commercial	C-1, Neighborhood Commercial C-2, General Commercial
Gateway	C-2, General Commercial M-2, General Industrial
Office/ Research	C-2, General Commercial M-2, General Industrial
Industrial	M-2, General Industrial
Recreation/ Open Space	Ag-2, Agricultural

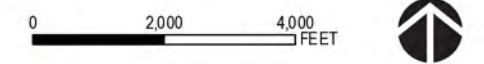
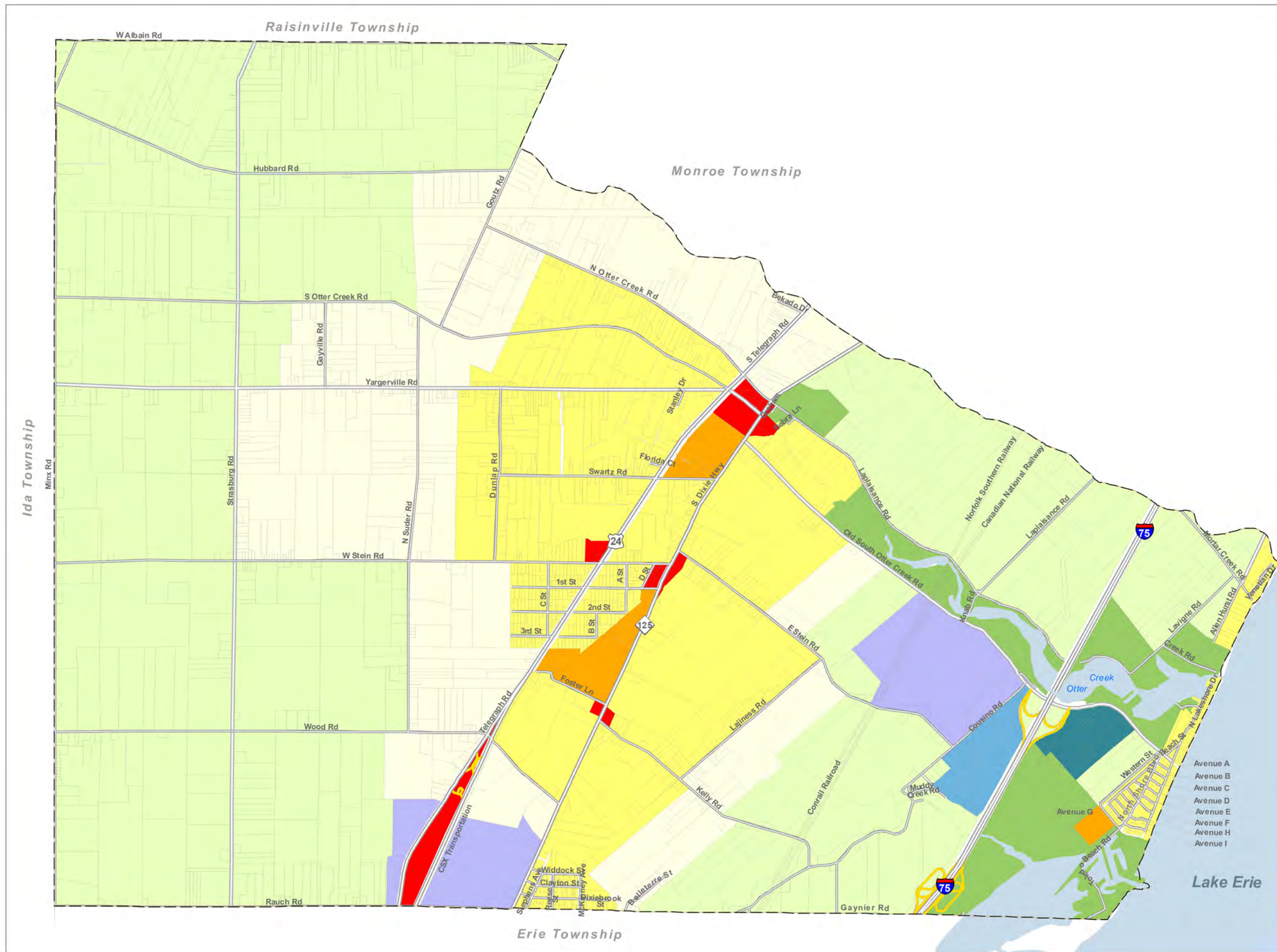
Map 8
Future Land Use

LaSalle Township
 Monroe County, Michigan

March 18, 2019

Legend

- Agricultural
- Rural Residential
- Low Density Residential
- Medium Density Residential
- Commercial
- Office/Research
- Industrial
- Recreation/Open Space
- Gateway



Base Map Source: Monroe County, 2017



Future Land Use Designation Descriptions

Nine land use designations are included in this Future Land Use Plan. The description of the planned uses sometimes includes design characteristics and site amenities that have been identified as desirable for future new development and redevelopment – protection of natural features, incorporation of recreational opportunities, and preserving the rural character. The design characteristics and site amenities called out in this Future Land Use Plan invite the creation of Zoning Ordinance regulations or planned unit development agreements to assure the resulting sites will be consistent with the descriptions envisioned in this Master Plan Amendment.

Only the Future Land Use designations that are represented in the Master Pan are described on the following pages.

DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area

Consistent with AG-1 and AG-2 Zoning Classification

Minimum Lot Width

Consistent with AG-1 and AG-2 Zoning Classification

BUILDING SETBACKS

Minimum

Consistent with AG-1 and AG-2 Zoning Classification

Side

Consistent with AG-1 and AG-2 Zoning Classification

Rear

Consistent with AG-1 and AG-2 Zoning Classification

BUILDING HEIGHT

Minimum

Consistent with AG-1 and AG-2 Zoning Classification

Maximum

Consistent with AG-1 and AG-2 Zoning Classification

Agricultural

General Characteristics. The agricultural designation is intended to preserve the rural character established within LaSalle. The Township’s rural character provides numerous benefits to the people residing in LaSalle. This land use category promotes the use and preservation of agricultural land uses. Large lot requirements ensure that parcels are large enough to contain an agricultural use which can be self-sustaining and economically viable.

Appropriate Land Uses. Uses that may be permitted in this category include farming (the production of crops, livestock and related goods), orchards, nurseries, farmsteads and other activities directly associated with agriculture.

Streets and Transportation. Streets in Agricultural areas should be sufficient to service the needs of agriculture land use. However, walking paths through the natural portions of the neighborhood are also encouraged.

Location. Agricultural land uses are planned for the majority of the west side of the Township (see Map 8). Agriculture is also planned for the north side of Laplaisance Road, east of South Dixie Highway and north of North Otter Creek Road east and west of I-75. The other major area of agricultural land use is south of South Otter Creek Road, west of I-75.

The desired density within the agricultural land uses is planned for one dwelling unit per every 40 acres, or 0.025 d.u.s/acre. This density is necessary to ensure that parcels are large enough to contain an agricultural use which can be self-sustaining and economically viable. Typically, it is very difficult to operate an economically viable agricultural use on parcels less than 40 acres in size. While it may be necessary for financing purposes to create individual lots for residences, it is important for the preservation of the rural character of the Township to not exceed the overall planned density in this category.

LOT DIMENSIONS

Minimum Lot Area
Consistent with RE
Zoning Classification

Minimum Lot Width
Consistent with RE
Zoning Classification

BUILDING SETBACKS

Minimum
Consistent with RE
Zoning Classification

Side
Consistent with RE
Zoning Classification

Rear
Consistent with RE
Zoning Classification

BUILDING HEIGHT

Minimum
Consistent with RE
Zoning Classification

Maximum
Consistent with RE
Zoning Classification

Rural Residential

General Characteristics. This type of neighborhood supports single-family homes and accessory structures generally found in rural areas. The rural residential district act as a transition area between the rural agricultural areas and the suburban residential development of the low density residential land use areas.

Rural residential neighborhoods are characterized by low-density single-family type developments with high quality housing in attractive settings, enhanced by the attractive rural landscape. Rural Residential neighborhoods should strive to preserve the natural landscape to the greatest extent possible, with homes scattered in amongst trees, streams, wetlands, and other natural features

Appropriate Land Uses. Uses in this category typically include single family homes and their accessory structures which are generally found in rural areas.

Streets and Transportation. Connectivity should be a priority, with a network of connected streets featuring sidewalks or bike paths. Walking paths through the natural portions of the neighborhood are also encouraged. The neighborhood streets should connect to all nearby thoroughfares, preferably more than once. Stub streets at the edge of the neighborhood should be included to create connections to future development.

Location. Rural residential is planned for areas including the area located north of Stein Road, and east of Strasburg Road and north of North Otter Creek Road with a density of one dwelling unit/acre. The planned density will act as a transitional area between the rural agricultural areas and the suburban residential development of the low density residential land use areas.

Urban infrastructure is necessary to provide adequate utility services to parcels of the planned size. While it may be possible to have a septic field on parcels of one acre, the fields will eventually fail and it will be necessary for the residents to have alternatives for sanitary sewage disposal. Public water is currently available to all areas planned for rural residential.

LOT DIMENSIONS

Minimum Lot Area

Consistent with R-1
Zoning Classification

Minimum Lot Width

Consistent with R-1
Zoning Classification

BUILDING SETBACKS

Minimum

Consistent with R-1
Zoning Classification

Side

Consistent with R-1
Zoning Classification

Rear

Consistent with R-1
Zoning Classification

BUILDING HEIGHT

Minimum

Consistent with R-1
Zoning Classification

Maximum

Consistent with R-1
Zoning Classification

Low Density Residential

General Characteristics. This type of neighborhood supports single-family homes on large lot sizes. This district acts as a buffer between the rural residential land use and the more intense medium density residential and neighborhood commercial land uses.

New homes in the Low Density Residential district should be designed with quality materials, but need not conform to any architectural standard. However, they should be consistent with surrounding homes in terms of scale, massing, and site design. Natural features should be preserved within the neighborhood, with homes, roads, and amenities located in such a way to protect wetlands, woodlands, and bodies of water

Appropriate Land Uses. Uses in this category include detached residential dwelling units, parks, and other compatible municipal and civic uses.

Streets and Transportation. The neighborhood should feature a connected network of streets with sidewalks, and may also feature walking and biking paths through the natural areas. The street network should connect to all nearby thoroughfares, preferably more than once, and stub streets should be included for connections to future development. Efforts should also be made to connect new neighborhoods to existing adjacent neighborhoods

Location. A density between 2 dwelling units /acre and 4 dwelling units/acre is planned for low density residential land uses. The planned density will act as a buffer between the rural residential land use and the more intense medium density residential and neighborhood commercial land uses.

The neighborhoods east and west of Telegraph, south of Stein Road and north of Cousino Road, east of South Dixie Highway are located in the planned low density residential areas.

LOT DIMENSIONS

Minimum Lot Area

Consistent with R-2
Zoning Classification

Minimum Lot Width

Consistent with R-2
Zoning Classification

BUILDING SETBACKS

Minimum

Consistent with R-2
Zoning Classification

Side

Consistent with R-2
Zoning Classification

Rear

Consistent with R-2
Zoning Classification

BUILDING HEIGHT

Minimum

Consistent with R-2
Zoning Classification

Maximum

Consistent with R-2
Zoning Classification

Medium Density Residential

General Characteristics. This type of neighborhood supports densely developed residences buffered from rural residential and agricultural land. The neighborhood should be built around natural features such as wetlands and water bodies, and their surroundings should be preserved as parks or nature preserves within an overall framework of dense development. New homes in the Medium Density Residential district should be designed with quality materials, but need not conform to any architectural standard. The use of landscaped screening, setbacks from property lines, cluster developments, and facility amenities such as sidewalks and open spaces can help to offset the impact the intensive land uses can have on neighboring land uses.

Appropriate Land Uses. Uses in this category include densely developed residences, such as smaller homes, apartments, townhomes and manufactured home parks, as well as parks and other compatible municipal and civic uses.

Streets and Transportation. The neighborhood should feature a connected, or even gridded, network of streets with sidewalks. Cul-de-sacs are discouraged unless made necessary by natural features. The street network should connect to all nearby thoroughfares at least twice, and several stub streets should be included for connections to future development. Every effort should also be made to connect new neighborhoods to existing adjacent neighborhoods in as many places as possible.

Location. Medium density residential is planned for the areas north of Wood Road, east of South Dixie Highway and north of Swartz Road, east of South Dixie Highway. Medium density residential developments are planned for a density in the range of 5 dwelling units/acre and 10 dwelling units/acre. This type of land use is more intensive than the low density and rural residential land use in terms of density, vehicle trips per day and infrastructure demands. They are located in close proximity to land uses with similar land use characteristics, such as the neighborhood commercial areas, and are buffered from agricultural and rural residential land uses by the low density residential land use. This development pattern allows for a gradual transition between the less intensive agricultural land use into the more intensive neighborhood commercial and medium density residential land uses.

Urban infrastructure is required to support the planned density in this land use category. The areas planned for medium density residential are currently serviced with public water. Although it is possible to service developments of this planned density with a community septic field, it is the intent of the Township to not promote these intensive land uses until the planned areas are adequately serviced by a sanitary sewer system. The use of community septic fields has the potential to detrimentally affect the natural features and the public health safety and welfare of the community if not meticulously maintained.

LOT DIMENSIONS

Minimum Lot Area

Consistent with C-1
Zoning Classification

Minimum Lot Width

Consistent with C-1
Zoning Classification

BUILDING SETBACKS

Minimum

Consistent with C-1
Zoning Classification

Side

Consistent with C-1
Zoning Classification

Rear

Consistent with C-1
Zoning Classification

BUILDING HEIGHT

Minimum

Consistent with C-1
Zoning Classification

Maximum

Consistent with C-1
Zoning Classification

Commercial

General Characteristics. Commercial uses serve the residents in the immediate area with daily needs, such as groceries, dry cleaning, small restaurants, and other day-to-day services. These uses are near other land uses with similar intensity, such as medium density residential land uses and are buffered from agricultural and rural residential land use by low density residential developments. By concentrating commercial land uses at these locations, the development may occur in close proximity to potential customers and be focused away from the agricultural areas in the Township.

New developments in the neighborhood commercial zones should have small building footprints, small gross floor areas (20,000 sq.ft. or less), classic architectural details (brick facades, vertical elements, large percentage of windows, zero setbacks from the road). These design elements ensure the Township that any commercial development will add to the rural character rather than detract from it and create generic suburban development.

Appropriate Land Uses. Uses in this category include grocery stores, restaurants, small retail stores, coffee shops, and other day-to-day services.

Streets and Transportation. Commercial development in the Township should also be designed to create or enhance the adjacent local road network. Connections between existing and proposed residential neighborhoods with adjacent commercial services would reduce the traffic impact that development would have on the volume of major roads in addition to increasing the ease of access for adjacent neighbors.

Building and Site Design. Commercial areas are planned for the east side of South Dixie Highway, south of Wood Road, the west side of South Dixie Highway, south of Stein Road, the South Dixie Highway and Otter Creek Roads intersections and the south side of South Dixie Highway, east of I-75 (See Map 8).

LOT DIMENSIONS

Minimum Lot Area

Consistent with C-2, and M-2 Classifications

Minimum Lot Width

Consistent with C-2, and M-2 Classifications

BUILDING SETBACKS

Minimum

Consistent with C-2, and M-2 Classifications

Side

Consistent with C-2, and M-2 Classifications

Rear

Consistent with C-2, and M-2 Classifications

BUILDING HEIGHT

Minimum

Consistent with C-2, and M-2 Classifications

Maximum

Consistent with C-2, and M-2 Classifications

Office/ Research

General Characteristics. This type of land use encourages the development of office and industrial research and development uses where appropriate which will strengthen the tax base and provide employment for area residents. While typically an intensive use, research/light industrial uses can be adequately screened, buffered and designed to not adversely impact adjacent land uses. Any proposed development should provide adequate site design elements so that agriculture and research/light industrial land uses can co-exist near each other.

Appropriate Land Uses. Uses in this category include office buildings, research labs and industrial uses in which manufacture and storage is conducted within a completely enclosed building.

Streets and Transportation. The uses for this planned category are characterized by large parking areas, increased traffic both on and off site and increased infrastructure demands. The planned locations provide potential development with high visibility along the I-75 corridor and direct access to the freeway as well.

Location. The location for these uses are on the west side of I-75, south of Otter Creek. It is adjacent to planned industrial and agriculture land uses.

 LOT DIMENSIONS

Minimum Lot Area
Consistent with M-2
Zoning Classification

Minimum Lot Width
Consistent with M-2
Zoning Classification

 BUILDING SETBACKS

Minimum
Consistent with M-2
Zoning Classification

Side
Consistent with M-2
Zoning Classification

Rear
Consistent with M-2
Zoning Classification

 BUILDING HEIGHT

Minimum
Consistent with M-2
Zoning Classification

Maximum
Consistent with M-2
Zoning Classification

Industrial

General Characteristics. Industrial land uses differ from research/light industrial land uses in the intensity of use. Industrial land uses involve the manufacture of products from parts or raw materials. Storage may be needed on the outside of the building for materials or finished products. Warehousing and storage of materials is also a typical use found in this district.

Appropriate Land Uses. Uses in this category include the manufacture of products, storage, warehousing, distribution centers, and processing facilities.

Streets and Transportation. The uses for this planned category are characterized by large parking areas, increased traffic both on and off site and increased infrastructure demands. The planned locations provide potential development with high visibility along the I-75 corridor, Dixie Highway, and Telegraph Road.

Location. Urban infrastructure is required to support the planned density in this land use category. The areas planned for industrial are currently serviced with public water. Two industrial areas have been identified: on the south side of Otter Creek along the west side of I-75, and at the south entrance to the Township along Telegraph Road and Dixie High.

 LOT DIMENSIONS

Minimum Lot Area

Consistent with C-2, and
M-2 Classifications

Minimum Lot Width

Consistent with C-2, and
M-2 Classifications

 BUILDING SETBACKS

Minimum

Consistent with C-2, and
M-2 Classifications

Side

Consistent with C-2, and
M-2 Classifications

Rear

Consistent with C-2, and
M-2 Classifications

 BUILDING HEIGHT

Minimum

Consistent with C-2, and
M-2 Classifications

Maximum

Consistent with C-2, and
M-2 Classifications

Gateway

General Characteristics. This type of land use encourages the development of mixed use developments where appropriate which will strengthen the tax base, provide services and employment for area residents. These uses should:

- Create a welcoming and active gateway into the Township from I-75.
- Promote development that improves residents' and guests' access to and view of Otter Creek.
- Provide public spaces where people of all ages can access the recreational opportunities at Otter Creek. Provide a select number of commercial uses offer convenience to residents and visitors.

Appropriate Land Uses. Uses in this category include general commercial uses that can take advantage of I-75 such as gas stations and coffee shops, office and research and development, and recreational uses such as fishing, boat launch/dock, scenic viewing, and canoeing. Commercial and/or recreational destinations (sports fields) on larger underdeveloped parcels should also be considered.

Streets and Transportation. Gateway development in the Township should also be designed to create or enhance the adjacent local road network. Connections between existing and proposed residential neighborhoods with adjacent commercial services would reduce the traffic impact that development would have on the volume of major roads in addition to increasing the ease of access for adjacent neighbors.

Location. Urban infrastructure is required to support the planned density in this land use category. The areas planned for Gateway are currently serviced with public water. The area is located along the east side of I-75.

LOT DIMENSIONS

Minimum Lot Area

Consistent with The National Recreation and Park Association recommendations for parks based on park type and population

BUILDING SETBACKS

Buildings setbacks should meet the standards of the underlying zoning district

BUILDING HEIGHT

Building height should be consistent with the underlying zoning district

Recreation / Open Space

General Characteristics. This type of land use designation works to maintain, and enhance, sufficient open space which would preserve and complement the existing rural character of the Township. While some recreational/open space land uses can benefit from available utility infrastructure it is not a basic requirement. Some parks which would offer organized recreational activities could include amenities such as public water fountains and public restrooms. Organizational recreation should be planned for the future when the population of the Township has reached a size sufficient enough to finance and support such development. Recreational uses such as public fishing piers, nature trails and boat launches require a minimum number of utilities. Paved roads are another infrastructure element that is not required until the number of trips on and off site require a higher level of service.

Recreation/open space areas are another important element in preserving the rural character of LaSalle Township. Natural features, such as lakes, creeks, wetlands and woodlands, are defining features of rural areas. The preservation of these features from suburban development will distinguish the Township from other communities which have allowed their natural features to be lost. The loss of the remaining natural features will result in a loss of the rural atmosphere currently enjoyed in LaSalle.

Appropriate Land Uses. Uses in this category include recreational uses such as sport fields, walking trails, fishing, boating and swimming and open spaces which protect natural resources and preserve existing views. Recreation uses can be both public and private. An example of a private recreational use in the Township are the marinas. Multi use recreational facilities should be encouraged such as marinas with camp grounds or sports fields with nature trails.

Streets and Transportation. Streets in the recreation/open space category should be designed for slow traffic and easy pedestrian and bicycle usage. However, if possible, recreation facilities should be easily accessible to the surrounding neighborhood without putting too much strain on natural features.

Future Land Use Totals by Category

In this section, the future land use designations are presented, with the sum and percentage total acres planned for each being shown. The largest planned land use categories are:

Table 14: Future Land Use, LaSalle Township

Future Land Use Category	Sum Acres	% Acres
Agricultural	8,696.88	48.87
Rural Residential	3,316.20	18.62
Low Density Residential	3,171.46	17.82
Medium Density Residential	225.32	1.27
Commercial	241.11	1.35
Gateway	210.02	1.18
Industrial	672.31	3.78
Recreation/Open Space	1,144.73	6.43
Total	17,796.98	100.00%

Transportation

NON-MOTORIZED TRAVEL OPPORTUNITIES

Stronger efforts are needed to accommodate non-motorized travel, by constructing and linking sidewalks, bike paths, and greenways throughout the Township. All new developments should include sidewalks that connect to existing sidewalks. These opportunities could lessen automobile use and raise the quality of life for local residents.

COMPLETE STREETS

The Federal Highway Administration (FHWA) Guidance (2000) stated that walking and bicycling facilities may be incorporated into some transportation projects. The creation and maintenance of facilities that effectively accommodate non-motorized travel can reduce the risk of injury by up to 30%.

Complete Streets is an inclusive context sensitive design framework and infrastructure that enables safe and convenient access for transportation users of all ages and disabilities, including pedestrians, bicyclists, transit riders, and motor vehicle drivers. Complete Streets are achieved when transportation agencies routinely plan, design, construct, re-construct, operate, and maintain the transportation network to improve travel conditions for bicyclists, pedestrians, transit, and freight in a manner consistent with, and supportive of, the surrounding community. Development of pedestrian, bicycle, and transit infrastructure offers long term cost savings and opportunities to create safe and convenient non-motorized travel.

Streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and transit are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles. Increasing active transportation (e.g., walking, bicycling and using public transportation) offers the potential for improved public health, improved recreational and social activities, economic development, a cleaner environment, reduced transportation costs, enhanced community connections, social equity, and more livable communities.

The Michigan Legislature has passed Complete Streets legislation through Public Acts 134 & 135 that requires the Michigan Department of Transportation (MDOT) to consider all users in transportation-related projects and work with residents, townships, cities, and villages to include planning for Complete Streets in their transportation programming. LaSalle Township encourages the Monroe County Road Commission (MCRC), other local road agencies, and other contracted agents in the county responsible for the construction or reconstruction of transportation facilities to do so in accordance with Complete Streets and Safe Routes to School principles. LaSalle Township supports the adoption of Complete Streets policies and practices that consider all users in transportation related projects and recognizes the importance of street infrastructure and landscaping and modifications such as sidewalks, crosswalks, shared use paths, bicycle lanes, signage, synchronized signals and accessible curb ramps that enable safe, convenient and comfortable travel for all users.

Implementation

GETTING STARTED

This chapter of the Plan presents tools and techniques that citizens, community leaders, and Township staff can use to implement the land use plan. These implementation measures are workable if there are people in the community with vision and tenacity who are willing to invest the time and effort required to make them work. Community improvement requires a compelling vision; persistence; the flexibility needed to respond to changing needs, opportunities, and circumstances; and an ability to achieve consensus.

The tools and techniques identified in this chapter are capable of being implemented under current enabling legislation. Legislation has been proposed in recent years that would give communities additional tools to implement land use recommendations, such as, regional impact coordination, impact fees, and tax incentives. Inasmuch as adoption of any such new legislation is uncertain, this chapter focuses on the tools that are available under current law.

POLICY AND PROGRAMMING

Public Information and Education

The success of the Master Plan depends to a great extent on efforts to inform and educate citizens about the Plan and the need for regulatory measures to implement the Plan. Successful implementation requires the support and active participation of residents, property owners, and business owners. A thoughtfully prepared public education program is needed that creates a sense of ownership by Township residents.

Condensed Brochure

The Township can produce a more reader-friendly form of the Plan. Most individuals will not take the time to read a one-hundred-plus page document. However, a small brochure with reduced versions of the Future Land Use Map combined with condensed versions of the Goals and Objectives and Implementation Plan sections would make an attractive alternative. These brochures could be distributed to individuals at Township Hall, on the website, or even mailed to residents and businesses in LaSalle.

Maintaining the Plan

Another way for the general public to stay informed about the Master Plan is to keep the Planning Commission and Township Board actively involved in maintaining it. The Plan should be an active document and continually reviewed and updated. An annual, joint meeting between the Commission and Township Board should be held to review the Plan and any amendments that may have become necessary. This will help ensure that the Plan is not forgotten, and that its strategies and recommendations are implemented. Then, every five years or earlier if the Commission feels appropriate; another full-scale Master Planning effort should be undertaken. These steps will not only help keep the public aware of the Plan, but they will also make certain the plan does more than “sit on a shelf and collect dust.”

Administrative Actions

COOPERATION BETWEEN UNITS OF GOVERNMENT

Implementation will require cooperation between governmental units. Maximum impact will be achieved only if the Township is able to achieve cooperation from other units of government and agencies. For example, road improvements will affect quality of life, but decisions regarding some Township roads are made by the Monroe County Road Commission and Michigan Department of Transportation. Clearly, these other agencies must be aware of the Township's land use planning objectives.

LEAN ZONING

Lean Zoning is a concept of removing barriers from development and reducing red tape. The Township can promote Lean Zoning practices by reviewing the development process and identify roadblocks that can delay or increase the cost of doing business in the Township. For instance, the process and required information for the reuse of an existing building may be reduced.

PRE-APPLICATION CONFERENCES

A pre-application conference consists of a meeting between a prospective developer or redeveloper of property and Township representatives. During the meeting, the developer asks Township staff their opinion on the approach being pursued, the style of architecture, building materials, general site layout, etc. Township staff provides preliminary comments, and may even be in a position to inform a prospective developer how such a proposal would be received by Township officials and the general community. Pre-application conferences can often help move projects through the development process much more smoothly, and permit a prospective developer to know when a particular proposal should be pursued, modified, or removed from consideration. In the long run, pre-application conferences can save everyone time and money.

PUBLIC ENGAGEMENT

Public engagement is a way to gather meaningful, informed, actionable data from the community. It provides an opportunity for the government to build trust with the public. As technology changes, new methods of communication provide decision makers with low-cost, wide reaching ways of soliciting input. Social Media such as Facebook and Twitter can be utilized to seek meaningful input during the development phase of projects to identify potential issues and adjust plans accordingly.

TOWNSHIP BEAUTIFICATION

Public Art

Public art can have a great impact on a community. It can create attachment and pride in one's community. Public art can act as an economic driver by providing employment for local artist and acting as a center for culture and tourism.

ESTABLISHING PRIORITIES

The Master Plan contains a multitude of recommendations. There may be insufficient staff or volunteer support to implement all of the recommendations in a carefully planned, deliberate manner. Consequently, a process for establishing priorities must be established as soon as the Master Plan is adopted. Participants involved in setting priorities should include Township staff, the Planning Commission, and other Township officials who should be involved in implementation of the Plan.

VACANT NONRESIDENTIAL BUILDINGS POLICY

Over the past several years, communities across Michigan have dealt with large retail and industrial buildings that sit vacant without much activity. These vacant buildings can impact the economic viability of the community as they appeal to the Michigan Tax Tribunal to have their tax assessments cut by 50 percent. The Township should develop a strategy to address these properties before they become a problem. During the development phase, reuse opportunities should be taken into consideration as part of the design of the building. Code enforcement strategies should be developed to prevent existing buildings from becoming an eyesore.

Land Use Controls

ZONING REGULATIONS

Zoning is the primary regulatory tool used by the Township to implement the Master Plan. Zoning regulations and procedures should be amended to reflect the recommendations identified in this plan. One example is to amend the Marina District to include campgrounds.

CONVENTIONAL ZONING PROCEDURES

Rezoning to Implement the Master Plan

The land use classifications on the Future Land Use Map provide the basis for evaluating future rezoning requests. Zoning actions that are consistent with the Future Land Use Map usually receive deferential and favorable judicial review if challenged. The Master Plan should be the principal source of information in the investigation of all rezoning requests. The Township may initiate rezonings necessary to place land in conformance with the Future Land Use Map, or they may wait for property owners to come forward.

Planned Development

Planned development involves the use of special zoning requirements and review procedures that provide design and regulatory flexibility, so as to encourage innovation in land use planning and design. Planned developments should achieve a higher quality of development than might otherwise be possible. Continued use of planned development is recommended to achieve development in accordance with the goals and objectives of this Plan.

Planned development can be used as the regulatory tool to permit open space zoning or cluster development and to facilitate mixed use development in the Town Center area.

Performance Standards

Rather than simply regulate development on the basis of dimensional standards, many communities are establishing performance standards to regulate development based on the permissible effects or impacts of

a proposed use. Performance standards should be used to supplement conventional zoning standards. Performance standards can be developed to regulate noise, dust, vibration, odor, glare and heat, safety hazards, and environmental impacts such as air and water pollution. The complexity of the performance standards should be based in part on the capacity of Township staff to administer the standards.

Performance standards can be particularly useful in achieving environmental and resource protection goals. If based on a strong body of research, standards can be developed that relate to critical environmental areas (such as floodplains, wetlands, lakes, woodlands, groundwater recharge areas, and unique wildlife habitats), and natural resource areas (such as forest lands).

Incentive Zoning

Incentive zoning allows a developer to exceed the dimensional limitations in the Zoning Ordinance if the developer agrees to fulfill conditions specified in the Ordinance. Incentive zoning should be considered to promote innovative land planning techniques identified in the Plan. For example, a possible increase in density can be used as an incentive for developments that implement open space zoning standards.

Nonconforming Uses

The Michigan Zoning Enabling Act of 2006, allows the creation of different classes of nonconforming uses. This allows a community to create a preferred class of nonconforming uses that meet a defined set of criteria. The Township should consider amending the zoning ordinance to allow a preferred class of nonconforming uses. These uses would then be treated as an allowed use, granting them the ability to update and maintain their property in a manner beneficial to the Township.

Transitional Use Zoning

When a zoning district with less intensive use is adjacent to a similar, but more intensive use zoning district, it may be appropriate to allow more intensive uses under certain circumstances. The Township should review the allowed uses in their zoning districts, determine if transitional use zoning is appropriate, and develop criteria for their approval.

INNOVATIVE ZONING TECHNIQUES

Overlay Zoning

Overlay zoning allows the Township to impose a new set of regulations on a special area within an existing zoning district. In an area where an overlay zone is established, the property is placed simultaneously in the two zones, and the property may be developed only under the applicable conditions and requirements of both zones. Thus, the overlay district regulations supplement the regulations of the underlying zoning district. Overlay zoning has been used in other communities to address special conditions and features, such as historic areas, wetlands, and other environmentally sensitive areas, without disrupting the underlying zoning plan.

Development Agreement

Although there is no explicit legislative authority for such agreements, many Michigan communities have used development agreements to achieve a mutual understanding between the developer and Township concerning the conditions under which development can occur. Development agreements are often negotiated as part of a planned development approval, allowing the community and developer to address complex issues that cannot be adequately addressed on a typical site plan. Development agreements might prove useful to achieve desired developments, especially if or when a mixed use development is proposed.

Complete Streets

A Complete Streets Plan addresses all facets of the transportation system in the Township including roads, bicycle ways, pedestrian ways, public transportation, railroads, and freight facilities and routes. It describes the extent and character of the transportation system and its interconnections considering all legal users of the right of way. It can also address specific “fixes” for greater walkability and bikeability.

Inclusionary Zoning

Inclusionary zoning is the practice of providing a percentage of affordable housing to be included during the development of new residential projects. Developments that propose a certain percentage of affordable housing are typically allowed incentives such as higher density or reduction of dimensional requirements. Inclusionary zoning programs can help transition residents from living in rental units to homeownership.

Low Impact Development

Low Impact Development (LID) is incorporating green infrastructure into project to manage storm water in an environmentally sensitive way. Utilizing LID strategies during the development design phase can improve water quality and aesthetics, and reduce costs. LID strategies include using permeable pavement, rain gardens, and bio-swales. The Township may wish to amend the zoning ordinance to encourage Low Impact Development strategies.

Funding Mechanisms

PUBLIC FACILITY IMPROVEMENTS

Capital Improvements Program

A comprehensive Capital Improvements Program should be adopted by the Township of LaSalle on an annual basis. Michigan law (Public Act 285 of 1931, as amended, §125.39) requires that “the Planning Commission, after the Commission shall have adopted a master plan, shall prepare coordinated and comprehensive programs of public structures and improvements. The Commission shall annually prepare such a program for the ensuing six (6) years, which program shall show those public structures and improvements in the general order of their priority, which in the Commission’s judgment will be needed or desirable and can be undertaken within the six-year period.” The program should set the Township’s priorities for infrastructure improvements, utility upgrades, development and improvement of community facilities, and the purchase of major pieces of equipment. The program should be prepared and adopted by both the Planning Commission and Township Board, and then reviewed annually at a joint meeting of both. Currently only the Township Board participates in the preparation and adoption of the CIP.

Capital programming influences land redevelopment decisions. By properly coordinating utility upgrades and other capital improvements with its planning program, the Township can control the pace of redevelopment. Capital programming should be viewed as more than just a ministerial act. Using the Master Plan to delineate the location and type of development desired and the Capital Improvements Program to schedule the provision of services, the Township can inform developers when development of a particular parcel will be encouraged and the type of development that will be allowed.

The need for several important capital improvements have been identified in this Master Plan; most notably road and non-motorized transportation improvements.

The Capital Improvements Plan must identify feasible funding options for each improvement, such as developer financing, special assessments, grants, loans, dedicated millage, etc.

DEDICATED MILLAGE

Special millages can be used to generate revenues for a specific purpose. For example, one Michigan community has a special land acquisition fund that is supported by a one-quarter mill property tax. A land acquisition fund would be a useful tool to promote open space preservation in the Township or assemble property for redevelopment. Millages can also be used to generate funds for capital improvements. Finally, a sidewalk millage could be used to address sidewalks gaps and streetscape improvements within the Township.

SPECIAL ASSESSMENTS

Special assessments are compulsory contributions collected from the owners of property benefitted by specific public improvements (paving, drainage improvements, etc.) to defray the costs of such improvements. Special assessments are apportioned according to the assumed benefits to the property affected. Special assessment funding might prove useful to implement some of the recommendations for the TCD and adjacent commercial corridors. Special assessments are also useful in upgrading street lighting in residential areas, and street trees and streetscaping in highly visible areas. The most important point regarding special assessments to keep in mind is that they must be supported by those in the area of the assessment, or they are doomed to failure. Therefore, before a special assessment is presented to the public, it must be well thought out, and the benefits versus costs well demonstrated.

BOND PROGRAMS

Bonds are one of the principal sources of financing used by communities to pay for capital improvements. General obligation bonds are issued for specific community project and are paid off by the general public through property tax revenues. Revenue bonds are issued for construction of projects that generate revenues. The bonds are then retired using income generated by the project (for example, water and sewer service charges). While bonding is a very common method of funding projects, it is important to remember that this is long-term debt, and that it is dependent on the growth in the tax base. Therefore, it is essential that property values are protected, and that the reputation of the community is well maintained to keep its bonds an attractive investment. It is also important to know how much debt a community can realistically afford. If a community is too heavily committed to paying off debt, its credit rating can be damaged. Bonds are useful; however, their use should be balanced with the other methods of funding available to a community.

MDNR RECREATION GRANT PROGRAMS

Michigan Natural Resources Trust Fund (MNRTF) grants are available for park development and land acquisition.

The Township has effectively used this program in the past to finance park land acquisition and development. In the future, the Township may wish to seek MNRTF funding for acquisition of land principally for open space and natural resource preservation purposes, and to implement its Recreation Master Plan.

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)

CDBG's can be used for numerous community improvement projects in addition to housing rehabilitation. Criteria, however, require that they be used primarily to improve housing opportunities, and recreational and social opportunities for distressed portions of the community. CDBG funds can also be used for community economic development. Therefore, those areas of LaSalle where the lower income households live should be identified and targeted for projects needed to improve conditions in those areas. Small area

neighborhood plans would aid in identifying what types of projects would benefit areas in decline to stabilize those areas and permit them to reverse the conditions which are negatively impacting them. By using CDBG funds in distressed portions of the community, funds that would have been spent in completing those improvements are freed up to be used elsewhere. Therefore, while the residents of a distressed portion of the community benefit directly from the CDBG program, the Township in general benefits by having funds that would have been spent available for other improvements.

Action Plan

INTRODUCTION

This section presents tools and techniques that residents, community leaders, and Township staff can use to implement this Master Plan. These implementation measures are workable if there are people in the community with vision and commitment who are willing to invest time and effort required to make them work. The tools and techniques identified herein are available for use by Michigan communities under current enabling legislation. This section also provides specific recommendations for implementing certain strategies set forth previously.

ACTION PLAN

The LaSalle Master Plan and its goals and objectives recommend a future vision for the community. This vision is to build upon LaSalle's existing assets and make the most of opportunities that can attract new development and residents to the community while protecting the Township's natural beauty and resources. To put it simply, the plan for LaSalle is to create an economically, socially, and environmentally sustainable community where people want to live, work, visit and play.

The goals and objectives of this plan should be reviewed often and be considered in decision making by the Township. Successful implementation of this plan will be the result of actions taken by elected and appointed officials, Township staff, the Downtown Development Authority, the Planning Commission, public agencies, and private residents and organizations.

This section identifies and describes actions and tools available to implement the vision created in this Plan. Broadly stated, the Plan will be implemented incrementally by working on strategies identified for the Township's three primary goals.

The tables on the following pages present a detailed summary of all of the recommended implementation activities, including partners for completing the activity, and available funding resources for each activity.

Implementation Matrices

The charts on the following page summarize the recommended actions and strategies for LaSalle Township. The charts present a detailed summary of all the recommended implementation activities, the responsible parties for completing the action and available funding resources for each activity.

KEY

Priority		Timeframe	
Most Important	A	1 – 5 Years	A
Very Important	B	6 – 10 Years	B
Important	C	Ongoing	C
		As Available	D

COLLABORATION

Collaboration with others is a key priority for the Township, especially in regards to the redevelopment of its corridors and transportation projects as such developments impact the larger region. Regional planning efforts at the State and County level are particularly important to consider in conjunction with Township efforts. For this reason, an additional column is added to each implementation matrix which, when marked with an “X”, indicates that the project should be a joint planning effort and accomplished with other entities.

Agriculture

Retain and promote prime agriculture lands in the Township while encouraging opportunities for innovative programs to support agricultural activities.

Project	Priority	Timeframe	Funding		Collaboration Opportunity
			Public	Private	
Create a systematic agriculture preservation plan that considers transfer of development rights, purchase of development rights, and PA 116 farmland preservation	B	D			X
Encourage the establishment of public and private local facilities through which Township grown produce can be sold.	B	A	X	X	X
Promote agritourism as a way to preserve agriculture properties, educate the public on how agriculture affects their life, and limit the conversion of agricultural land to commercial or residential developments.	B	A			
Encourage the use of high tech, sustainable agricultural methods.	B	C			
Study areas to be retained permanently as productive agricultural lands and not necessarily as a holding bank for urbanization.	A	A			

Residential Development

Create, preserve and enhance a satisfying living environment in existing and future residential areas of the Township.

Project	Priority	Timeframe	Funding		Collaboration Opportunity
			Public	Private	
Design residential development standards to be directly related to the natural capacity of the land.	A	A			
Develop and/or enhance zoning standards which encourage innovative development patterns that result in open space buffers or other appropriate transitions between residential and non-residential uses.	A	A			

Parks, Recreation, and Open Space

Promote and implement measures that will make the Township a cleaner, healthier, and more environmentally friendly community.

Project	Priority	Timeframe	Funding		Collaboration Opportunity
			Public	Private	
Provide public and private sites for year-round recreation together with a variety of facilities to accommodate Township residents.	A	A	X	X	X
Provide space for active and passive recreation and encourage site development that is sensitive to the area's natural characteristics.	B	B	X	X	X
Provide incentives (density bonuses, creative design, clustering, etc.) to ensure quality open space is incorporated into private development.	C	A			
Establish performance-based regulations that encourage land preservation.	C	A			
Protect property that provides exceptional habitats for plants, fish and wildlife species or can be reclaimed to provide for biodiversity or other environmental needs.	B	A			
Create a Parks and Recreation Commission to oversee and make recommendations on the public recreational facilities in the Township.	C	D			
Use zoning and subdivision regulations to protect the open character of lands unsuitable for development and to encourage residential developers to provide useable open space for property owners or tenants.	B	A			

Commercial Development

Encourage and make provisions for appropriately sized, convenient, attractive and well-located neighborhood commercial areas and service areas to provide services and jobs to area residents.

Project	Priority	Timeframe	Funding		Collaboration Opportunity
			Public	Private	
Encourage a practical distribution of neighborhood commercial development in the Township to conveniently serve the residents.	A	A			
Encourage the siting of grocery, pharmacy, and personal care facilities in the Township.	A	A			
Encourage innovative design in line with smart growth principles.	A	A			

Industrial and Research & Development

Encourage the development of industrial uses where appropriate which will strengthen the tax base and provide employment for area residents.

Project	Priority	Timeframe	Funding		Collaboration Opportunity
			Public	Private	
Develop design standards that seek high quality industrial design.	A	A			
Confine future development to areas that have the appropriate infrastructure and access to public services.	A	D			
Strive to create, update, expand and maintain a telecommunications infrastructure, including the update of phone and cable systems, partner with industry and service providers to gain access to regional telecommunications infrastructure.	B	D	X	X	X
Provide locations for industry which can be readily serviced by adequate public utilities and are easily accessible to the major transportation network serving the Township.	A	A			
Recognizing the importance of the agricultural industry, promote related industry that adds value within the County to products grown in the County.	A	A			

Transportation and Public Space

Encourage an efficient and safe multi-modal transportation network that facilitates economic growth while integrating various modes of transportation to ensure a higher quality of life for LaSalle’s residents.

Project	Priority	Timeframe	Funding		Collaboration Opportunity
			Public	Private	
Based on the road network hierarchy, develop standards for each functional classification. Work with neighboring local, County and State jurisdictions to establish safe, attractive and equitable standards for public rights-of-way.	A	A			X
Provide gathering areas for people of all age groups and physical abilities, including a diversity of settings to accommodate groups of various sizes. Provide accessible pathways to gathering spaces and public amenities. Where seating is provided, incorporate a variety of seating to accommodate a range of physical abilities. Ensure permanent ADA-compliant and –accessible seating every ¼ mile	C	B	X	X	X
When road construction occurs, include sidewalks, bicycle lanes/path, wider shoulders, street trees, and other low-impact landscaping elements to complement the roadway.	A	D	X	X	X
Provide well-designed crosswalks to increase motorist awareness and pedestrian safety.	A	C	X	X	X
Maintain residential streets to promote safety and aesthetics.	A	D	X	X	X

Infrastructure

Provide LaSalle Township with the necessary facilities and services for a healthy and safe community.

Project	Priority	Timeframe	Funding		Collaboration Opportunity
			Public	Private	
Utilize Best Management Practices and Low-Impact Development Practices in new construction projects that minimizes/controls/diverts surface water runoff.	A	A			
Create a County Capital Improvements Plan to identify necessary capital projects, provide a planning schedule, and identify options for financing projects.	A	A			

Public Safety

Provide a safe community to live and work in by addressing the needs of the community and enhancing the quality of life.

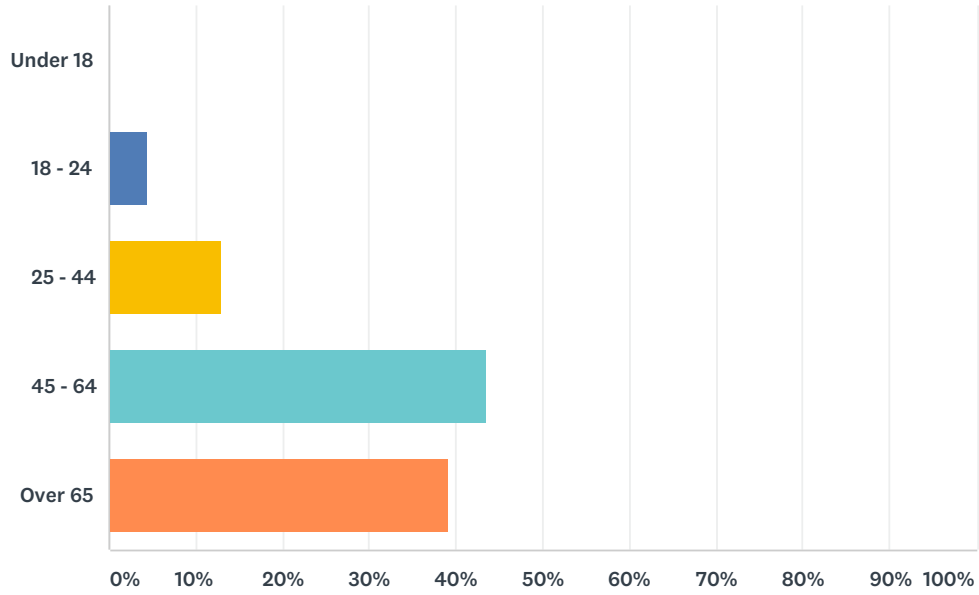
Project	Priority	Timeframe	Funding		Collaboration Opportunity
			Public	Private	
Provide a safe secure environment with sound community support and quality in Township Public Safety.	A	A	X		X
Promote Fire Prevention for both residential and commercial members of the community.	B	B			



APPENDIX

Q1 In what age range do you fall in?

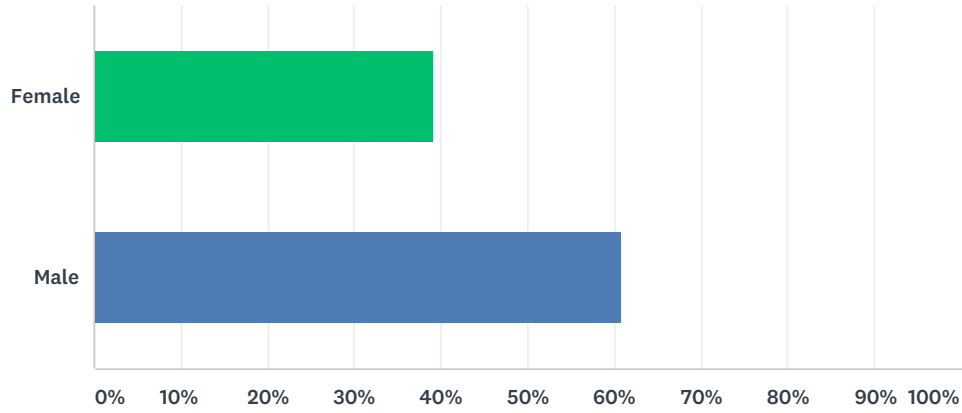
Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES
Under 18	0.00% 0
18 - 24	4.35% 1
25 - 44	13.04% 3
45 - 64	43.48% 10
Over 65	39.13% 9
TOTAL	23

Q2 Please select your gender.

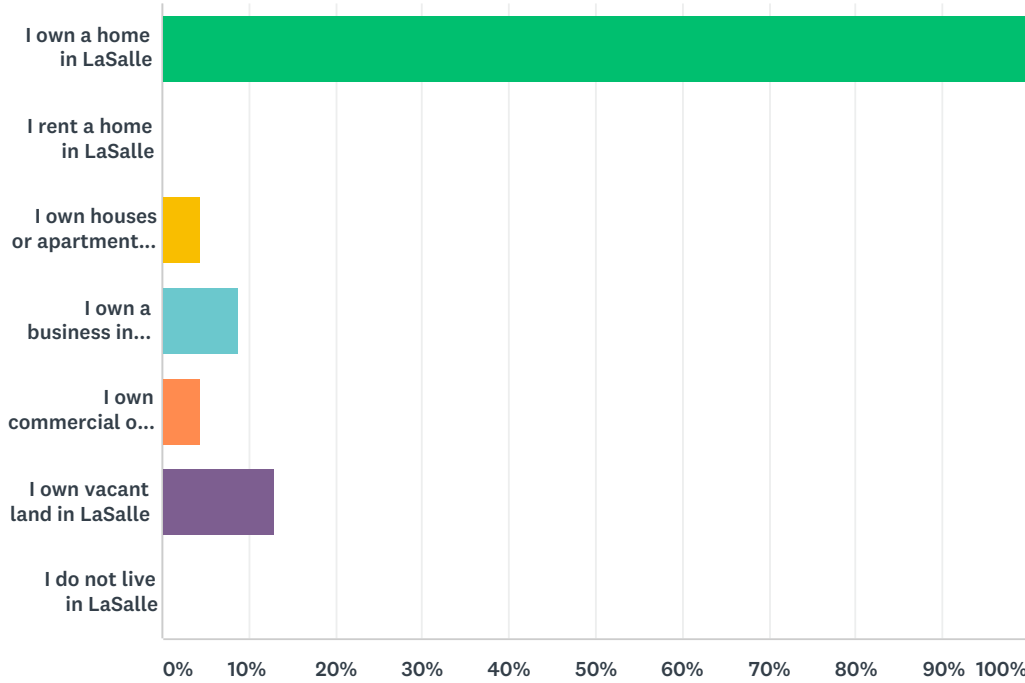
Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
Female	39.13%	9
Male	60.87%	14
TOTAL		23

Q3 Please choose all that apply:

Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
I own a home in LaSalle	100.00%	23
I rent a home in LaSalle	0.00%	0
I own houses or apartments that I rent to others in LaSalle	4.35%	1
I own a business in LaSalle	8.70%	2
I own commercial or industrial property in LaSalle	4.35%	1
I own vacant land in LaSalle	13.04%	3
I do not live in LaSalle	0.00%	0
Total Respondents: 23		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

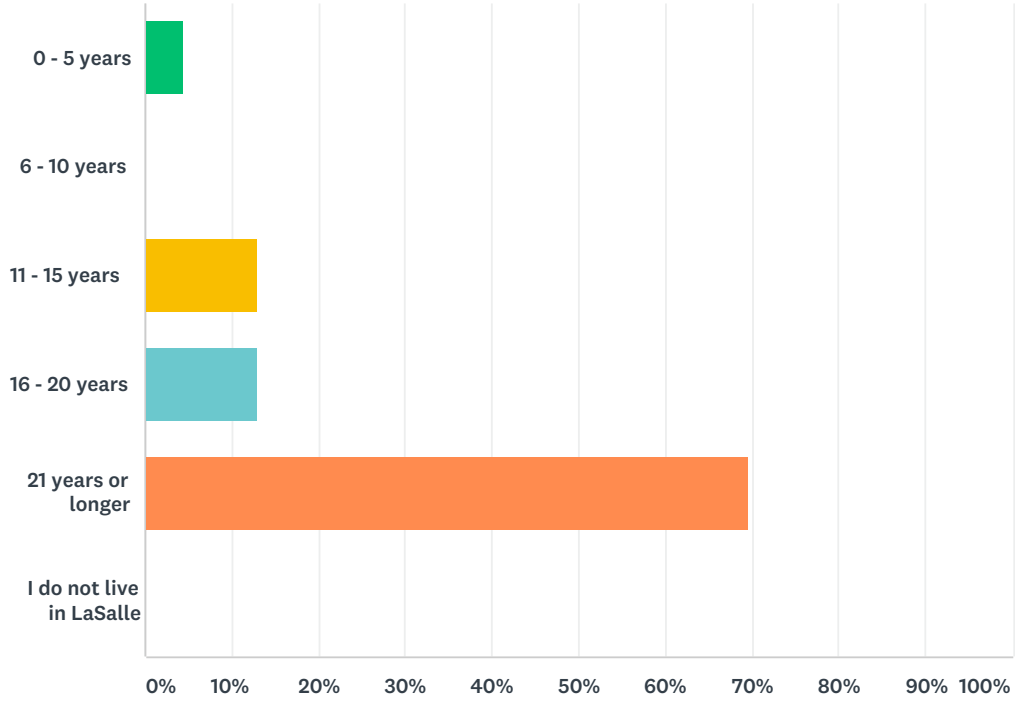
Q4 If you do not live in LaSalle, please indicate where you live.

Answered: 0 Skipped: 23

#	RESPONSES	DATE
	There are no responses.	

Q5 How long have you lived in LaSalle?

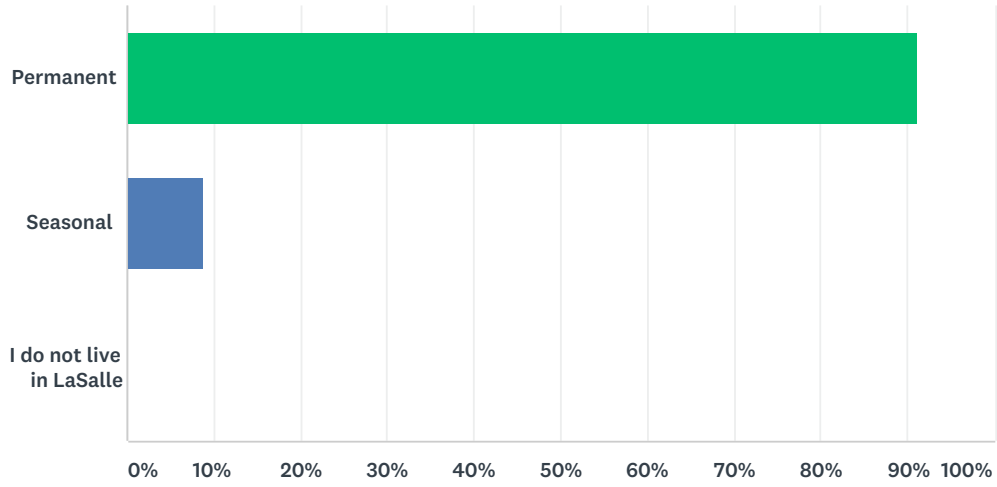
Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES
0 - 5 years	4.35% 1
6 - 10 years	0.00% 0
11 - 15 years	13.04% 3
16 - 20 years	13.04% 3
21 years or longer	69.57% 16
I do not live in LaSalle	0.00% 0
TOTAL	23

Q6 Are you a permanent or seasonal resident?

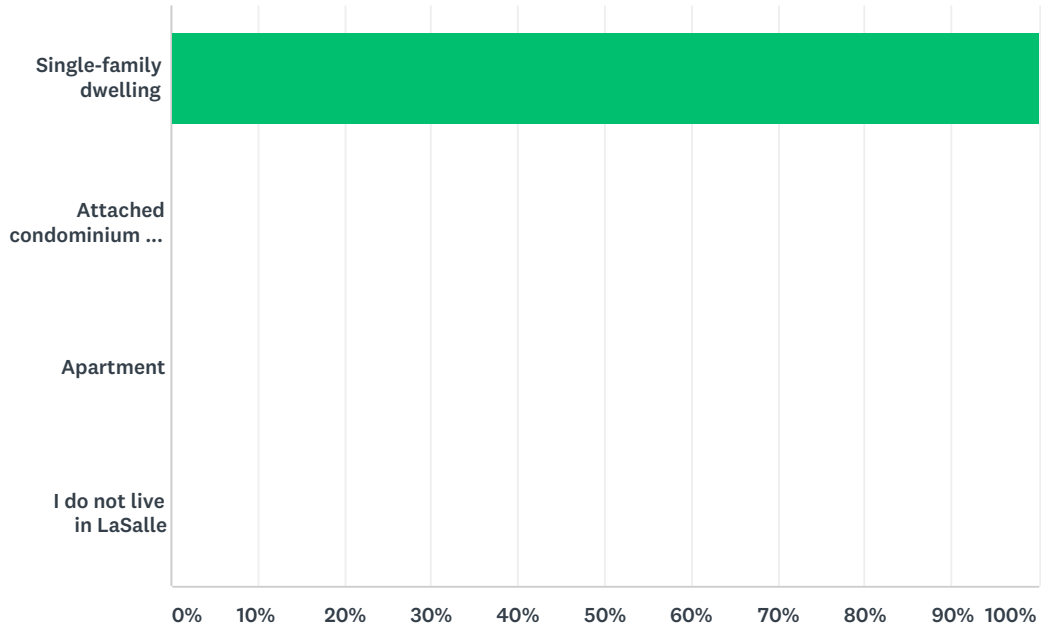
Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
Permanent	91.30%	21
Seasonal	8.70%	2
I do not live in LaSalle	0.00%	0
TOTAL		23

Q7 Please select the term that best describes your residence.

Answered: 22 Skipped: 1

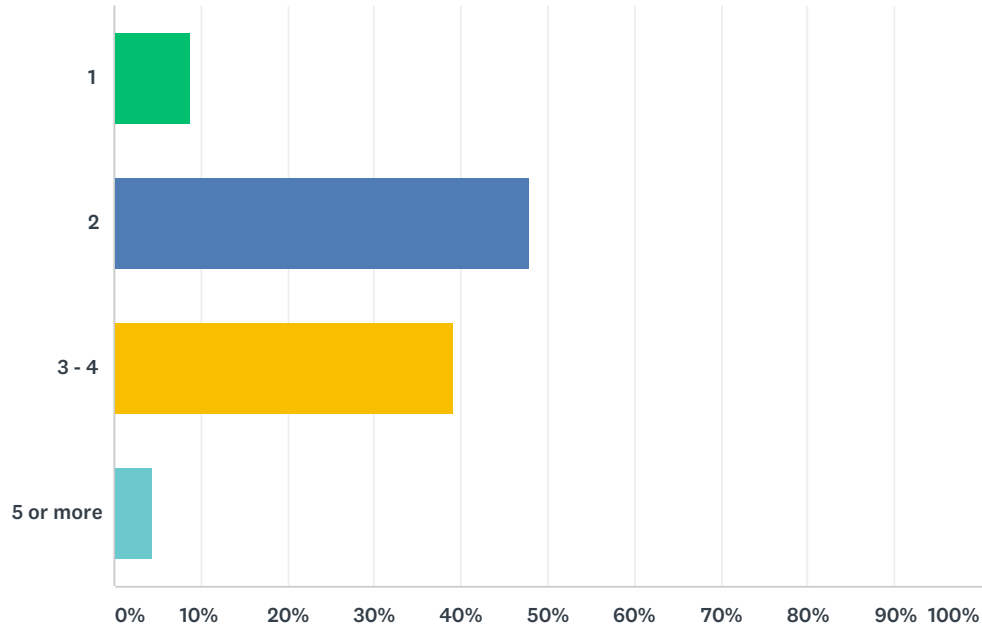


ANSWER CHOICES	RESPONSES
Single-family dwelling	100.00% 22
Attached condominium or duplex	0.00% 0
Apartment	0.00% 0
I do not live in LaSalle	0.00% 0
TOTAL	22

#	OTHER (PLEASE SPECIFY)	DATE
1	Small Farm	11/7/2017 3:37 PM

Q8 How many people live in your household?

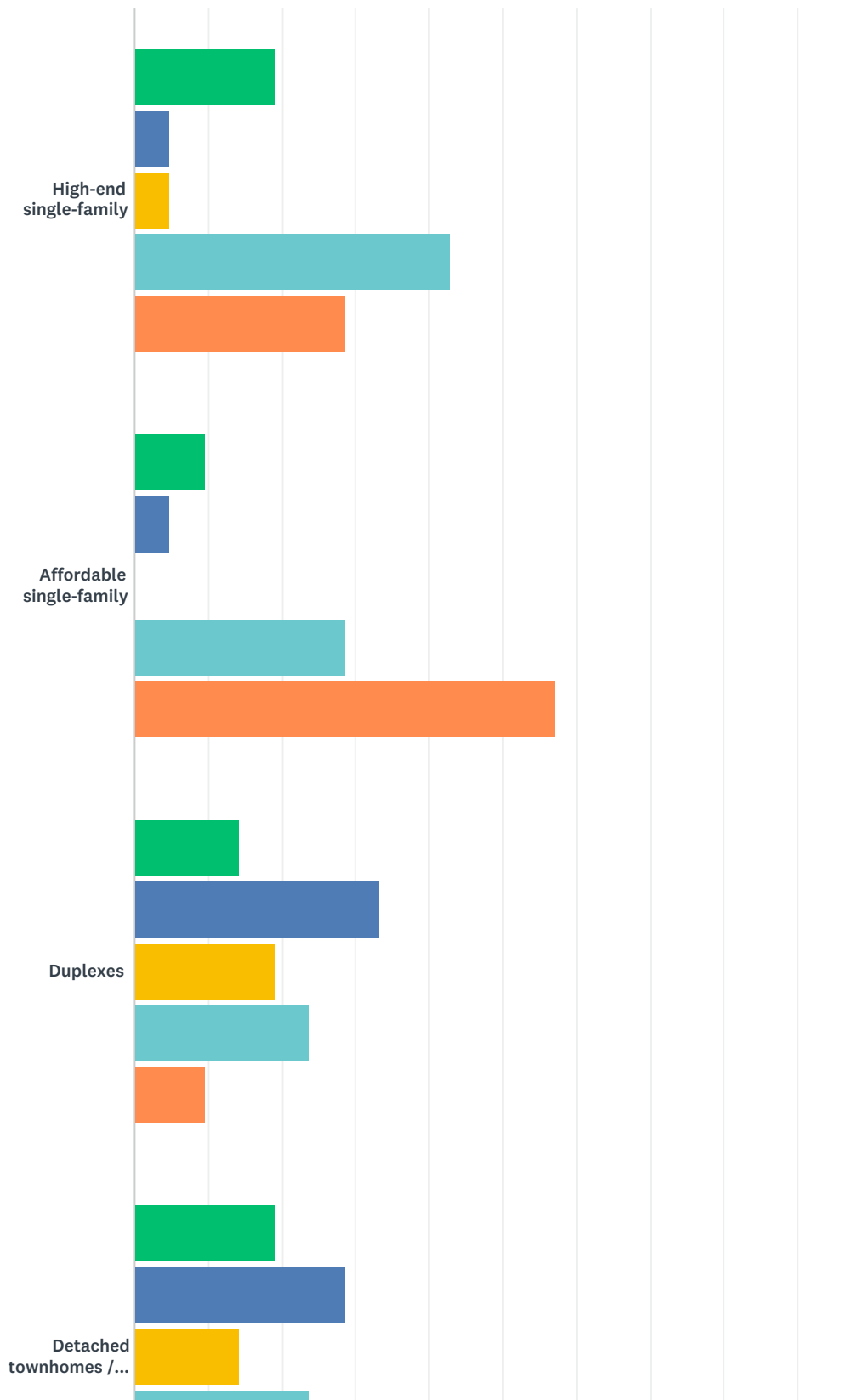
Answered: 23 Skipped: 0



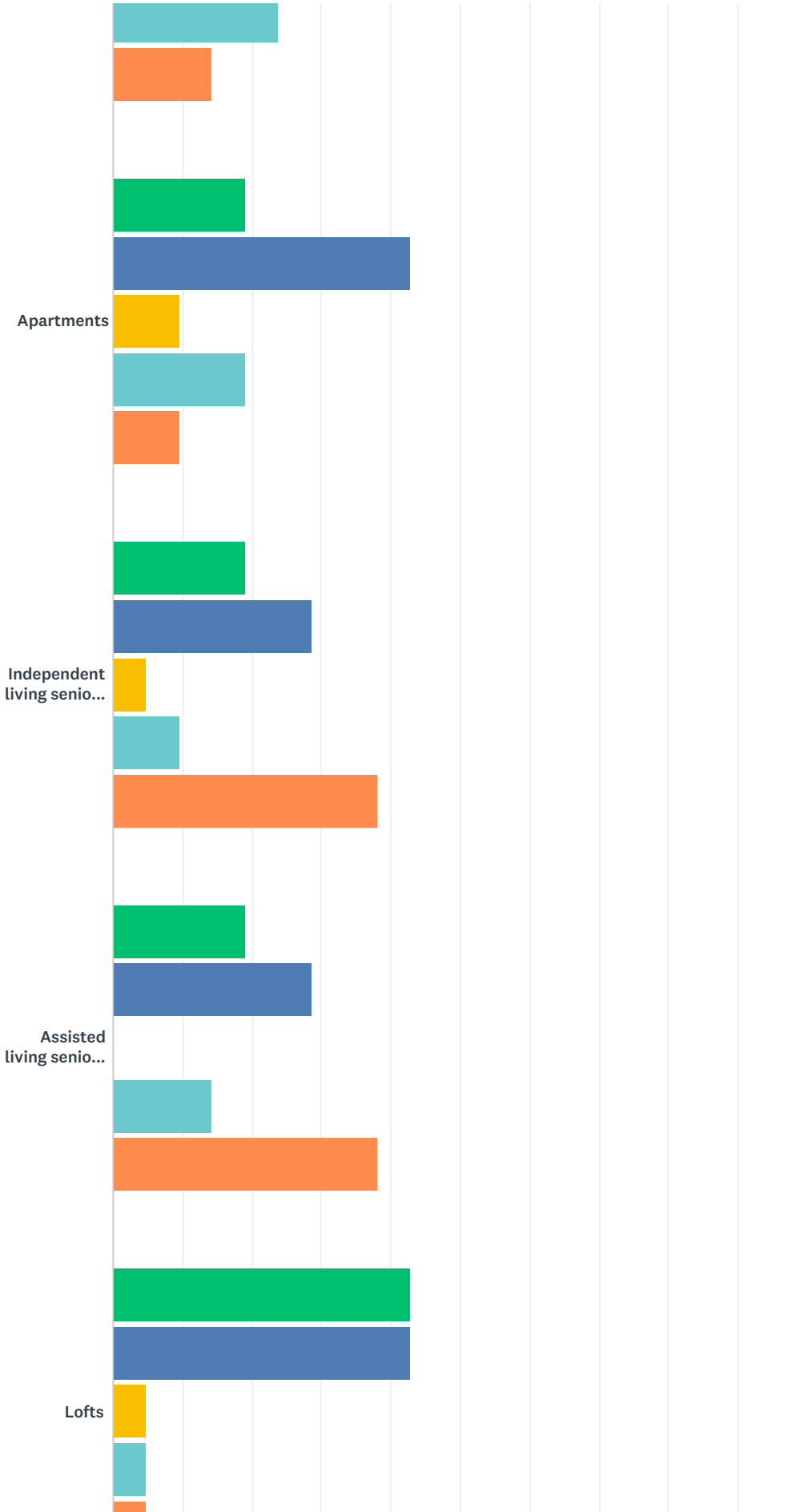
ANSWER CHOICES	RESPONSES	
1	8.70%	2
2	47.83%	11
3 - 4	39.13%	9
5 or more	4.35%	1
TOTAL		23

Q9 For each type of housing listed below, please indicate how much new development you feel the Township needs in the next 5 - 10 years.

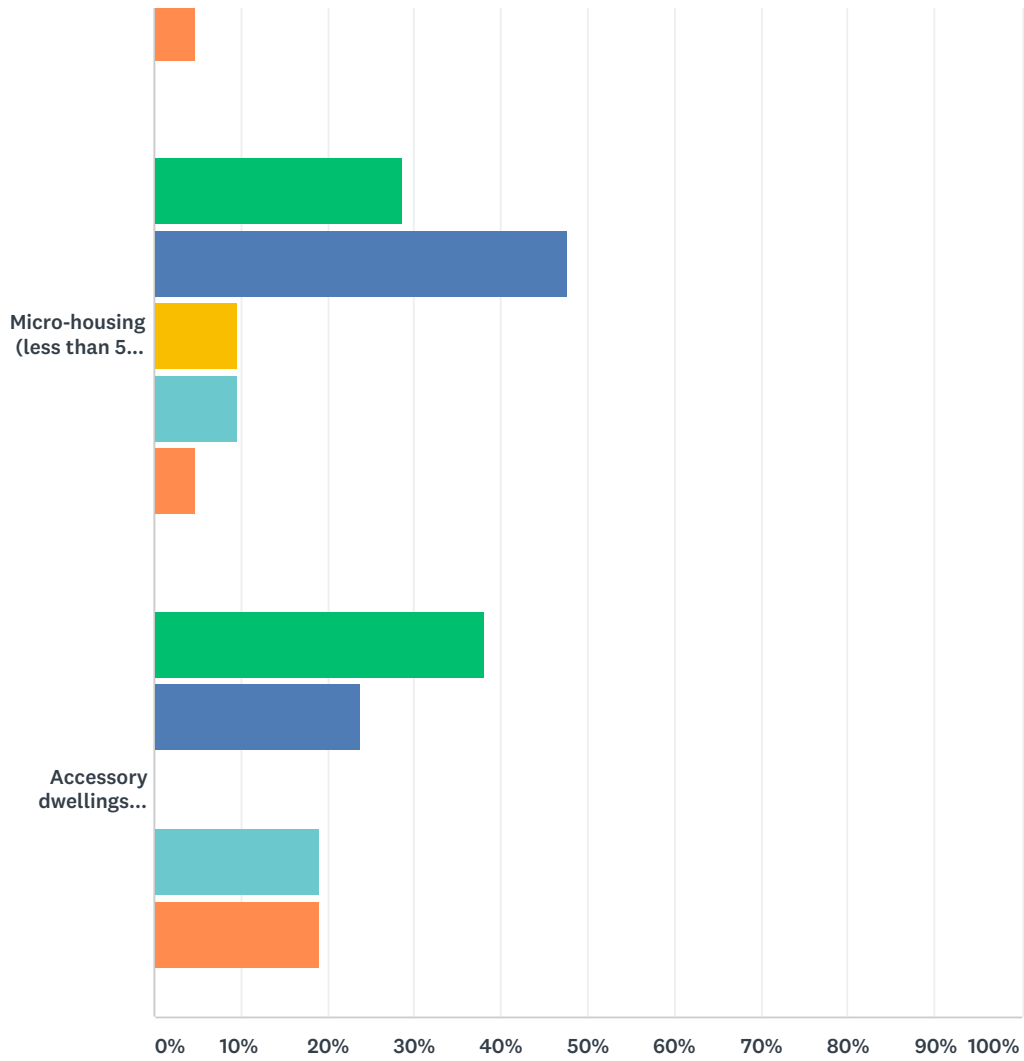
Answered: 21 Skipped: 2



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■ No Opinion
 ■ None
 ■ Less
 ■ Same
 ■ More

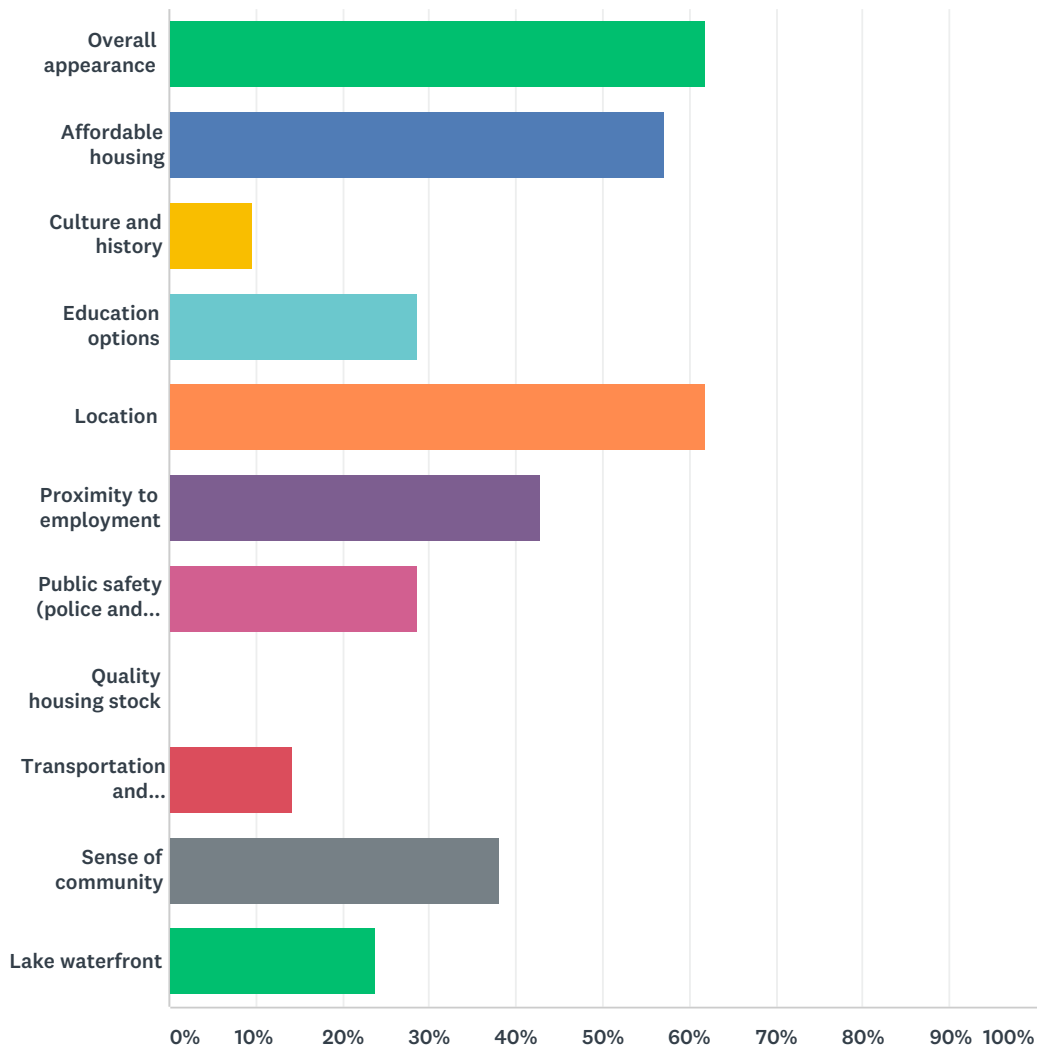
	NO OPINION	NONE	LESS	SAME	MORE	TOTAL RESPONDENTS
High-end single-family	19.05% 4	4.76% 1	4.76% 1	42.86% 9	28.57% 6	21
Affordable single-family	9.52% 2	4.76% 1	0.00% 0	28.57% 6	57.14% 12	21
Duplexes	14.29% 3	33.33% 7	19.05% 4	23.81% 5	9.52% 2	21
Detached townhomes / condos	19.05% 4	28.57% 6	14.29% 3	23.81% 5	14.29% 3	21
Apartments	19.05% 4	42.86% 9	9.52% 2	19.05% 4	9.52% 2	21
Independent living senior facilities	19.05% 4	28.57% 6	4.76% 1	9.52% 2	38.10% 8	21
Assisted living senior facilities	19.05% 4	28.57% 6	0.00% 0	14.29% 3	38.10% 8	21
Lofts	42.86% 9	42.86% 9	4.76% 1	4.76% 1	4.76% 1	21

LaSalle Master Plan Survey

Micro-housing (less than 500 sq.ft.)	28.57%	47.62%	9.52%	9.52%	4.76%	
	6	10	2	2	1	21
<hr/>						
Accessory dwellings (granny flats, in-law suites, etc.)	38.10%	23.81%	0.00%	19.05%	19.05%	
	8	5	0	4	4	21

Q10 What are the most positive aspects of living in LaSalle? (check all that apply)

Answered: 21 Skipped: 2



ANSWER CHOICES	RESPONSES	
Overall appearance	61.90%	13
Affordable housing	57.14%	12
Culture and history	9.52%	2
Education options	28.57%	6
Location	61.90%	13
Proximity to employment	42.86%	9
Public safety (police and fire)	28.57%	6
Quality housing stock	0.00%	0
Transportation and accessibility	14.29%	3

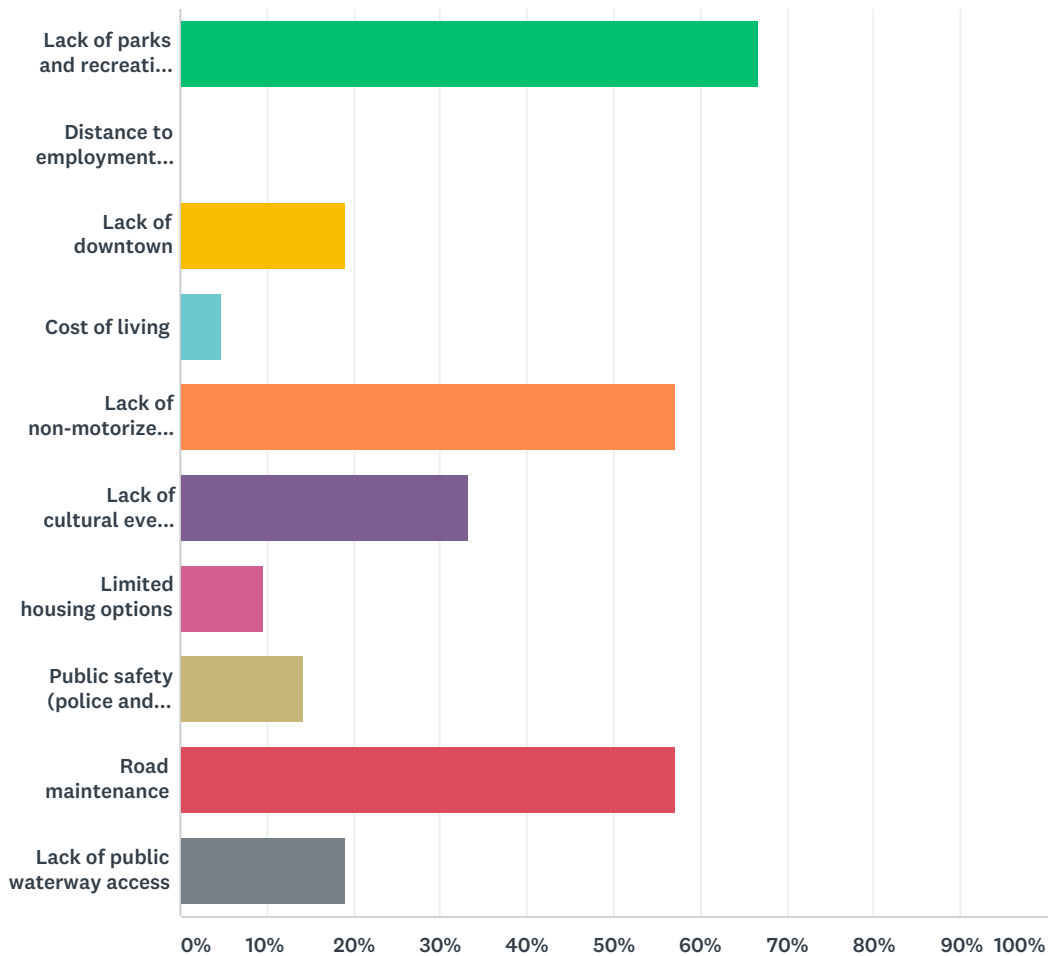
LaSalle Master Plan Survey

Sense of community	38.10%	8
Lake waterfront	23.81%	5
Total Respondents: 21		

#	OTHER (PLEASE SPECIFY)	DATE
1	Quiet place to live	11/7/2017 3:39 PM
2	Easy access to I-75	11/7/2017 3:27 PM
3	Residents	11/7/2017 3:09 PM
4	Residents	11/7/2017 3:05 PM
5	peaceful, quiet	9/27/2017 10:51 PM
6	Rural living	9/25/2017 10:01 PM

Q11 What do you consider to be a negative aspect of living in LaSalle? (check all that apply)

Answered: 21 Skipped: 2



ANSWER CHOICES	RESPONSES	
Lack of parks and recreation facilities	66.67%	14
Distance to employment opportunities	0.00%	0
Lack of downtown	19.05%	4
Cost of living	4.76%	1
Lack of non-motorized transportation (bike paths, sidewalks, etc.)	57.14%	12
Lack of cultural events / entertainment options	33.33%	7
Limited housing options	9.52%	2
Public safety (police and fire)	14.29%	3
Road maintenance	57.14%	12
Lack of public waterway access	19.05%	4

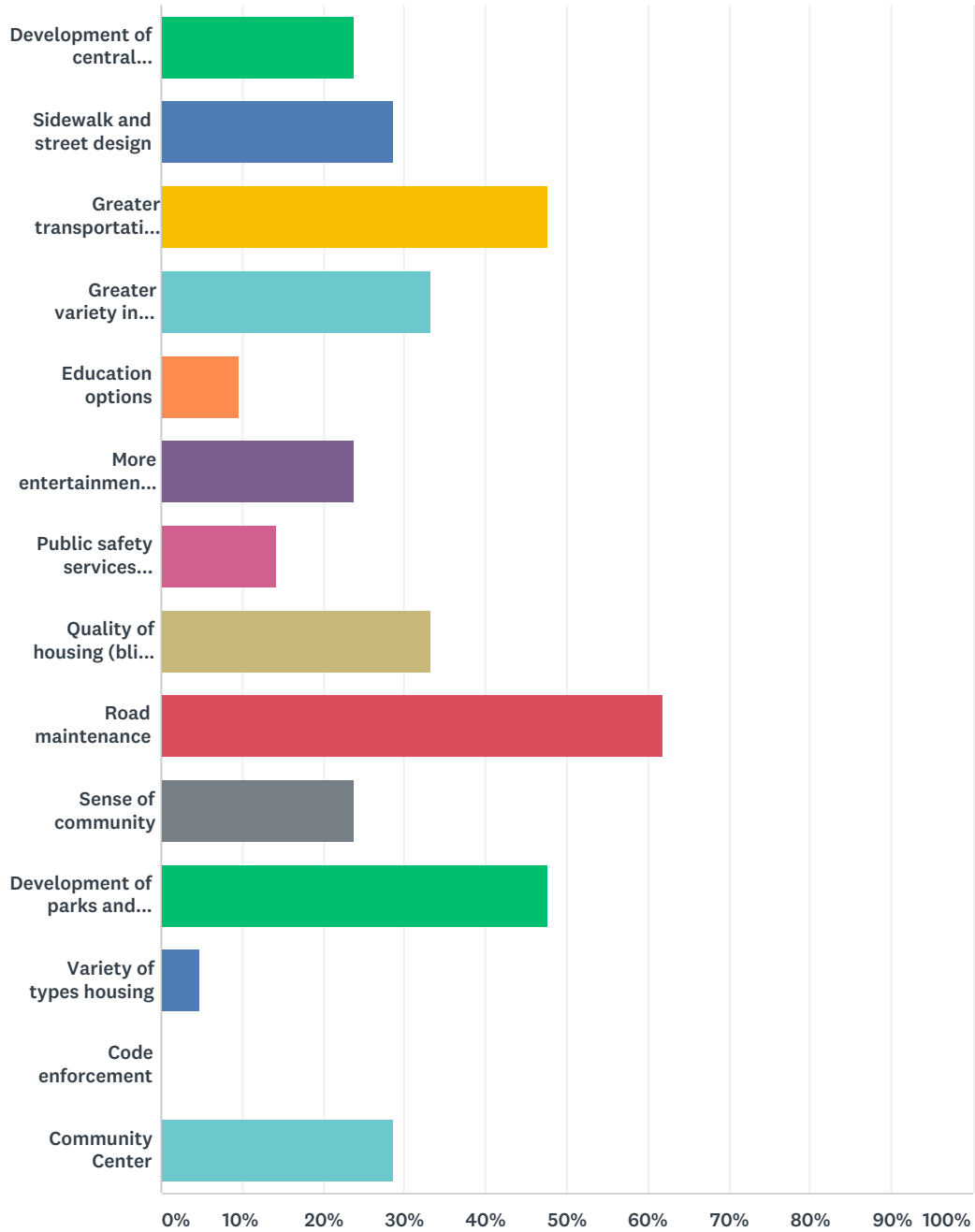
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Total Respondents: 21

#	OTHER (PLEASE SPECIFY)	DATE
1	Lack of good convience store or gas stations	11/7/2017 3:27 PM
2	So far to any stores	9/25/2017 10:01 PM

Q12 What could be improved about LaSalle? (check all that apply)

Answered: 21 Skipped: 2



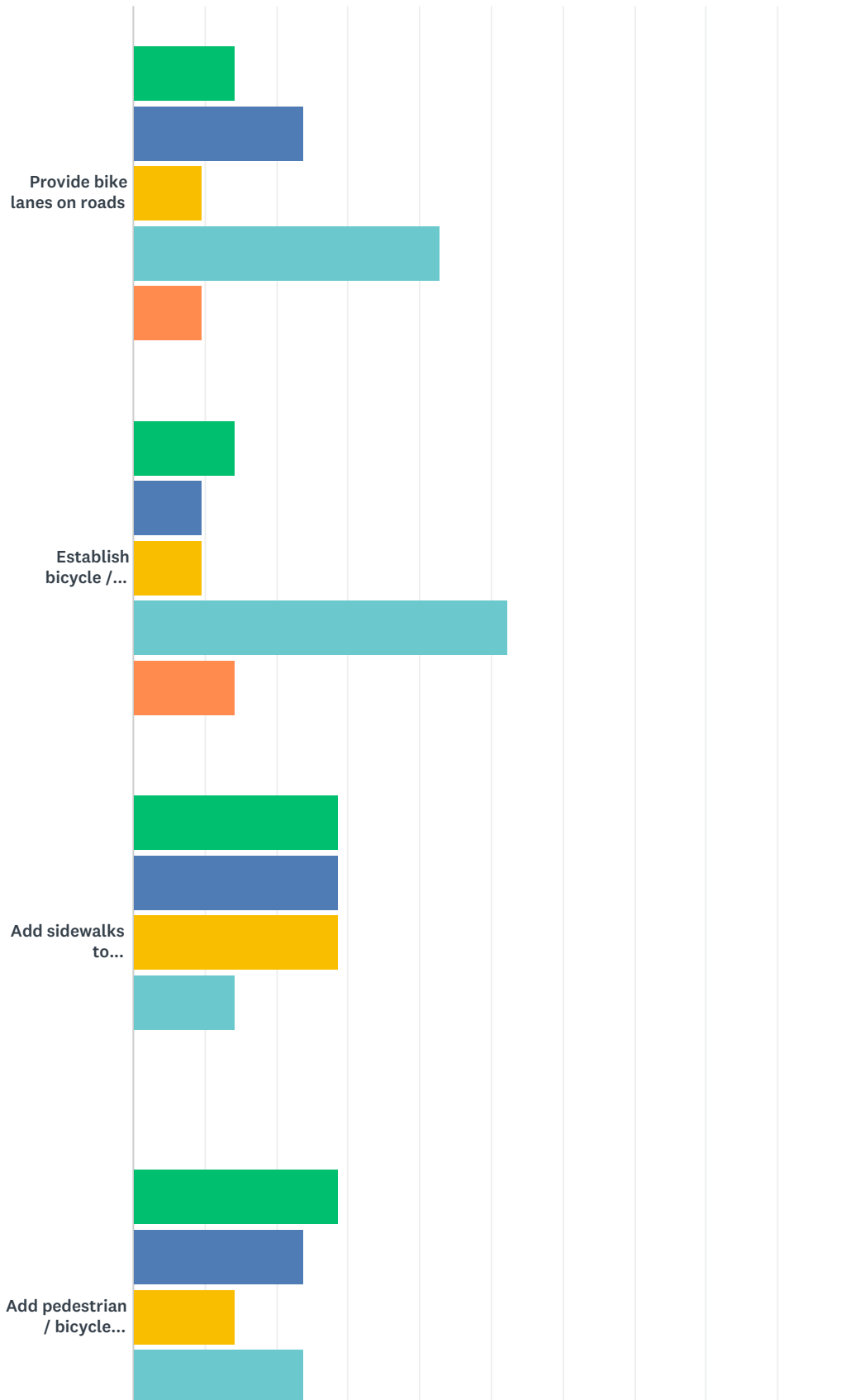
ANSWER CHOICES	RESPONSES	
Development of central downtown area	23.81%	5
Sidewalk and street design	28.57%	6
Greater transportation options (bikepaths, sidewalks, etc.)	47.62%	10
Greater variety in commercial businesses	33.33%	7
Education options	9.52%	2

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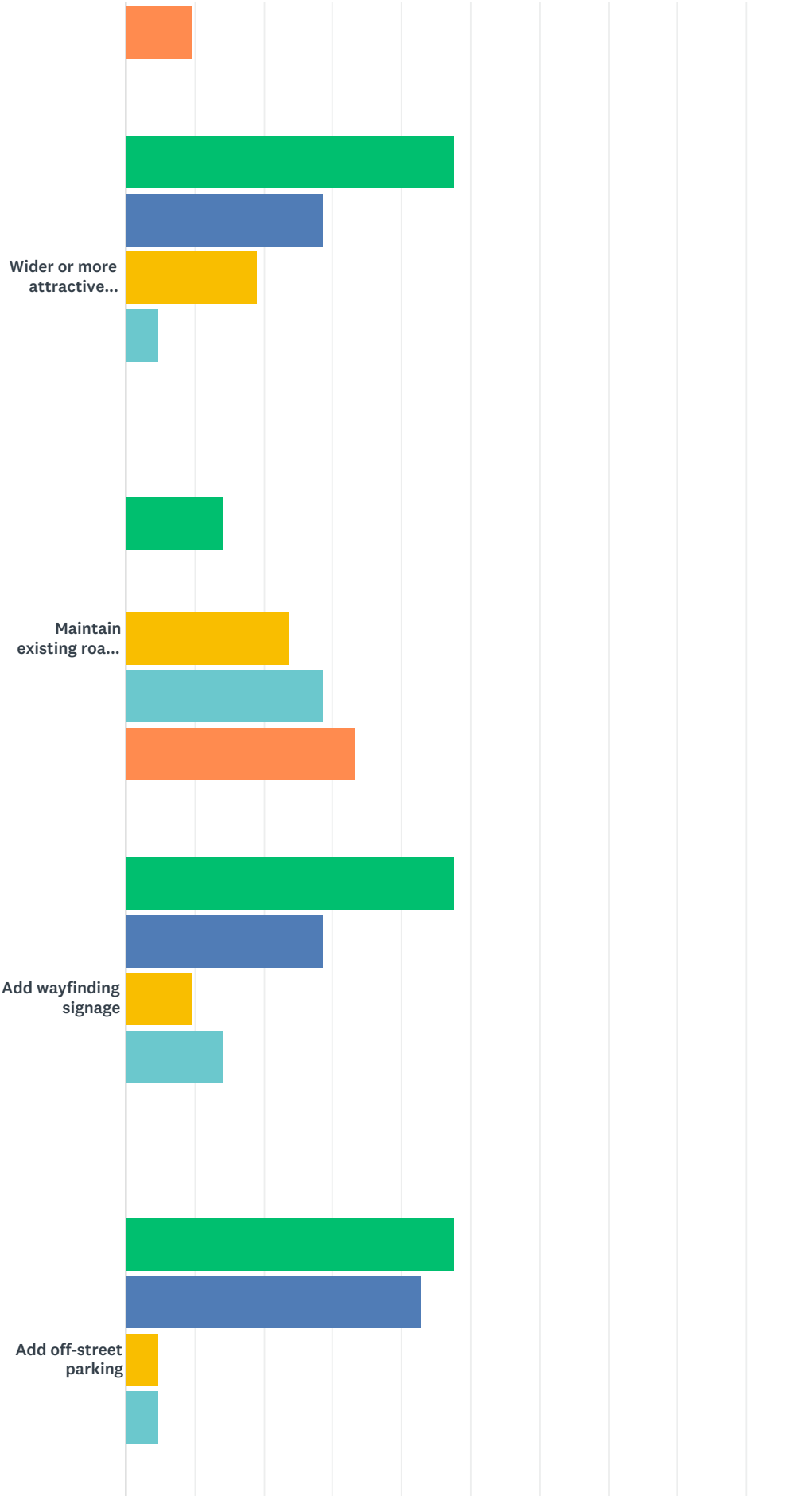
More entertainment, dining, and/or nightlife options	23.81%	5
Public safety services (police and fire)	14.29%	3
Quality of housing (blight reduction, general home improvements, etc.)	33.33%	7
Road maintenance	61.90%	13
Sense of community	23.81%	5
Development of parks and recreation facilities	47.62%	10
Variety of types housing	4.76%	1
Code enforcement	0.00%	0
Community Center	28.57%	6
Total Respondents: 21		
#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q13 Please rate the following transportation goals.

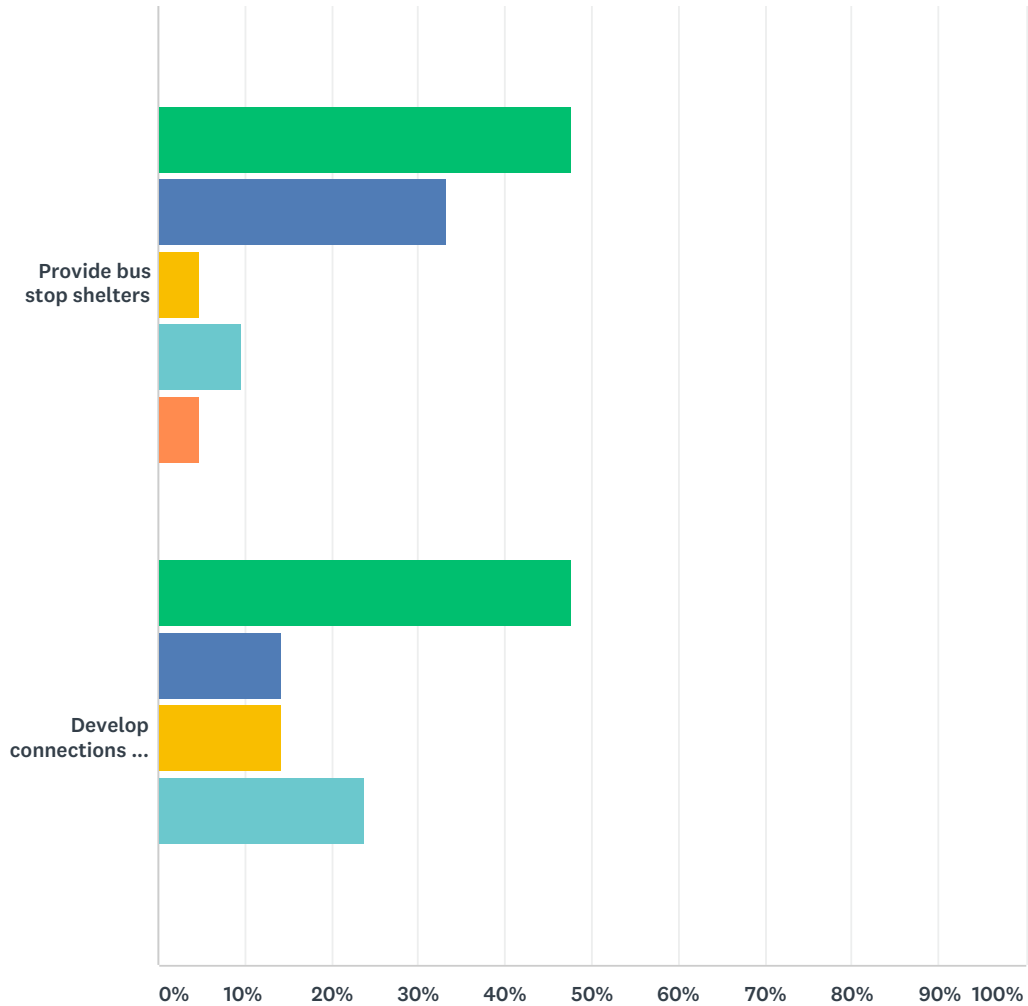
Answered: 21 Skipped: 2



LaSalle Master Plan Survey



LaSalle Master Plan Survey



■ No Opinion
 ■ Not Important At All
 ■ Somewhat Important
 ■ Important
 ■ Extremely Important

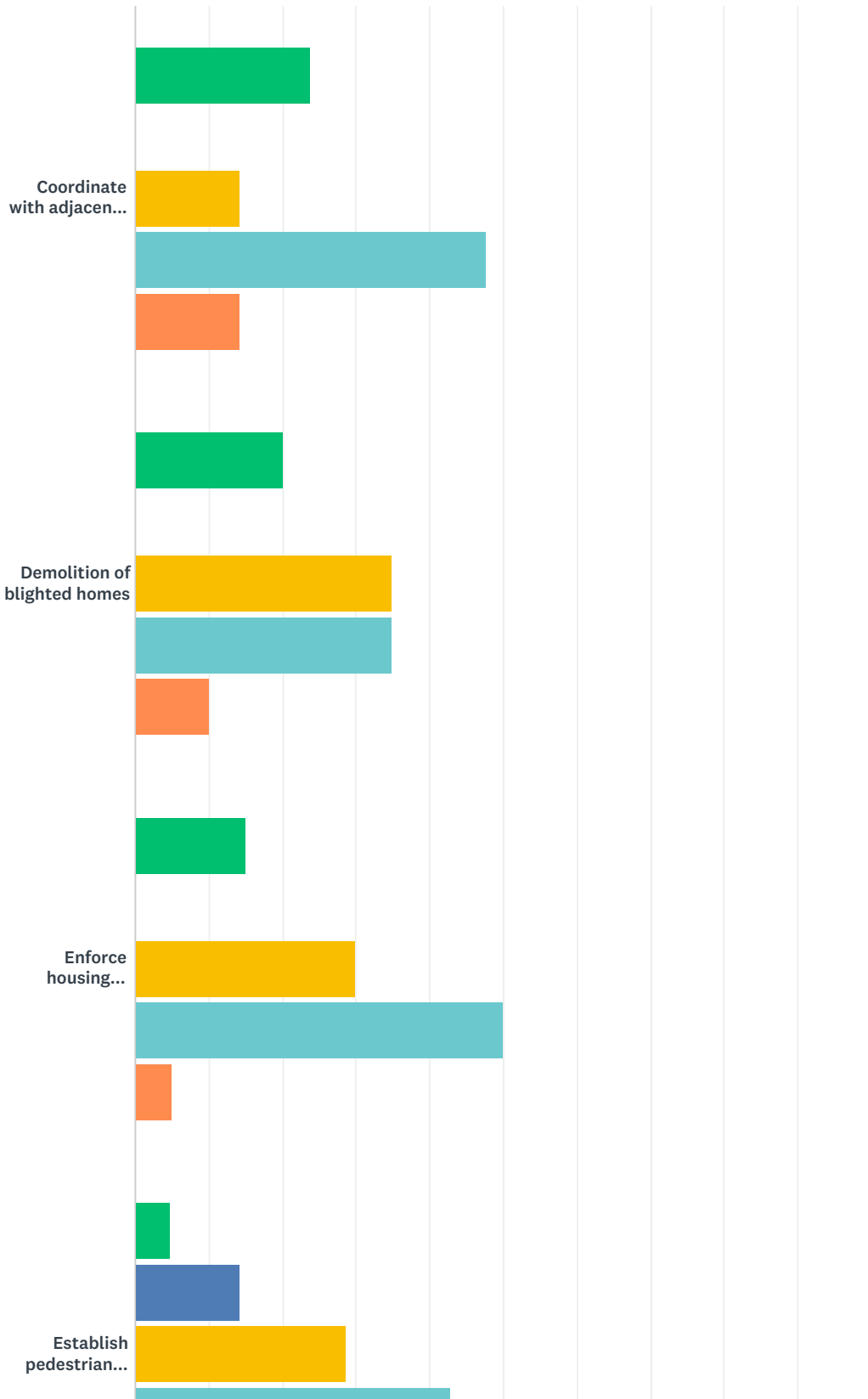
	NO OPINION	NOT IMPORTANT AT ALL	SOMEWHAT IMPORTANT	IMPORTANT	EXTREMELY IMPORTANT	TOTAL RESPONDENTS
Provide bike lanes on roads	14.29% 3	23.81% 5	9.52% 2	42.86% 9	9.52% 2	21
Establish bicycle / walking trails	14.29% 3	9.52% 2	9.52% 2	52.38% 11	14.29% 3	21
Add sidewalks to neighborhoods	28.57% 6	28.57% 6	28.57% 6	14.29% 3	0.00% 0	21
Add pedestrian / bicycle crossings on roadways	28.57% 6	23.81% 5	14.29% 3	23.81% 5	9.52% 2	21
Wider or more attractive sidewalks along commercial corridors	47.62% 10	28.57% 6	19.05% 4	4.76% 1	0.00% 0	21
Maintain existing roads and sidewalks	14.29% 3	0.00% 0	23.81% 5	28.57% 6	33.33% 7	21
Add wayfinding signage	47.62% 10	28.57% 6	9.52% 2	14.29% 3	0.00% 0	21
Add off-street parking	47.62% 10	42.86% 9	4.76% 1	4.76% 1	0.00% 0	21

LaSalle Master Plan Survey

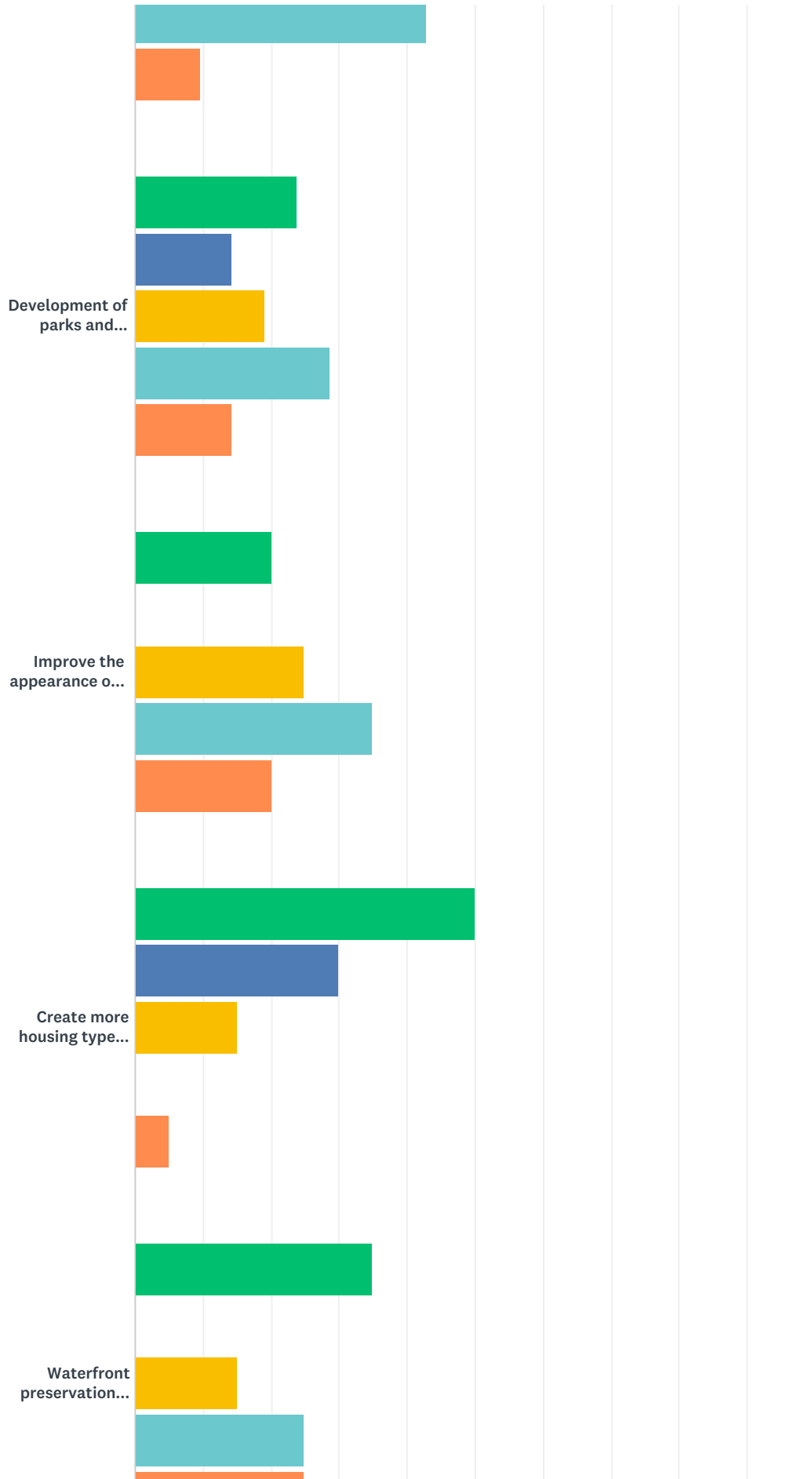
Provide bus stop shelters	47.62%	33.33%	4.76%	9.52%	4.76%	
	10	7	1	2	1	21
Develop connections to recreation trails	47.62%	14.29%	14.29%	23.81%	0.00%	
	10	3	3	5	0	21

Q14 In your opinion, how important are each of the following priorities for LaSalle to address in the next 15 years?

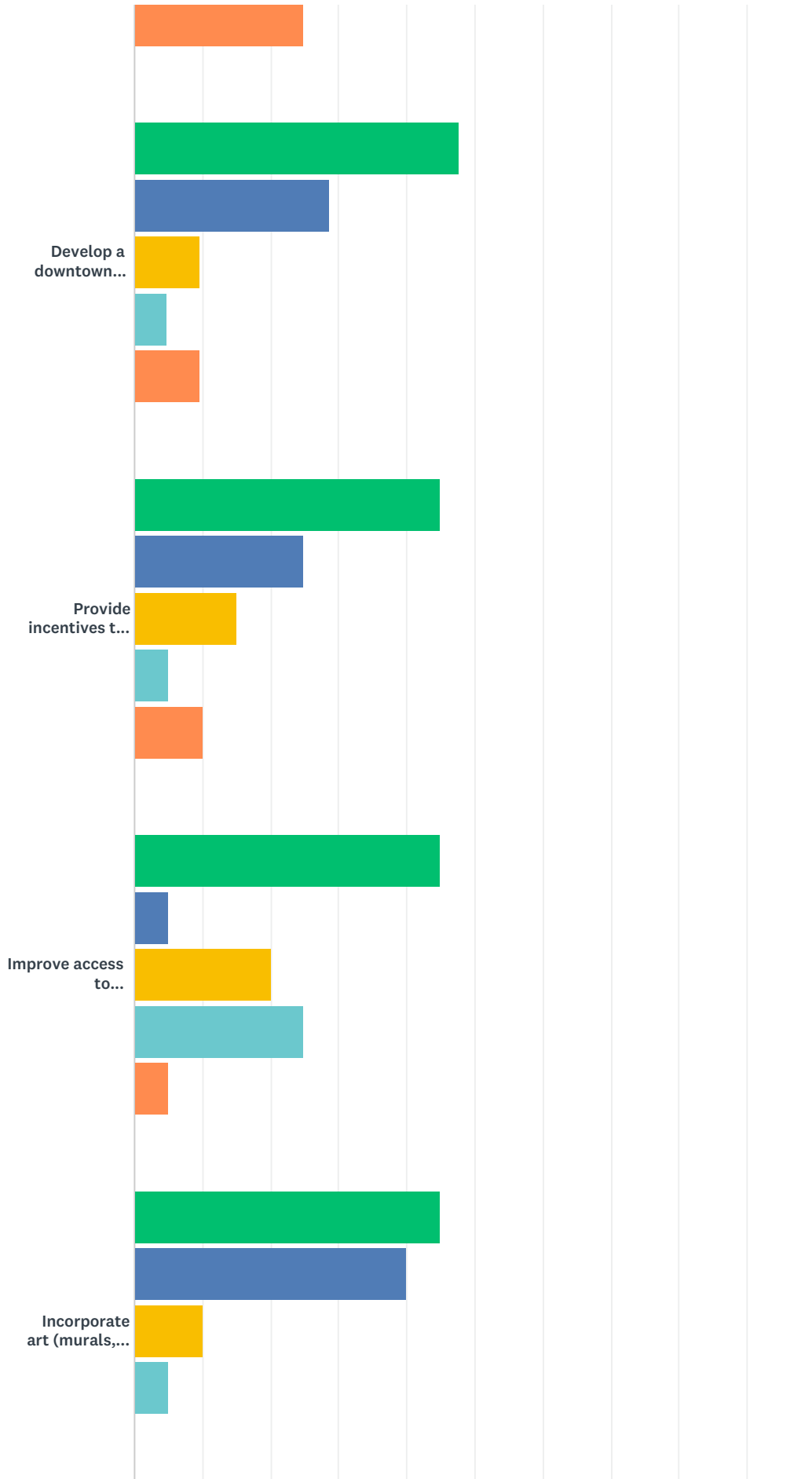
Answered: 21 Skipped: 2



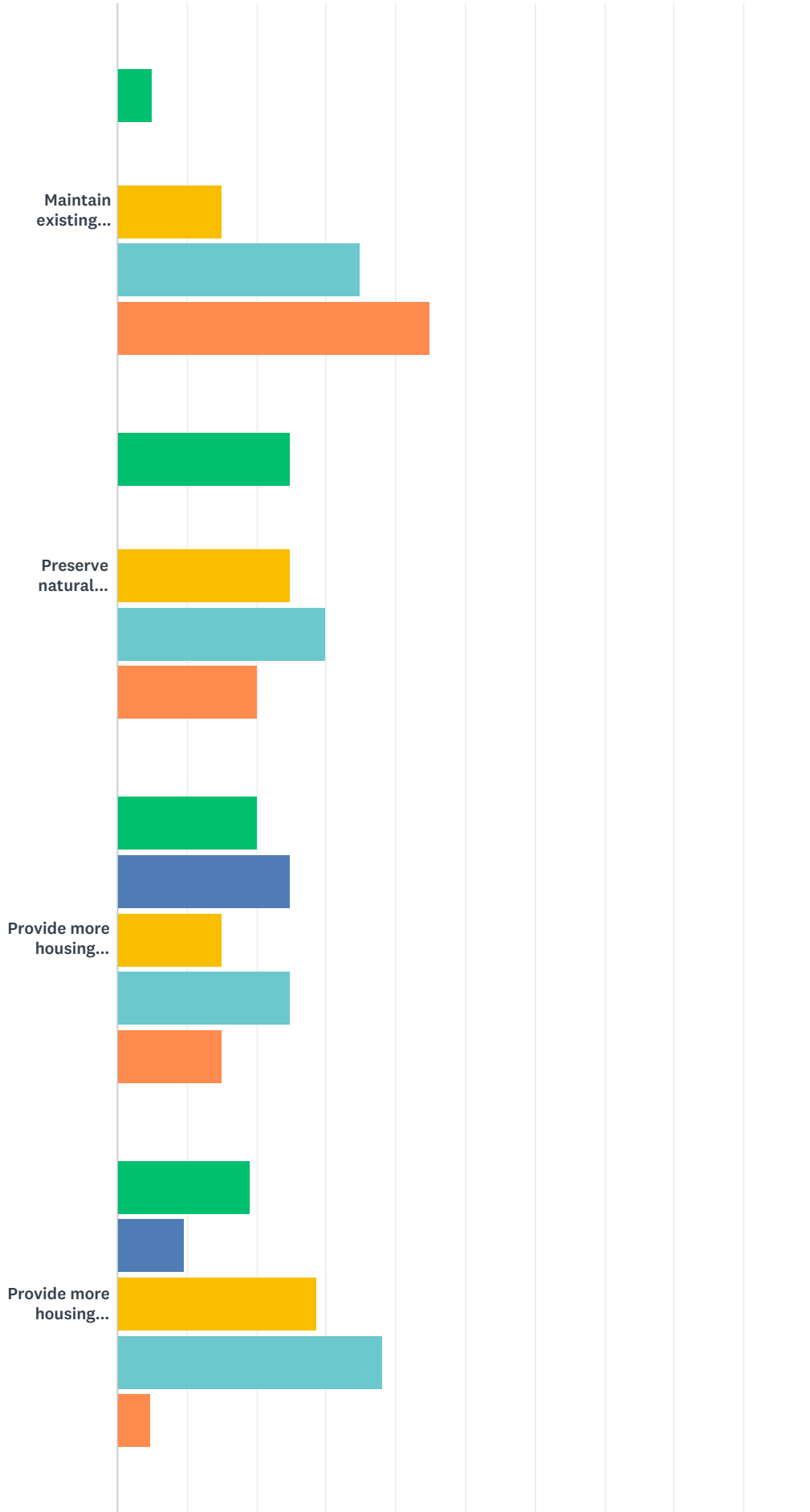
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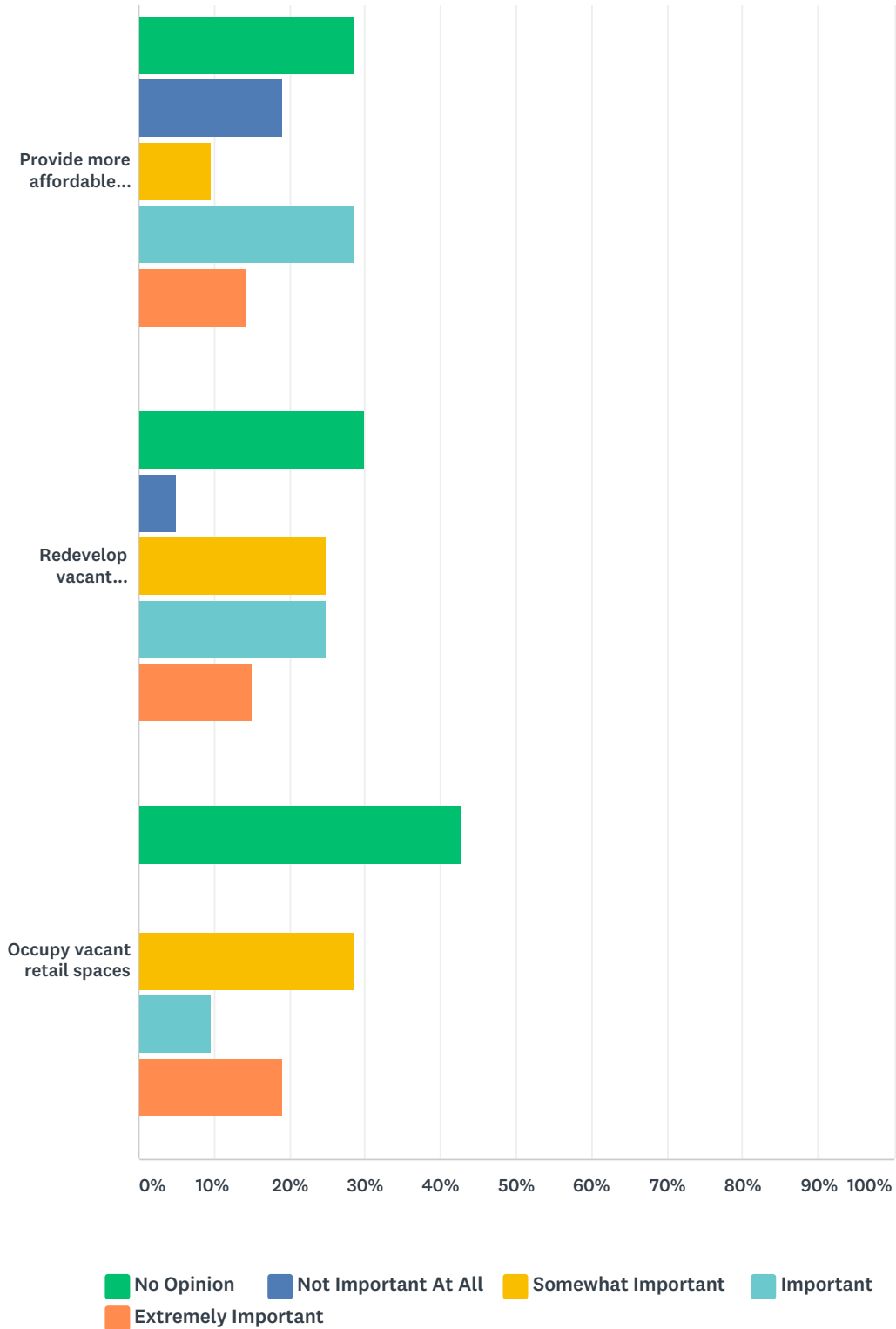
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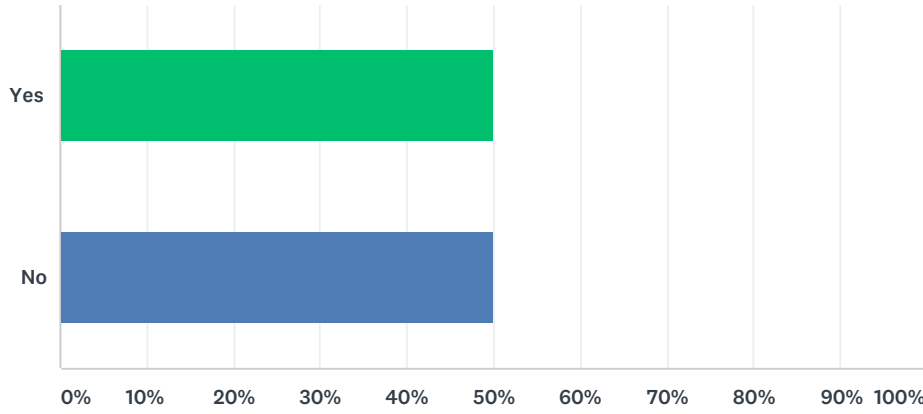
	NO OPINION	NOT IMPORTANT AT ALL	SOMEWHAT IMPORTANT	IMPORTANT	EXTREMELY IMPORTANT	TOTAL RESPONDENTS
Coordinate with adjacent communities to achieve shared objectives	23.81% 5	0.00% 0	14.29% 3	47.62% 10	14.29% 3	21
Demolition of blighted homes	20.00% 4	0.00% 0	35.00% 7	35.00% 7	10.00% 2	20

LaSalle Master Plan Survey

Enforce housing maintenance codes	15.00% 3	0.00% 0	30.00% 6	50.00% 10	5.00% 1	20
Establish pedestrian sidewalks and bicycle paths / lanes	4.76% 1	14.29% 3	28.57% 6	42.86% 9	9.52% 2	21
Development of parks and community recreation facilities	23.81% 5	14.29% 3	19.05% 4	28.57% 6	14.29% 3	21
Improve the appearance of residential neighborhoods	20.00% 4	0.00% 0	25.00% 5	35.00% 7	20.00% 4	20
Create more housing types with water access	50.00% 10	30.00% 6	15.00% 3	0.00% 0	5.00% 1	20
Waterfront preservation and protection	35.00% 7	0.00% 0	15.00% 3	25.00% 5	25.00% 5	20
Develop a downtown district	47.62% 10	28.57% 6	9.52% 2	4.76% 1	9.52% 2	21
Provide incentives to attract commercial development	45.00% 9	25.00% 5	15.00% 3	5.00% 1	10.00% 2	20
Improve access to transportation (i.e. bus stops)	45.00% 9	5.00% 1	20.00% 4	25.00% 5	5.00% 1	20
Incorporate art (murals, statues, etc.) into public places	45.00% 9	40.00% 8	10.00% 2	5.00% 1	0.00% 0	20
Maintain existing roadways	5.00% 1	0.00% 0	15.00% 3	35.00% 7	45.00% 9	20
Preserve natural features (open space, trees, etc.)	25.00% 5	0.00% 0	25.00% 5	30.00% 6	20.00% 4	20
Provide more housing opportunities for seniors	20.00% 4	25.00% 5	15.00% 3	25.00% 5	15.00% 3	20
Provide more housing opportunities for young families	19.05% 4	9.52% 2	28.57% 6	38.10% 8	4.76% 1	21
Provide more affordable housing	28.57% 6	19.05% 4	9.52% 2	28.57% 6	14.29% 3	21
Redevelop vacant commercial properties	30.00% 6	5.00% 1	25.00% 5	25.00% 5	15.00% 3	20
Occupy vacant retail spaces	42.86% 9	0.00% 0	28.57% 6	9.52% 2	19.05% 4	21

Q15 Would you be willing to support a millage to fund road improvements?

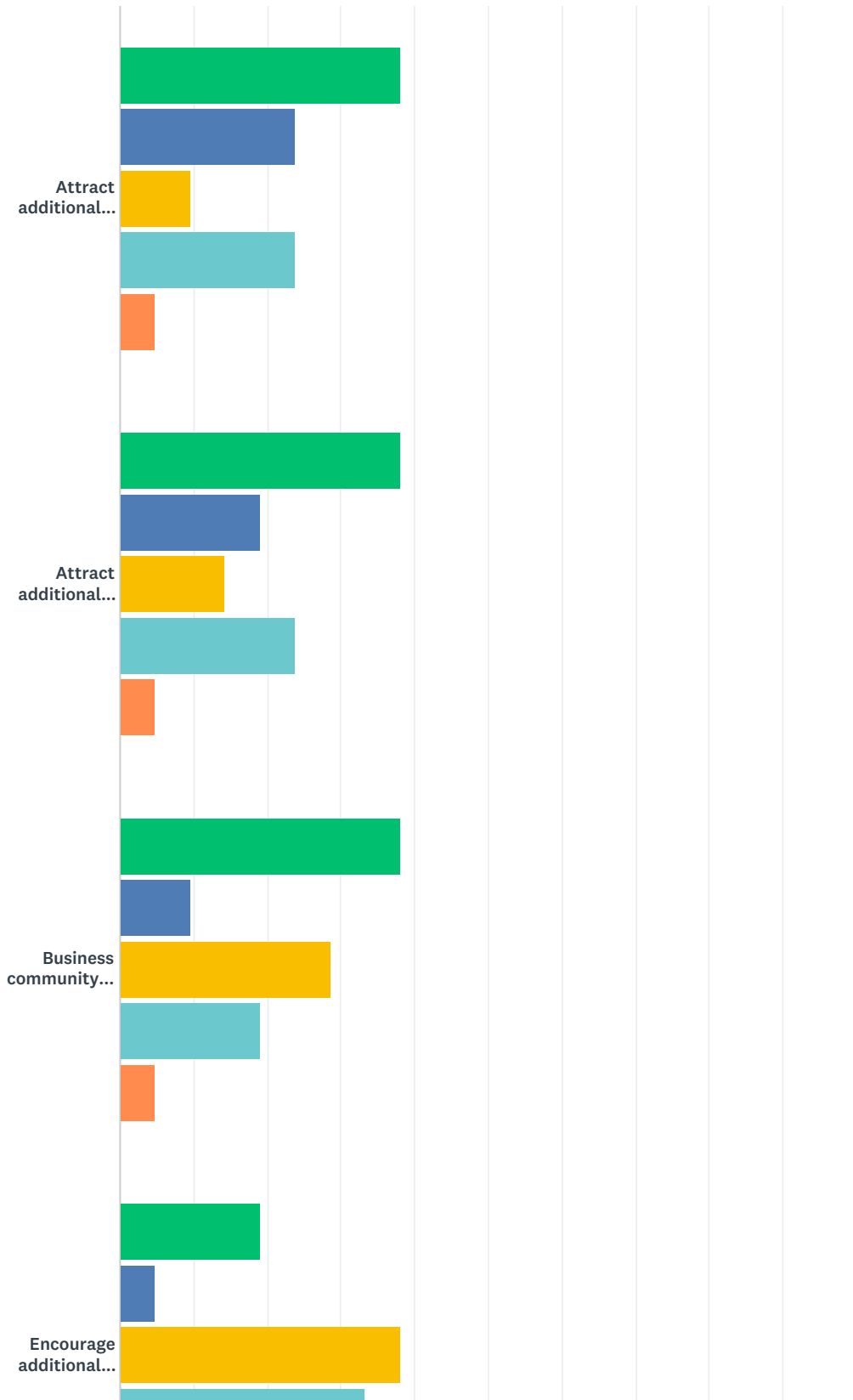
Answered: 18 Skipped: 5



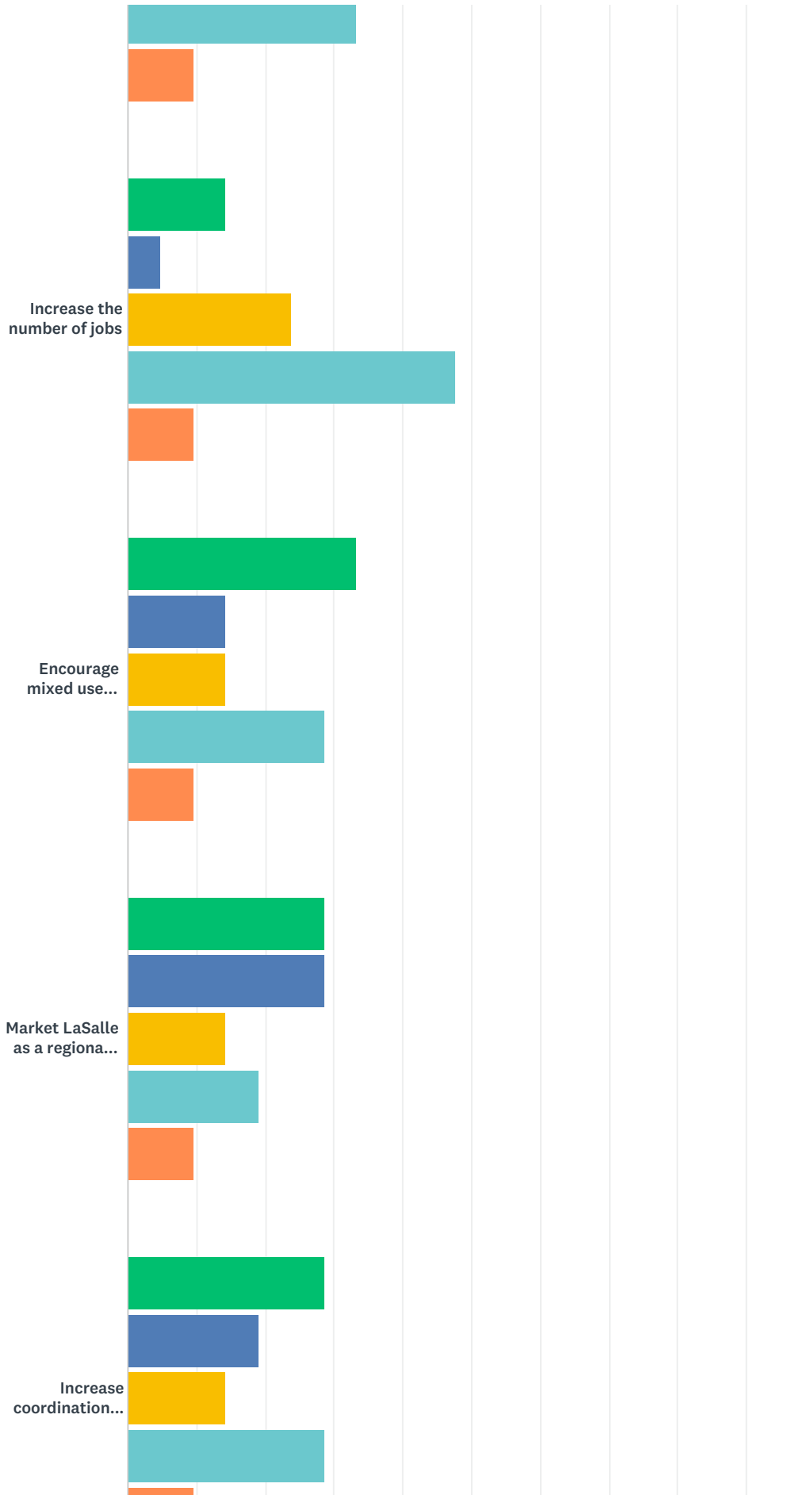
ANSWER CHOICES	RESPONSES	
Yes	50.00%	9
No	50.00%	9
TOTAL		18

Q16 Please rate the following economic development goals for the Township.

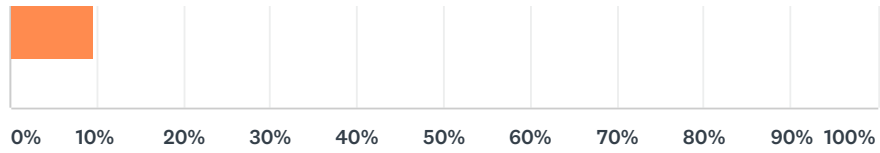
Answered: 21 Skipped: 2



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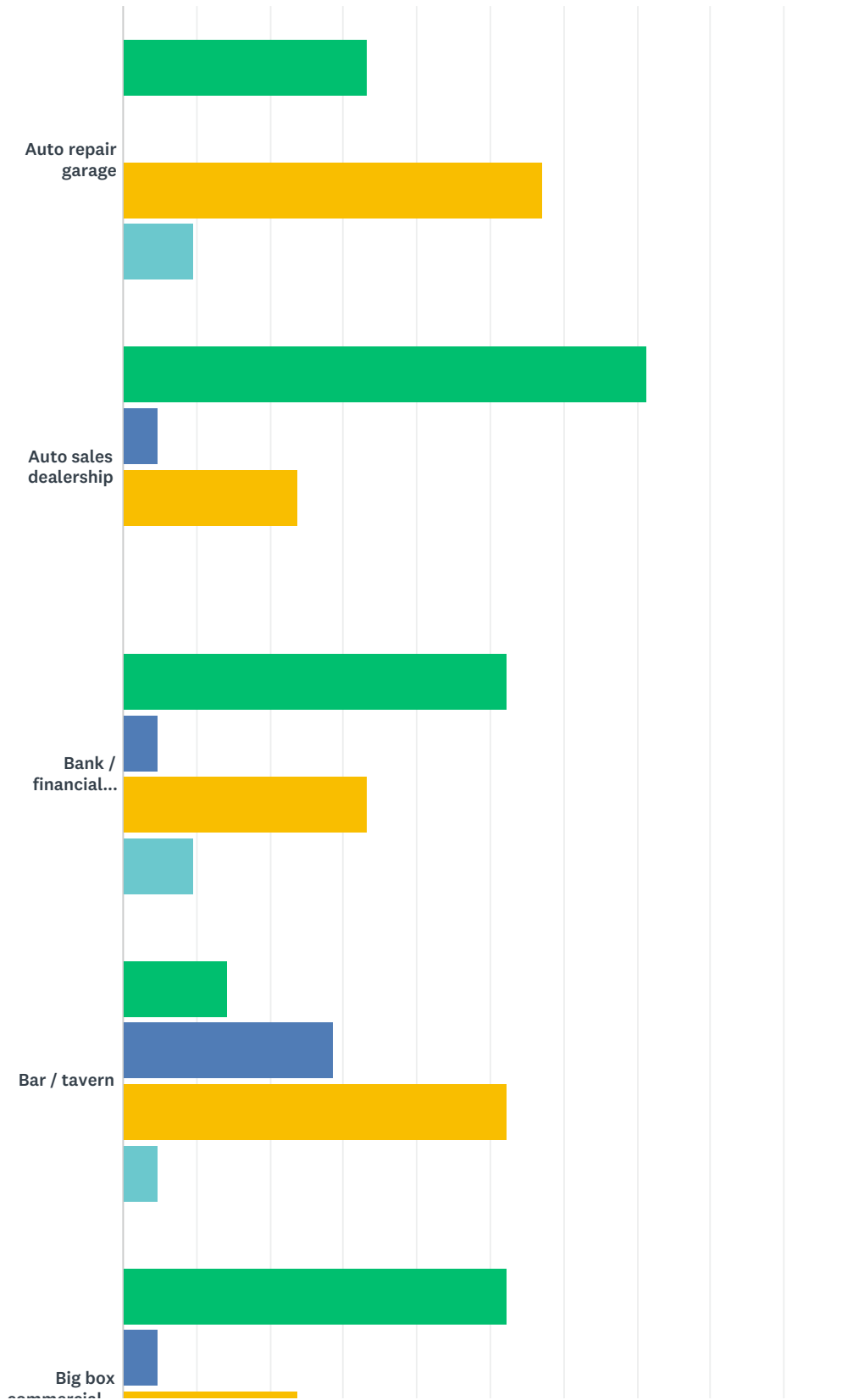


■ No Opinion
 ■ Not Important At All
 ■ Somewhat Important
 ■ Important
■ Extremely Important

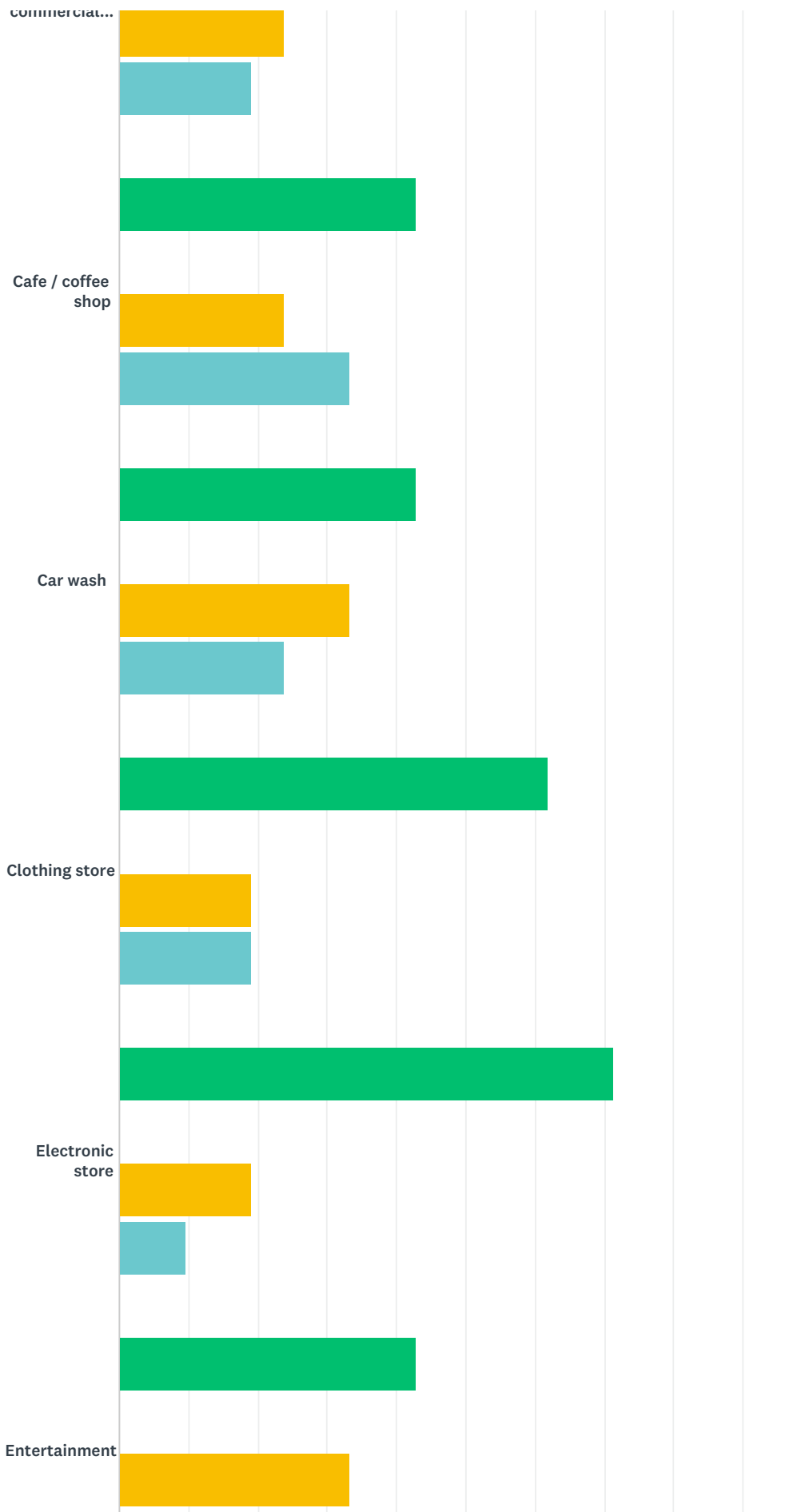
	NO OPINION	NOT IMPORTANT AT ALL	SOMEWHAT IMPORTANT	IMPORTANT	EXTREMELY IMPORTANT	TOTAL RESPONDENTS
Attract additional office businesses	38.10% 8	23.81% 5	9.52% 2	23.81% 5	4.76% 1	21
Attract additional industrial businesses	38.10% 8	19.05% 4	14.29% 3	23.81% 5	4.76% 1	21
Business community revitalization	38.10% 8	9.52% 2	28.57% 6	19.05% 4	4.76% 1	21
Encourage additional retail businesses	19.05% 4	4.76% 1	38.10% 8	33.33% 7	9.52% 2	21
Increase the number of jobs	14.29% 3	4.76% 1	23.81% 5	47.62% 10	9.52% 2	21
Encourage mixed use developments	33.33% 7	14.29% 3	14.29% 3	28.57% 6	9.52% 2	21
Market LaSalle as a regional destination for shopping, dining, entertainment	28.57% 6	28.57% 6	14.29% 3	19.05% 4	9.52% 2	21
Increase coordination between businesses and organizations about community services	28.57% 6	19.05% 4	14.29% 3	28.57% 6	9.52% 2	21

Q17 Please rate the following businesses from 'Too Many Already' in La Salle to "Desperately Needed" in LaSalle.

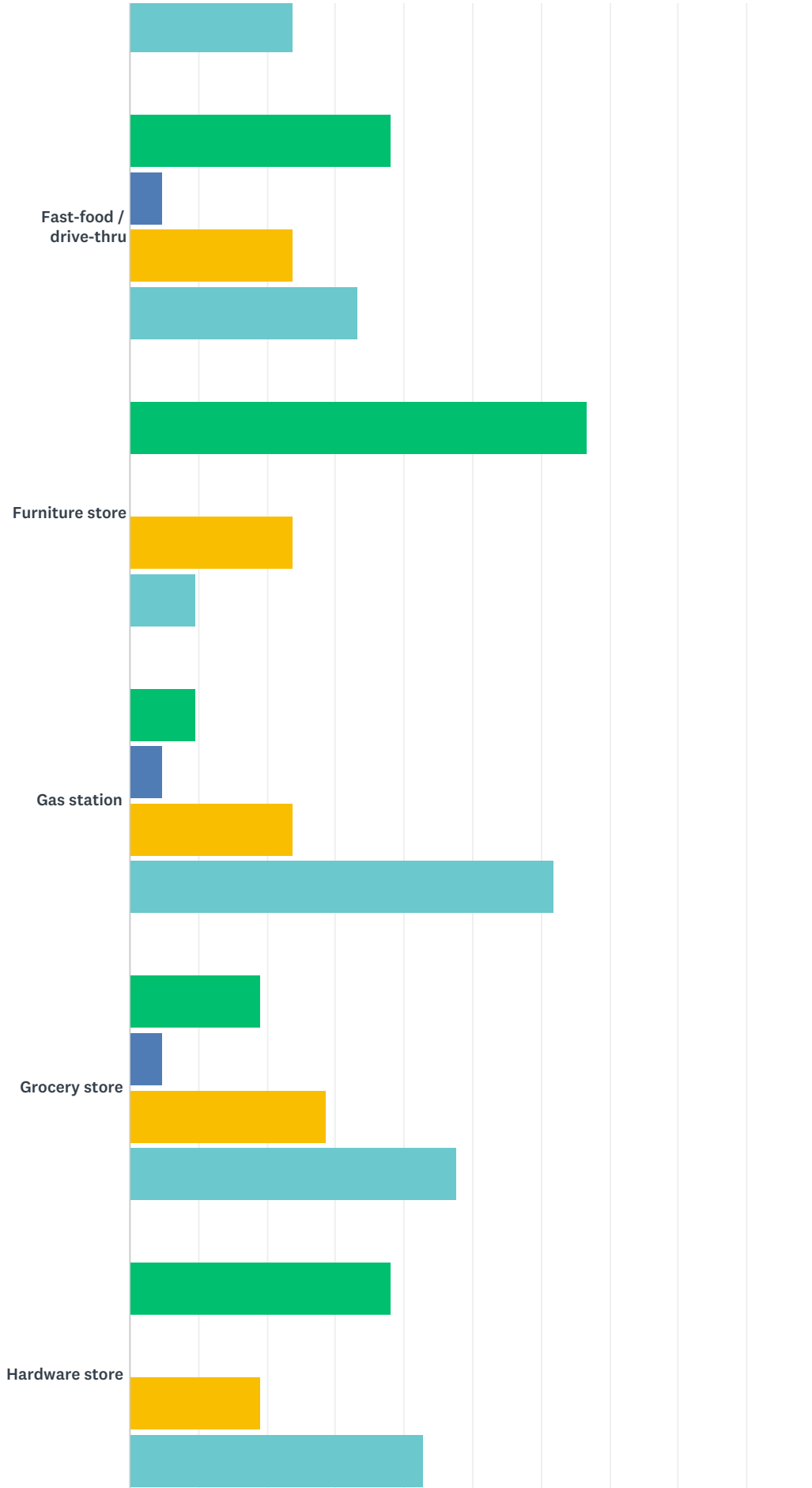
Answered: 21 Skipped: 2



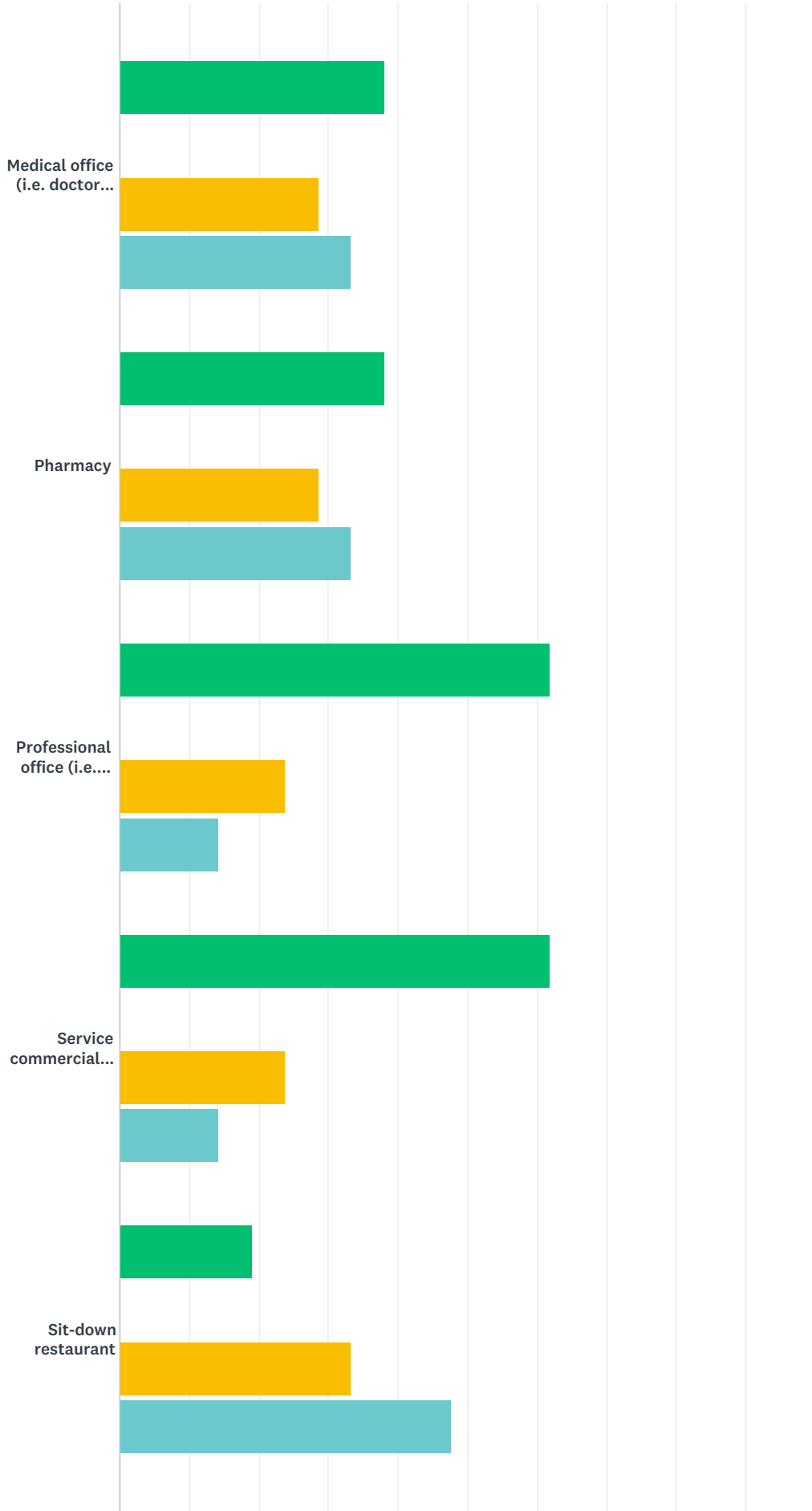
LaSalle Master Plan Survey



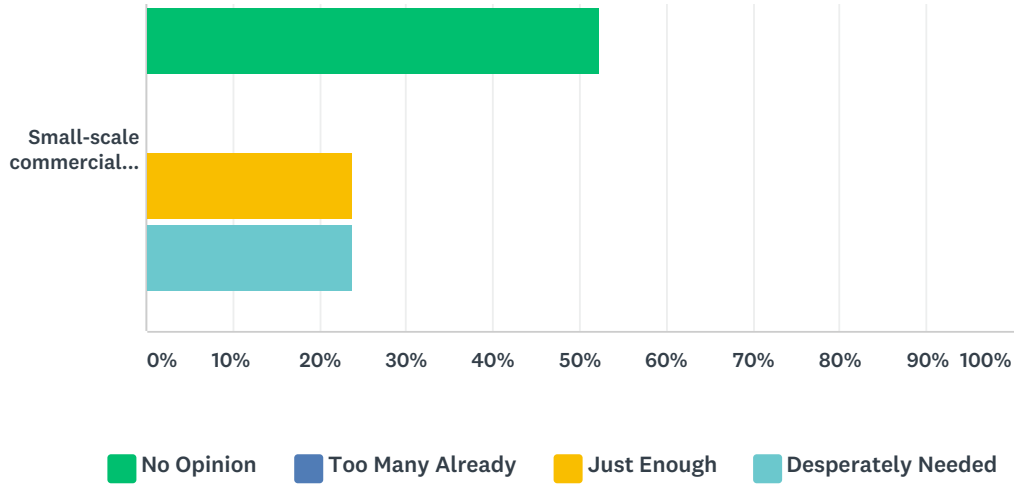
LaSalle Master Plan Survey



LaSalle Master Plan Survey



LaSalle Master Plan Survey



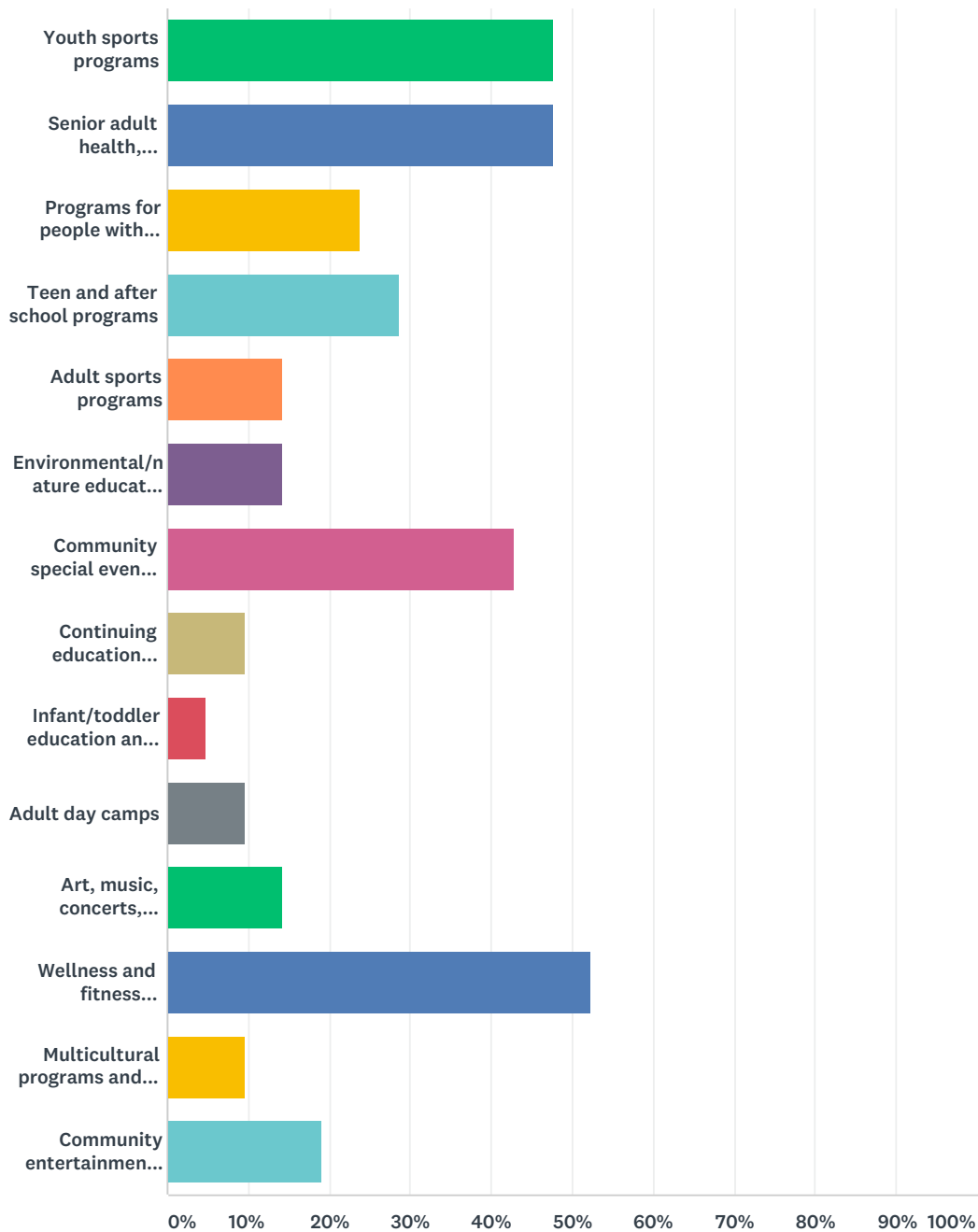
	NO OPINION	TOO MANY ALREADY	JUST ENOUGH	DESPERATELY NEEDED	TOTAL
Auto repair garage	33.33% 7	0.00% 0	57.14% 12	9.52% 2	21
Auto sales dealership	71.43% 15	4.76% 1	23.81% 5	0.00% 0	21
Bank / financial institution	52.38% 11	4.76% 1	33.33% 7	9.52% 2	21
Bar / tavern	14.29% 3	28.57% 6	52.38% 11	4.76% 1	21
Big box commercial (i.e. general merchandise stores)	52.38% 11	4.76% 1	23.81% 5	19.05% 4	21
Cafe / coffee shop	42.86% 9	0.00% 0	23.81% 5	33.33% 7	21
Car wash	42.86% 9	0.00% 0	33.33% 7	23.81% 5	21
Clothing store	61.90% 13	0.00% 0	19.05% 4	19.05% 4	21
Electronic store	71.43% 15	0.00% 0	19.05% 4	9.52% 2	21
Entertainment	42.86% 9	0.00% 0	33.33% 7	23.81% 5	21
Fast-food / drive-thru	38.10% 8	4.76% 1	23.81% 5	33.33% 7	21
Furniture store	66.67% 14	0.00% 0	23.81% 5	9.52% 2	21
Gas station	9.52% 2	4.76% 1	23.81% 5	61.90% 13	21
Grocery store	19.05% 4	4.76% 1	28.57% 6	47.62% 10	21
Hardware store	38.10% 8	0.00% 0	19.05% 4	42.86% 9	21
Medical office (i.e. doctor, dentist)	38.10% 8	0.00% 0	28.57% 6	33.33% 7	21
Pharmacy	38.10% 8	0.00% 0	28.57% 6	33.33% 7	21

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Professional office (i.e. lawyer, architect)	61.90% 13	0.00% 0	23.81% 5	14.29% 3	21
Service commercial (i.e. dry cleaners)	61.90% 13	0.00% 0	23.81% 5	14.29% 3	21
Sit-down restaurant	19.05% 4	0.00% 0	33.33% 7	47.62% 10	21
Small-scale commercial (i.e. flower shop, bakery)	52.38% 11	0.00% 0	23.81% 5	23.81% 5	21

Q18 What type of recreation programs / activities are of most interest to you and your family?

Answered: 21 Skipped: 2



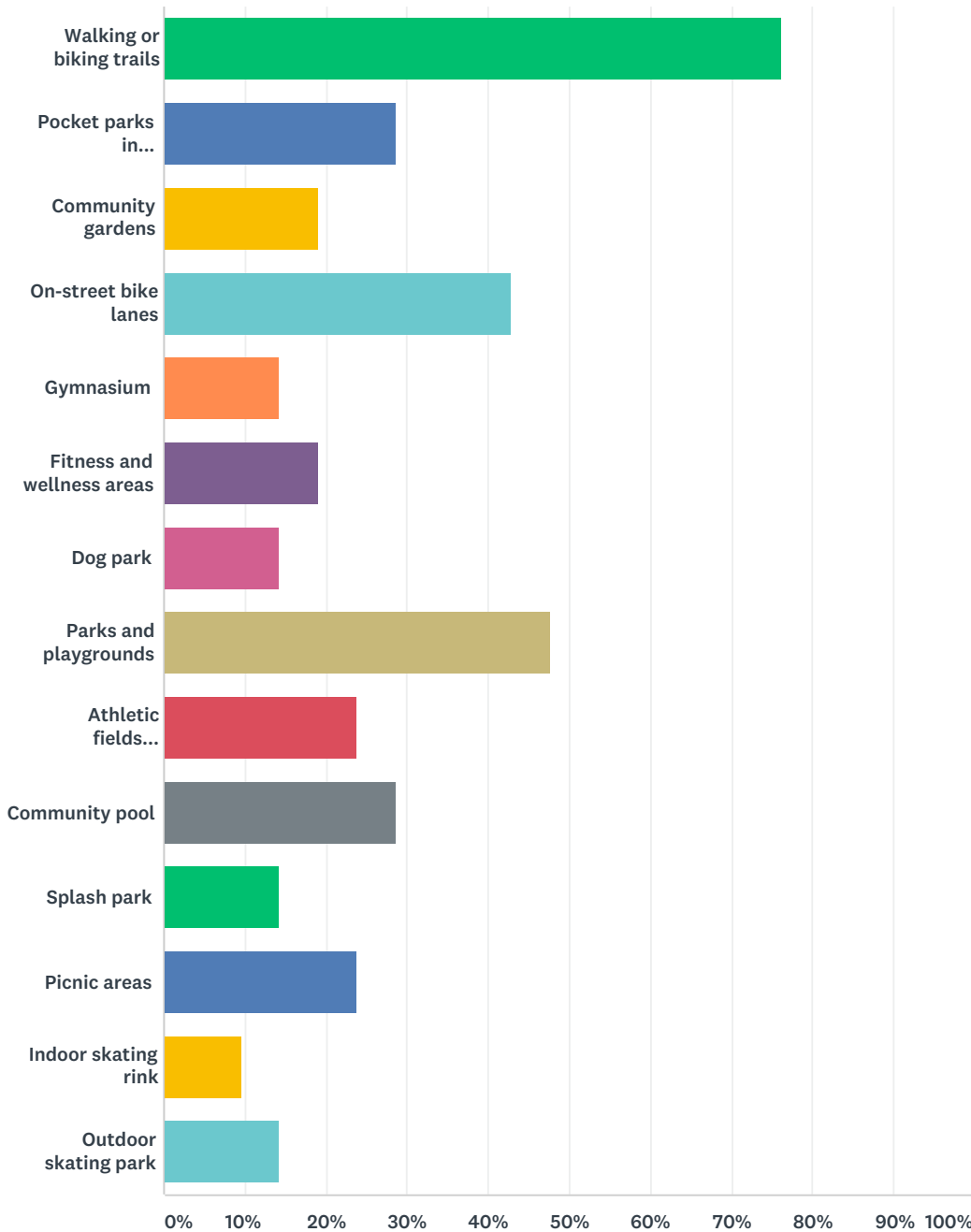
ANSWER CHOICES	RESPONSES	
Youth sports programs	47.62%	10
Senior adult health, fitness, social programs, and assistance	47.62%	10
Programs for people with disabilities	23.81%	5
Teen and after school programs	28.57%	6

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Adult sports programs	14.29%	3
Environmental/nature education programs	14.29%	3
Community special events and festivals	42.86%	9
Continuing education courses	9.52%	2
Infant/toddler education and socialization programs	4.76%	1
Adult day camps	9.52%	2
Art, music, concerts, theater, dance programs	14.29%	3
Wellness and fitness programs	52.38%	11
Multicultural programs and offerings	9.52%	2
Community entertainment/clubs (books, knitting, games)	19.05%	4
Total Respondents: 21		

Q19 What type of recreation facilities would you most like to see in the Township?

Answered: 21 Skipped: 2



ANSWER CHOICES	RESPONSES
Walking or biking trails	76.19% 16
Pocket parks in neighborhoods	28.57% 6
Community gardens	19.05% 4
On-street bike lanes	42.86% 9

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Gymnasium	14.29%	3
Fitness and wellness areas	19.05%	4
Dog park	14.29%	3
Parks and playgrounds	47.62%	10
Athletic fields (football, baseball, softball, soccer, tennis)	23.81%	5
Community pool	28.57%	6
Splash park	14.29%	3
Picnic areas	23.81%	5
Indoor skating rink	9.52%	2
Outdoor skating park	14.29%	3
Total Respondents: 21		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

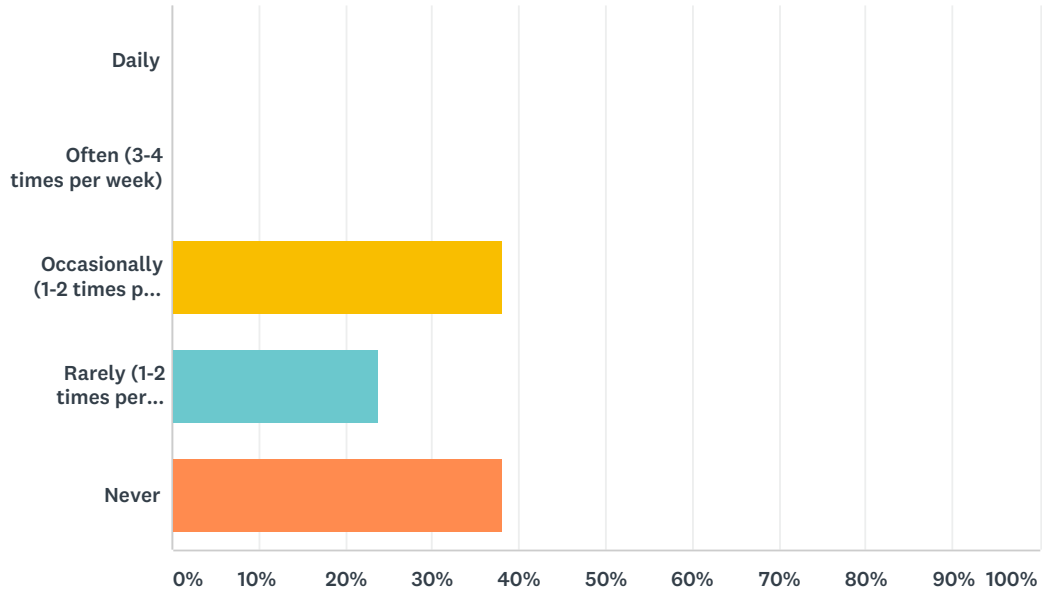
**Q20 Are there facilities not mentioned that you would like to see offered?
(Please be specific)**

Answered: 1 Skipped: 22

#	RESPONSES	DATE
1	Access for low income to get food, etc	9/25/2017 10:07 PM

Q21 How often do you ride a bicycle to get around LaSalle?

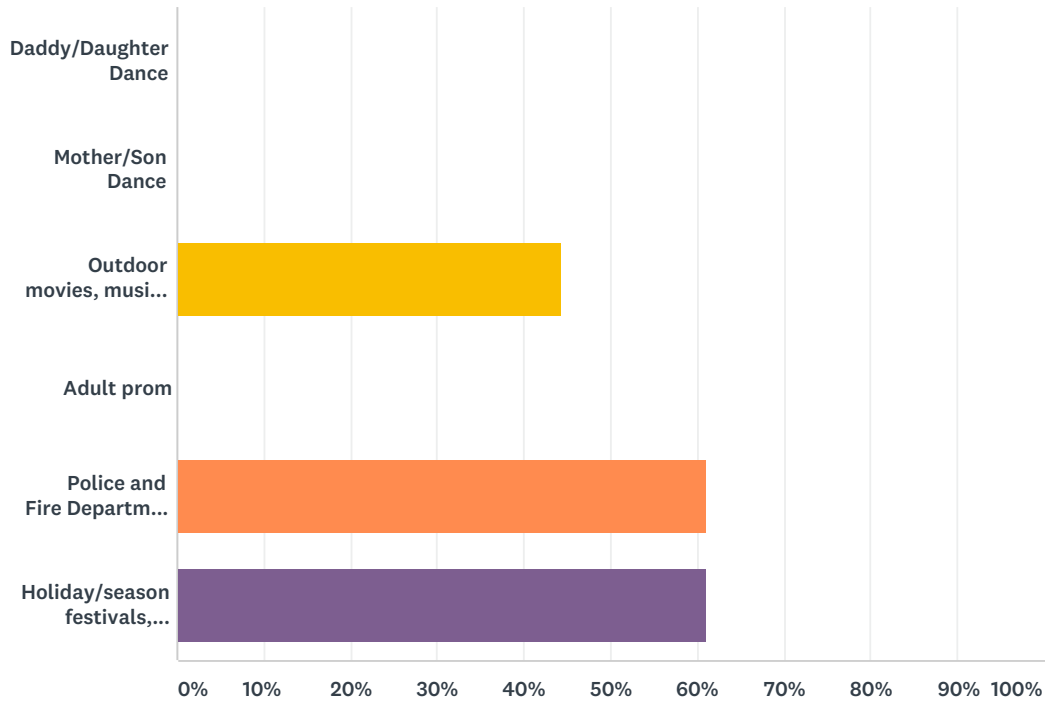
Answered: 21 Skipped: 2



ANSWER CHOICES	RESPONSES	
Daily	0.00%	0
Often (3-4 times per week)	0.00%	0
Occasionally (1-2 times per week)	38.10%	8
Rarely (1-2 times per month)	23.81%	5
Never	38.10%	8
TOTAL		21

Q22 What type of special event would you most like to see sponsored by LaSalle?

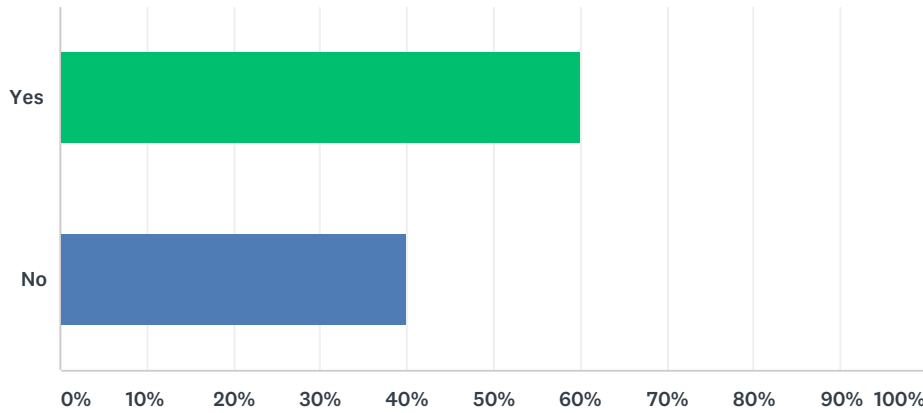
Answered: 18 Skipped: 5



ANSWER CHOICES	RESPONSES	
Daddy/Daughter Dance	0.00%	0
Mother/Son Dance	0.00%	0
Outdoor movies, music concerts	44.44%	8
Adult prom	0.00%	0
Police and Fire Department Open House	61.11%	11
Holiday/season festivals, events, parades	61.11%	11
Total Respondents: 18		

Q23 Would you be willing to support a millage to fund parks and recreation facilities?

Answered: 20 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	60.00%	12
No	40.00%	8
TOTAL		20

Q24 Thank you for participating in the LaSalle Township Master Plan survey! Please provide any additional comments that you have for the LaSalle Township Master Plan that are not addressed in the above statements.

Answered: 3 Skipped: 20

#	RESPONSES	DATE
1	In relation to the recent hearings on the proposed marijuana facilities in the Township, one of the most important issues, if allowed is location!!! I certainly do not want any facility located east of I-75! That is residential and agricultural, rural areas and I want to see it protected that way. Also, I cannot believe that our Township Board has been so late getting around to acting on this issue, in regards to ordinance and such!! You certainly have known about it long enough! At a minimum, a survey should be sent out to all Registered township voters, and residents asking for their opinions on this matter, like Erie Township did. These places should be located in urban city areas where the infrastructure and authorities can conveniently monitor and enforce regulations. You may contact me for any questions, response, or conversation regarding this survey. I also feel that our township board should have a lot more transparency. Nick Bortana.	11/7/2017 3:55 PM
2	Go low, real slow. Keep the township as rural as possible. No more development or farming of any kind east of 75. Let's be the example of a healthy lakefront. Big Ideas= more federal, state, county and local government and cost for the township residents. Most important seek first God and his input on any master plan for the township and do it.	11/7/2017 3:47 PM
3	This survey does not represent LaSalle Township. We are a rural area.	11/7/2017 3:43 PM



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